

ALGOMA CENTRAL RAILWAY

CANADIAN RAILWAY AND
MARINE WORLD

C. H. RIFF

was revoked. (Oct., pg. 343.)

Manitoulin and North Shore Ry.—The completed section of this line are being operated under Superintendent Montgomery. It is reported that this line, while allied with the Consolidated Lake Superior Co., is independent of it and is not affected by the Receiver-ship.

November 1903

Determinations, ———

Algoma Central and Hudson Bay Ry.— Track has been laid for 64 miles of this line about $1\frac{1}{2}$ miles beyond Mekatina, and grading has been completed to Park Lake, where a junction will be effected with the Michipicoten branch line. Some of the bridge work has been done on the six bridges from Park Lake southerly, but nothing has been done at the Montreal river bridge, which will be 1,100 ft. long and 130 ft. high. This bridge crosses the river at the Montreal falls, which are 175 ft. high. A location survey has been completed from Park Lake Junction to White River, on the C.P.R. transcontinental line. The line is being operated from Sault Ste. Marie, Ont., to Ogidaki, by the receiver, B. F. Fackenthal, Jr., three trains a week being run. The Michipicoten branch will probably be closed for the winter. (Oct., pg. 339.)

The Cape Breton Electric Co. has now in operation about eight miles of electric street railway in Sydney, N.S., and five miles from North Sydney to Sydney Mines. Its power

November 1903

Algoma Central and Hudson Bay Ry.

The Ontario Legislature has passed an act authorizing the guarantee of bonds to the extent of \$2,000,000 in connection with the reorganization of the Consolidated Lake Superior Co., under the name of the Canadian Improvement Co. The Premier in introducing the measure stated that the first thing to be done if the reorganization were completed, was the completion of the A.C. and H.B. Ry. This would take \$1,640,700. Of this road 91 miles were completed, 110 miles graded, and to complete it to the C.P.R. would entail the construction for 25 miles of what was as yet unbroken ground. But the engineer certified that the route of this 25 miles ran across reasonably level country, well adapted for inexpensive railway construction. This would make a total length of railway, including the Michipicoten branch, of 225 miles. The amount of money to be expended for the completion was to a certain extent provided for already. As against this expenditure by the Company there was the Dominion subsidy of \$645,000, of which \$341,440 had already been earned and the balance would have been earned when the line already graded was completed. There would be a further sum of \$142,500 to be earned in respect of the 25 miles to connect with the C.P.R., making altogether \$787,764, or nearly half of the amount which it would cost to complete the line. The Government was to have as security a first mortgage on this 225 miles of line, as well as a mortgage on the following securities: \$6,750,000 first mortgage bonds of the A.C. and H.B. Ry.; \$405,000 of first mortgage bonds of the Manitoulin and North Shore Ry.; a mortgage on the rolling stock valued at \$1,000,000; \$725,000 first mortgage bonds of the steamers of the Company; the common stock of the A.C. and H.B. Ry., \$10,000,000; the common stock of the M. and N.S. Ry., \$214,000, as well as the land grants of both companies. The new company was to have a capital of \$40,000,000, and there was to be issued \$3,000,000 of income bonds, and \$10,000,000 of first mortgage bonds, which would be secured on all the properties of the Company except the railways and steamships. The main security of the Government was its first mortgage on the railways, their rolling stock, the steamships and the land grants, but in addition the Government was to have collateral in the shape of bonds. The guarantee of the Government would extend over two years, and in the case of default, by the non-completion of the railway, possession could be taken of the line. The Government would also have three representatives upon the directorate, the total number of directors being nine. From statements issued during the discussion it appeared that under the reorganization plans the Canadian Improvement Company would have a working capital of \$4,340,000 after paying off all liabilities, and that the total cash investments in the various undertakings amounted to \$28,259,177.00, of which there had been expended on the A.C. and H.B. Ry. \$9,017,297.27; on the Manitoulin and North Shore Ry., \$533,186.95; on the Trans-St. Mary's Traction Co., \$217,784.41; and on the International Transit Co., \$308,-

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MAY 1904

Algoma Central and Hudson Bay Ry. In connection with the re-organization of the Consolidated Lake Superior Co., the Ontario Legislature has passed an act guaranteeing the 4% bonds of the A.C.Ry. to the extent of \$2,000,000 for two years. The principal condition of the guarantee is that the line be completed immediately to the C.P.R. at or near White River, Ont. The present condition of the line is that steel has been laid on 91 miles, and 26 miles of sidings have been laid for the operation of the line; 110 miles in addition have been graded ready for tracklaying, but the bridge work, which includes a long steel bridge over the Montreal river, has not been completed. The construction of an additional 10 miles would give the required connection with the C.P.R. (Nov., 1903. p. 180.)

June 1904

Algoma Central and Hudson Bay Ry.—
Traffic has been re-opened on this line from
Sault Ste. Marie to Trout Lake, Ont., about
75 miles, close up to the Montreal River, at
which point a steel bridge will have to be
erected. (June, pg. 181.)

September 1904

itor.

NOVEMBER 1904

Algoma Central and Hudson Bay Ry.
Following is a complete list of the officers of the A. C. and H. B. Ry., of the Manitoulin and North Shore Ry., and of the Algoma Central Steamship Line: President, C. D. Warren, Toronto; Vice President, T. J. Drummond, Montreal; General Auditor, J. S. Wynn; Auditor, S. Warren; Auditor Freight and Passenger Receipts, Jas. Bourke; Assistant Secretary and Treasurer, A. H. Chitty; General Superintendent, T. J. Kennedy; General Storekeeper, A. M. Harnwell; Local Solicitor, J. E. Irving; Purchasing Agent, W. H. Cowell; Car Accountant, C. L. Vaughn; Master Mechanic, C. E. Slayton; Roadmaster, W. T. Yull; all the above except where otherwise mentioned have offices at Sault Ste. Marie, Ont.; Superintendent Manitoulin and North Shore Ry., G. A. Montgomery, Sudbury, Ont.; Superintendent Steamship line, W. C. Barr, Sault Ste. Marie, Ont.; Superintendent Michipicoten Division, C. A. Shields, Michipicoten, Ont.

PROPERTY OF THE PROVINCIAL ARCHIVES
Algoma Central and Hudson Bay Ry.—The
Board of Railway Commissioners has
authorized the company to build an over-
head bridge to carry the highway and the
International Transit Co's tracks across its
tracks at Cathcart St. and Welde Ave. Ta-
gona, Sault Ste Marie, Ont. (Nov., pg 500)

December 1904

The Algoma Central and Hudson Bay Ry. is being operated from Sault Ste. Marie to Mekatina, Ont., 64 miles. Beyond this point to the junction with the Michipicoten branch, grading for which had been completed prior to the reorganization, two miles of track has been laid, and it is understood that during the year work will be resumed and the line completed. Although the Lake Superior Corporation is under contract with the Ontario Government to construct the line to the C.P.R. it is not expected that anything will be done in that direction this year. (Sept., 1904. pg. 311.)

February 1905

Niagara Central and Hudson Bay Ry.

The location of Mekatina station is at mileage 64, and track has been laid for two miles beyond that point, as far as the crossing of the Chippewa River.

The Dominion Parliament is being asked at its current session for an act authorizing, among other things, an extension of time for the completion of the company's projected railway. (Feb., pg. 45.)

MARCH 1905

Central and Hudson Bay Ry. An-
nounced at the last session of the On-
tario Legislature, authorizing the Lieut.
Governor in Council to adjust a question in-
volving the land grant to the com-
pany under an old act certain lands had been
prevented from being granted for railway
purposes and improved. The pres-
ent Bill will enable the Government
to overcome this difficulty. (June, pg.

July 1905

Algoma Central and Hudson Bay Ry. In a recent interview at Toronto, F. H. Clergue is reported as having stated that the line would be completed to a junction with the main line of the C.P.R., and that the operations would be commenced at an early date and conducted with energy, and that assurances to that effect had been given to the Ontario Government. Enquiry of members of the Government fails to confirm this. We are advised the matter is under the consideration of the directors, and will be dealt with definitely in the near future. (Mar., pg. 89.)

August 1905

Manitoulin and North Shore Ry.—The application of the company, which is one of the numerous railway projects, the charters for which are owned by the Lake Superior corporation, at the current session of the Dominion Parliament for an extension of time, was contested by residents of Owen Sound, Ont. The company has power to construct a line to connect Owen Sound and Meaford, but as nothing was being done in the way of construction, local interests applied for an act of incorporation as the Owen Sound and Meaford Ry. As a result of the meeting between the Owen Sound deputation and the promoters of the M. and N.S. Ry., an agreement was reached, in consequence of which it is provided in the act that if the M. and N.S. Ry. does not begin construction between Owen Sound and Meaford within six months, and expend \$150,000 on construction, its powers are to lapse. The line is to be completed in 1906. In connection with the power of the company to construct a line from Sudbury to Little Current, a section was inserted directing the commencement of work within a year from July 1 at Little Current, the spending of \$120,000 within a year, and the completion of the work within two years. The Ontario Government has been asked to aid in the construction of this latter piece of line, 75 miles in length. We were advised May 22 that no definite arrangements had been made; that no engineer had been appointed, and that it was not likely anything would be done for some weeks. See also Canada Central Ry., and Owen Sound and Meaford Ry.

July 1905

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August 1905

July, 1907]

THE RA

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson's Bay Ry.—The Superior Copper Co. proposes to construct a spur line from mileage 38.4 on the A.C. and H.B.R. main line, known as Superior Mine station, to its mining property, $4\frac{3}{4}$ miles. J. F. Wilde was reported recently to be making a survey, and it was stated that the Government would be asked to grant a right of way. The Lake Superior Corporation, owning the A.C. and H.B. Ry., it was stated, had consented to supply all labor and equipment, and to do all the work under the supervision of the directors for a percentage of the cost of the road. It is expected the road will be completed and in operation by Sept. 1, and will cost \$75,000. We were advised June 19 that it had not been decided who would undertake the work of constructing the line, but that it was quite likely that it would be done by the A.C. and H.B.R.

The Atlantic, Quebec and Western Ry.'s ap-

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JULY 1907

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Ry.—F. Stewart, General Manager, was in Montreal, Mar. 17, and in an interview stated that the company had constructed 19 miles of line from Seward, Alaska, and it was intended to complete the line for a distance of 35 miles. When this was done there was no doubt that a large amount of traffic would result. Mr. Stewart was on his way back to Seward, having been to London, Eng., making arrangements for the company's financial requirements. (Aug., 1907, pg. 663).

A press report, dated Mar. 23, states that Mr. Stewart has been superseded as General Manager of the A.C.R., the reason assigned relating to the financial arrangements with the Sovereign Bank of Canada, now in liquidation.

Algoma Central and Hudson's Bay Ry.—At a joint meeting of the Town Council and Board of Trade of Sault Ste. Marie, Ont., recently, it was arranged to send a joint deputation to the Ontario Government asking that steps be taken to provide additional railway accommodation for the district, particularly in the direction of the completion of the A.C. and H.B.R. to a junction with the G.T. Pacific Ry. It was decided to ask the Ontario Government to regrant 5,000 acres and \$20,000 a mile to construct the line from the projected junction with the C.P.R., to a junction with the G.T. Pacific. The deputation will also ask the Dominion Government to give a special cash subsidy to the A.C. and H.B.R., for the construction of the more northerly portion of the line.

A public meeting was held Mar. 16 at Sault Ste. Marie, at which a delegation was appointed to interview the Ontario Government with the object of obtaining a guarantee of the company's bonds upon the surrender of the land grant in order that the line might be completed to the National Transcontinental Ry., or for the Government to take over the railway and extend it as a colonization railway. After presenting their views Mar. 20, the Premier in reply said, while the Government believed that the time for stopping the general bonusing of railways had arrived, there were cases where exceptions might reasonably be made. In 1907, the Government renewed the money grant to the railway, and now it was asked to renew the land grant also. Good and strong reasons would have to be submitted before the Government could give a favorable consideration to the proposal. (Mar. pg. 179.)

Atlantic, Quebec and Western Ry.—An in-

RAILWAY DEVELOPMENT.

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Alberta Southwestern Ry.—In connection with the application for the incorporation of a company with this title to construct a line from the International boundary to Calgary, Alta., recent despatches from Cowley state that a survey-party under the charge of — Wilkinson has been for some time past running a line eastwards from Cowley towards Macleod, north of the Old Man River, in connection with the preliminary survey of a line from Michel to Calgary. As soon as the line from Michel up the Elk River has been completed, the report states the line from Lethbridge to Calgary will be started. A despatch from Frank, Alta., a few days later, states that Mr. Wilkinson is an engineer in the employ of Kenaston, Robertson, Lynch interests, who are the principal owners of the Canada West Co. at Taber, Alta., and that this company proposes to construct a line north and south, intersecting the Crow's Nest Pass Line at about Cowley, and connecting with the line to be built up the Elk valley on the B.C. side, from Michel to Calgary—Great Northern Ry., U.S., project. (May, pg. 329.) See also Canada West Coal Companies Rd., Mar., pg. 179, and Nov., 1907, pg. 831.)

Algoma Central and Hudson's Bay Ry.—The report of the Engineer of the Ontario Department of Public Works for 1907, referring to the railway, says an extension of 1,461 ft. was made to the main line, and several sidings and spurs were constructed. At mileage 17, a 270 ft. siding was put in; an extension of 270 ft. was made at Loon Lake spur; a 495 ft. spur was made off Wabos passing track, mileage 35; a 100 ft. connection was made at mileage 38. From this connection the Superior Copper Co. has under construction a line to Superior mine, 4.02 miles, grading of which is about 80% completed; rails, fastenings, etc., are on the ground, and it is the intention to complete the line in the early spring. At mileage 45, a siding 5,280 ft.; at mileage 46, a siding 710 ft.; at mileage 46½, a siding 300 ft.; at mileage 47, a siding 910 ft., and at mileage 48½, a siding 425 ft. have been constructed. At the terminals at Sault Ste. Marie, connections have been made with the dynamo room of the pulp mill building, 1,328 ft.; with the car shops 280 ft., and with the saw mill 340 ft. Permanent steel spans on concrete abutments have been erected at mileages 34.9, 38.5, and 51, to replace wooden trestles. At mileage 41.3 a 12 ft. concrete arch was put in and embankment made up to grade to replace temporary wooden trestle. The main line between mileage 60 and the junction with the Michipicoten branch, a distance of about 101½ miles, is graded and partly bridged. (April, pg. 243.)

Atlantic, Quebec and Western Ry.—Sub-

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Rd.—Reports from Seward, Alaska, state that during the current year construction has been extended from mileage 48 to 55 north of Seward, and that work is in progress at various points up to mileage 75. J. B. Cameron, Seward, is engineer of construction. (Aug., p. 561).

Algoma Central and Hudson's Bay Ry.—C. D. Warren, President Lake Superior Corporation; N. W. Rowell, K.C.; T. Gibson, of Toronto, and W. H. Hearst, of Sault Ste. Marie, Ont., waited on the Ontario Minister of Public Works, Aug. 9, in connection with the company's plans for the extension of its lines. Hon. F. Cochrane promised to give full consideration to the proposals. (July, p. 479).

American Midland Ry., Colorado, Texas and Mexico Ry.—The promoters of a north and south trunk railway from the International boundary to the Gulf of Mexico and beyond are again to the fore. Two new charters have been filed in Oklahoma for the construction of such a line, the northern terminal of one being at Winnipeg, Man., and of the other at Langdon, N.D., on the Great Northern Ry. branch line from Larimore to Hannah at the International boundary. The Railway Age says: The largest recent project is that of the American Midland Ry. Co., capital stock started at \$60,000,000, which desires to build 2,100 miles of railways, consisting of a main line from Langdon, in the north-eastern corner of North Dakota, southward to the Gulf at Galveston, with two long branches. The headquarters are located in that financial center, Guthrie, Okla. This enterprise is nearly as ambitious as that of the U.S. Central Ry. Co., recently incorporated in South Dakota, capital \$50,000,000, which is to construct a railway from Portland, Me., to San Francisco, Cal., at an estimated outlay of \$500,000,000. Another company proposes to build a railway to the Gulf or farther, the new Oklahoma-chartered Colorado, Texas and Mexico, which contemplates 2,500 miles of road from Winnipeg, Man., to Arkansas Pass and Corpus Christi, Tex., with branches to Galveston and Eagle Pass and into old Mexico. This claims more mileage than the American Midland, chartered recently in Oklahoma also, to build from

crete station building and platforms at Maynooth on the Whitney extension of this line. (Aug., p. 561.)

Duluth, Rainy River and Winnipeg Ry.—Track was laid on this line to the southern shore of the Rainy River, opposite Fort Frances, Ont., Aug. 11, and ballasting was immediately gone on with. It was expected to have a freight and passenger train service in operation by Aug. 31. The line starts at Rainy Jct., the terminal of the Duluth, Missabie and Northern Ry., and has been in operation for some time to Pelican, 44 miles, and was projected by the Virginia and Rainy Lake Co., for the development of its lumber business. At Rainy River a bridge is being constructed jointly with the Canadian Northern Ry., for the purpose of enabling through trains to be run between Duluth on the one hand, and Winnipeg and Port Arthur on the other. Reports from Fort Frances state that it was expected to have the pile and pier work for the bridge completed by Aug. 15. Much of the steel for the superstructure had been delivered. The Canadian Northern Ry. erected the piers and pile work, and the steel work is being erected by the D.R.R. and W. Ry. The bridge will be maintained by the two companies. It is expected to have the bridge completed early in Oct.

As soon as the line from Virginia to Rainy River is fully completed and in operation, the company proposes to start the construction of a line from Virginia southerly to Duluth, so as to give it a line to that city independent of the Duluth, Missabie and Northern Ry. (Aug., pg. 561).

Edmonton and Slave Lake Ry.—There has been deposited with the Secretary of State at Ottawa, a mortgage dated July 1, from the E. and S.L. Ry. to the National Trust Co., Toronto, securing an issue of the first mortgage bonds to the extent of \$20,000 a mile on that portion of the company's projected railway between Edmonton and Athabasca Landing, Alta., about 100 miles.

Halifax and South-Western Ry.—C. W. Spencer, General Manager Mackenzie, Mann & Co.'s Eastern Lines, recently completed a trip of inspection over the H. and S.W. Ry., and says that with the exception of the steel bridge over the Mersey River, near Liverpool, which is under construction, the whole line is solid and permanent. All the temporary trestles and bridges have been done away with, and the whole line brought up to the standard for running fast trains. (Aug.,

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has charge of the financial affairs of the company in England, is in Dawson, Yukon, looking into the question of the extension of the line. At a recent meeting of the Dawson Board of Trade, he stated that his firm would be willing to undertake the task of constructing a line southerly to existing railway lines, provided sufficient local and Government support and encouragement was given. A committee of the Board was appointed to gather all possible information as to probable trade, etc. (Jan., pg. 3).

Macleod, Cardston and Montana Ry.—Application will be made next session of the Dominion Parliament for an act extending the time, authorized by the Act of 1903, and amending acts, for the commencement and completion of this projected railway. (Feb., pg. 89).

Magdalen River Ry.—Dr. Lemieux, M.L.A. for Gaspé, is quoted as saying at Quebec recently that the construction had been commenced and was progressing favorably upon this line, which is to connect Cap à la Ours with the main line of the Atlantic, Quebec and Western Ry. (Aug., pg. 553).

DEC., 1907]

THE R

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—The Superior Copper Co., Sault Ste. Marie, Mich., is constructing a three mile spur from Superior Mine station, mileage 38.4, to its mining property. Reports state that owing to the assignment, Nov. 5, of F. Perry, who is the largest stockholder in the Superior Copper Co., the work of construction will be suspended temporarily. (Sept., pg. 663).

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

The Alberta Oil, Coal and Wheat Ry. Co. was incorporated by an act passed by the Alberta Legislature at its first session in 1906, and the town of Pincher Creek has guaranteed bonds to the extent of \$25,000 towards the construction of a line from that place to the C.P.R. Crow's Nest Branch at or near Pincher station. It is said that construction will be proceeded with in the spring. J. E. Shoultz is Vice-President of the company, and it is said that English capital is being provided to construct the line. (Jan., pg. 19).

Algoma Central and Hudson Bay Ry.—Replying to a question in the House of Commons Jan. 8, the Minister of Railways said there had been completed 69.35 miles of main line, 20.29 miles of branch lines and 9.93 miles of side tracks, these figures having been supplied to the Government in a statement signed by and sworn to by J. S. Wynn, acting Manager, and A. H. Chitty, Assistant Treasurer. The total mileage subsidized and under construction was, on the main line, 200 miles; on branch lines 25 miles, total 225 miles. The subsidy was paid as follows: On main line, Dec. 17, 1901, \$240,624; on branch line, Feb. 24, 1902, \$76,800; on main line, June 17, 1902, \$63,200; on main and branch lines, Oct. 15, 1902, \$202,912; on main and branch lines, Oct. 4, 1904, \$331,378.76; on main and branch lines, April 12, 1905, \$10,061.24. Total subsidy paid, \$924,976, or \$4,111 per mile of the whole mileage stated, the payments having been made on progress estimates covering the whole distance under subsidy. These amounts were paid to the A.C. and H.B. Ry. Co. The Department was not aware of any other amounts claimed by the company on subsidy account. No special subsidies were applied for or granted on account of bridges or extra cost of construction. (See also Pacific and Atlantic Ry.). (Dec., 1907, pg. 889).

Atlantic, Quebec and Western Ry.—No

RAILWAY DEVELOPMENT.

ected Lines. Surveys, Construction, Betterments, Etc.

and Hudson Bay Ry.—The Dominion will be asked to pass an act within the time within which the company construct the lines authorized by Chap. 55, of the statutes of 1907. H. Ottawa, is solicitor for the applicants. (1907, pg. 323.)

Central Ry.—The Red Deer, Alta., of Trade is taking active steps to support the company's application to the Dominion Parliament for an extension of time for construction of the projected railway from Red Deer towards Rocky Mountain. A delegation from the Board has visited a number of districts through which the line would pass and the speakers stated that the Board had satisfied itself that there was a bona fide prospect of the company starting active operations in the near future, and of the placing in operation of the line of the line which would serve the River country, within the next two years. They stated that negotiations had been going on with one of the transcontinental companies and the company was advised that the proper gradients could be secured to make the proposed line equal to any of the transcontinental lines, the question of financing would be arranged. As a result of the visit the delegates several settlements which had been scheduled to petition against the granting of a further extension of time for the construction of the line have withdrawn their petition. The projected line, it is stated, will serve a large and fairly well-populated area besides striking some good coal and timber berths, and opening up a large area of high-class agricultural land. (pg. 17.)

Algonia Central and Hudson Bay Ry.—In connection with the discharge of the \$1,000,000 by the Ontario Government to the Lake Superior Corporation, the agent, C. D. Warren, of Toronto, stated, that there would be some change in the estimate, and that an announcement would be made as to plans of extension. A report states of the \$5,000,000 which is proposed shall be expended on the company, etc., at Sault Ste. Marie, Ont., a considerable proportion will be utilized on the extension of the A.C. and H.B. Ry. to the R. and that the work will be started in the spring. F. H. Clergue was quoted as stating that within two years a way will be constructed right through the country with the C.P.R. The surveys for a distance to connect the detached end of the line and the C.P.R. have been made, grading has been done on a considerable portion of this location, and some work has been laid. (Jan., pg. 17.)

and Pontiac Ry.—Application made to the Dominion Parliament for

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta.—There was under discussion in the Alberta Legislature a resolution expressing the opinion that the Government should acquire the railways in the province running north and south, extend them to connect with the northern waterways, and construct a railway from the most northern portion of the province to connect with the waterways. The resolution also called for the management of the railways, when constructed or acquired, by an independent commission.

An amendment was carried in favor of the extension of railway facilities to every part of the province, but having regard to the general interests of the province advocated the first use of its revenues and resources to the construction of roads, bridges, schools, etc.

Alberta North-Western Ry.—Application is being made by C. W. Büxenstein, H. Danziger, Berlin, Germany; O. E. Talbot, St. Michel, Que.; M. Cohn, H. B. McGiverin, Ottawa, at the current session of the Dominion Parliament, for an act incorporating a company with this title, for the purpose of constructing a railway from the Calgary and Edmonton Ry. between Olds and Innisfail, Alta., northwesterly along the valleys of the Red Deer, Raven and Clearwater rivers, to or near Rocky Mountain House on the North Saskatchewan River; thence westerly along the valley of that river to Kootenay plains in the Rocky Mountains; also from the North Saskatchewan River, between Bighorn and Sheep rivers, northwesterly to Brazeau River, thence northerly to and along the McLeod River to the G.T. Pacific Ry. The company asks for special powers enabling it to construct and operate steam and other vessels on the navigable waters touched by the railways; to carry on hotels; mining, lumbering and other businesses, and for power to enter into agreements with the C.P.R., the Calgary and Edmonton Ry., and the G.T. Pacific Ry. (Jan., pg. 19, and July, 1907, pg. 479).

The company is asking the Alberta Legislature at its current session for authority to construct a branch line from Medicine Hat to Nanton, and thence northerly to Keith; in addition to the lines previously authorized.

Algoma Central and Hudson's Bay Ry.—C. N. Smith, M.L.A., Sault Ste. Marie, in an interview Feb. 6, said the Ontario Government should construct and operate all new lines in Northern Ontario, in order the better to develop the resources and carry on the colonization of that part of the province. The Lake Superior Corporation, he said, was not at present in a position to carry the A. C. and H.B. Ry. to completion, and it would be in the interest of the Province for the Government to take over the line and finish it as a colonization work. In addition to the mileage of track laid and in operation, about 100 miles of grading had been done. The grading of an additional 25 miles would bring the line to a junction with the C.P.R. transcontinental line, and if it were still further extended to the G.T. Pacific Ry. it would draw some of the traffic off that line and help the Temiskaming and Northern Ontario Ry. to give Ontario the benefit of that traffic. It would, in his opinion, cost the Government about \$25,000 a mile to acquire the existing line. The Provincial Minister of Public Works referring to this suggestion expressed the opinion that it would mean the adoption of a policy whereby the province would be responsible for running feeders to the great railway lines, which would get advan-

tage of the long haul. On the other hand, if the Government owned the short feeder lines, the cost of operation of which would be proportionately higher than the main lines, it was probable that expenditures might be involved which would drain the revenue instead of assisting it. This opinion was expressed by the Minister as his own view, and not in any way official as representing the Government.

The Railway Age said recently:

We are advised by T. J. Kennedy, Superintendent, Sault Ste. Marie, Ont., that definite decision has been reached relative to the proposed extension of this line.

We are officially advised that this is incorrect. It should have been stated that no decision had been reached.

The company at present has in operation the line from Sault Ste. Marie northerly, and the Michipicoten branch, together 89.64 miles, and has graded about 100 miles between the track end on the main line and the Michipicoten branch near Helen Mine. Upon this portion of the line there is one very large bridge to be completed.

Asheroff, Barkerville and Fort George Ry.—The Dominion Parliament is being asked at its current session for an act extending for five years the time within which this company may construct its authorized railway. (Aug., 1906, pg. 449).

Boundary, Kamloops and Cariboo Central Ry.—An extension of two years for the commencement and of five years for the completion of this projected railway is being asked at the current session of the Dominion Parliament. (Nov., 1907, pg. 829).

Beersville Ry. Co.—See North Shore Rd. Co.

Bessemer and Barry's Bay Ry.—We are advised that surveys have been made for a branch line from Bessemer, Ont., to no. 1 mine, about 2.50 miles. During 1907 the company constructed a standard gauge track to its ore pocket and crusher, in place of the narrow gauge trestle upon which the ore was formerly carried to the main track. (Oct., 1907, pg. 741.)

Bruce Mines and Algoma Ry.—Press reports state that negotiations have been reopened between a British syndicate and the Ontario Government with a view of the completion of this railway from the present terminus near Rock Lake, to the C.P.R. Transcontinental Line near Chapeau, a distance of about 120 miles. (Jan., pg. 19, and June, 1905, pg. 241.)

Calgary and Fernie Ry.—The Dominion Parliament is being asked at its current session to grant an extension of two years for the commencement and of five years for the completion of this projected railway. (Nov., 1907, pg. 829).

Canada Central Ry.—The Ontario Legislature is being asked at its current session for an act extending the time within which this projected railway may be constructed. Ryckman, Kerr and MacInnes, Toronto, are solicitors for the applicants.

Canada West Coal Companies Rd.—

Announcement is made that this company, the head office of which is at St. Paul, Minn., will build a line to haul coke from Butte, Mont., north to the smelters at Calgary, Alb. —Railroad Gazette, New York.

Enquiries made in respect to this matter show that in September, 1907, a company with the title of the Canada West Coal and Coke Co. was granted supplementary letters patent under the Dominion Companies Act, under which its name was changed to the Canada West Coal Co. The Secretary of this company is F. E. Kenaston, of Minneapolis, Minn., and it has also an office at Winnipeg, Man. The company was reported to be carrying on mining operations at Taber, Alta. There are no smelters at Calgary, and we are advised by those in a position to know that there are none at any other point in Alberta.

A director informs us of a line to the company. The same point in the C.W. interested in stone Mou notice of a was given i however, it decided not at the prese dropped. pany was ti

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta and Great Waterways Ry.—Pending the completion of the investigation by the judicial commission appointed by the Alberta Legislature into the circumstances surrounding the granting of the charter, the survey parties have been recalled. Construction, however, is reported to be progressing on the first 10 miles from Edmonton, and several contracts for clearing the right of way are said to have been let. The A and G. W. R. Co. in order to secure a Dominion charter, acquired that of the Athabasca Ry., and an action has been instituted in connection with the transfer of this, by certain Toronto interests. (Mar. pg. 99.)

Alberta Central Ry.—We are advised that the press report that the C.P.R. has secured control of this company's charter is incorrect. It is, however, stated by interested parties that the A.C.R. promoters have an understanding that the C.P.R. will, when the line is built, lease and operate the line. The Board of Railway Commissioners has approved of the location from Red Deer to Rocky Mountain House.

The Minister of Railways has approved the route maps for this projected railway from Red Deer, Alta., westerly to the Rocky Mountains. J. T. Moore, President, and J. G. MacGregor, Chief Engineer, were in Ottawa recently in connection with the matter. They stated that construction would be gone on with this year.

Saskatchewan Central and Hudson Bay Ry.—The time for receiving tenders for the construction of the extension of the line between Hawk Lake Jet and Hobon, on the C.P.R. transcontinental line, was extended to April 30. The work ordered for includes clearing, grading and bridge work, and the extension of about 31 miles. This line will connect the company's Michipicoten branch with the C.P.R., and it is intended in the future to complete the construction of the main line from the present track near Pangissin to Hawk Lake Jet. Work had been practically completed between Pangissin and the Montreal River prior to the reconstruction of the company in 1903. (Mar. pg. 185.)

The Dominion Parliament has extended the time within which the company is authorized lines may be built, and has increased the amount of bonds that may be issued, including securities already issued, to \$40,000 a mile.

Vancouver and Pontiac Ry.—A company with this title was incorporated by the Dominion Parliament in 1909, to construct a railway from between Owen

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Information as to construction on the A.C. & H.B.R. will be found under the head of Railway Development, on another page.

Ontario Railway and Municipal Board.

The annual report for 1909 issued recently, shows that 261 applications were made of which 183 were in form, and 78 informal. Of the formal applications 171 were heard and disposed of and 12 were carried over into 1910. Of the informal applications some were settled by correspondence, and others disposed of without a hearing. In about 20 cases the parties were referred to the Board of Railway Commissioners as the matter to be disposed of came under the Dominion law. The report gives details of the orders made, and a good deal of information as to railway and municipal matters in the province, especially in reference to the municipal control of public utilities.

One of the very few houses that was left standing after the fire which practically wiped out Campbellton, N.B., July 11, was that of Superintendent Price of the Intercolonial Ry. I.C.R. station and other buildings were burned, and a large quantity of rolling stock destroyed, the loss being put at upwards of \$160,000.

The report of the Ontario Department of Public Works, which has just been issued, covers the ten months ended oct 31, 1909. To be of service to the public these reports should be issued more promptly, or at any rate be made accessible at the time they are presented to the Legislature. The report states that 260.23 miles of new railway were opened for traffic in the province during the 10 months, and that there was then a total of 8,660.42 miles of railways in operation within the province.

During May, 25 employees were killed and 39 injured, in the course of their work on Canadian railways. Of the fatalities, eight were due to being run over, five to collisions, four to falls, three to being caught between cars, two each to explosions and to derailments, and one to falling material, while of the other accidents, 11 were due to collisions, six to being caught between cars, five each to being run over and to falls, four to derailments, three to falling material, two to explosions, and one each to machinery, to flying material and to being struck by an object in passing.

gold bonds, being the approximate equivalent as part of exchange of \$3,750,000, the balance of \$3,000,000, out of a total issue of \$6,750,000, having been taken for issue in France. The prospectus states that the bonds will be a specific first mortgage upon the company's railways terminals and docks, and a general floating charge upon the rest of the assets and undertaking, present and future, including the lands to which the company will become entitled from the Ontario Government.

The company is authorized to construct a line from Sault Ste. Marie, Ont., to the C.P.R., including a branch from Michipicoten Harbor to the main line, and from the C.P.R. north to James Bay, intersecting the National Transcontinental Ry. under construction, and the projected line of the Canadian Northern Ry. The Dominion has granted a cash subsidy of \$6,400 a mile for the 225 miles from Sault Ste. Marie to the C.P.R. main line, including the Michipicoten Branch. The Province of Ontario has granted about 1,665,000 acres in respect of the 225 miles. These lands will be granted in freehold, and carry all minerals and all timber free of all charges, except the line, upon which stumpage charges are to be paid 1,439,300 acres of this land grant have been selected already by the company, and have been set aside by the Government.

The railway is already in operation for some 80 miles. The company owns extensive terminals and deep-water docks at Sault Ste. Marie, fully equipped for the rapid loading and unloading of ore, coal, steel rails, lumber etc., and also owns the harbor at Michipicoten. The company owns and operates on the Great Lakes a freight steamship line with a tonnage (including a steamboat under construction) of 1,600 tons.

Part of the proceeds of the bonds will be used to pay for \$3,000,000 bonds of the Lake Superior Corporation which have been cancelled, in order to absolutely free the Algoma Central Ry. Company from all encumbrances other than that of its own first mortgage bonds now being issued, and the balance of the proceeds, together with other available funds of the railway company, and the cash to be received by way of subsidies from the Dominion Government will be more than sufficient to cover the expenditure required for the completion and equipment of the road to the C.P.R. main line.

located at Sault Ste. Marie at a cost considerably below the price now being paid for similar ore from the U.S. The opening up of the timber lands will be naturally be of value to the lumber and pulp industries. A valuable land grant of 1,665,000 acres under the Ontario Government land grant will be secured including timber and mineral lands of great potential value, and to some of which it is a Government condition that the railway be completed by the 31, 1911. This implies the necessity for immediate progress in construction, for which everything is in readiness.

Briefly stated, the plan for the completion of the construction of the railway, which has been unanimously approved by your directors, is as follows: The railway as it exists to-day is sold for the equivalent of \$3,000,000 under the powers given in the first collateral first mortgage of the Lake Superior Corporation and \$3,000,000 bonds issued by that mortgage will be cancelled, thereby reducing the amount of the first mortgage collateral trust bonds of the corporation outstanding to \$7,000,000. The railway company will be re-capitalized as follows: 50-year 3% first mortgage redeemable gold bonds (limited to \$1,000 per mile of completed road), \$6,000; five per cent non-cumulative preferred stock, \$5,000,000; common stock, \$6,000,000. The proceeds of the securities under the above capitalization together with the cash subscription to be earned from the Dominion Government will give sufficient funds for completion of the road. In connection of a guarantee of the principal interest of the \$6,750,000 first mortgage bonds of the railway company by the Lake Superior Corporation, the latter will receive the whole of the \$5,000,000 common stock and will hold \$1,000 of the preferred stock for benefit of the railway.

The directors are glad to have this opportunity of reporting that, so far as matters of the Corporation generally concerned, most satisfactory progress is being made. The construction of new furnace, merchant mills and others as can be seen, most of these will be entirely completed by the end of the year, whilst the estimated cost is not likely to be exceeded. The Corporation has been especially desirous of placing the steel department in an im-

midway construction may be secured in
what sections seem best. So far, the
arrangement has cost the province \$55,-
000

Algoma Central and Hudson's Bay Ry.

Tenders were received to July 30 for
200,000 ties to be delivered on the main
line between the crossing of the Mon-
treal River and the Michipicoten River.
Good progress is being made with the
building of the connection between the
Michipicoten branch at Hawk Lake Jct.,
and Hobon, Ont., on the C.P.R. trans-
continental line. The work has been
pretty well opened up, clearing gangs are
making good progress and contractors
are constructing their camps at various
points. It is hoped to have 1,000 men at
work by Sept. 1.

We are officially advised that 150,000 of
these ties are to be used for the complet-
ion of the main line, the contract for
which has been let to the O'Boyle Bros.
Construction Co., and is now under way.
Work laying from the north and south
ends was expected to be started before
the end of July. From the south end
work will be laid through to the crossing
of the Batchewana River, between which
and the Montreal River there are
several structures to be built. The ob-
ject is to push through to the Montreal
River in order that the construction of
a bridge may be got under way.
Meanwhile, the track will be going down
to the north, and it is hoped to have
reach the Montreal River by the time
the bridge is completed, so that there
be no delay in construction. The
other 100,000 ties will be used for the
Hawk Lake-Hobon section. (July, pg.

DEVELOPMENT OF ALBERTA AND ALASKA RY.—A

August 1910

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta and Great Waterways Ry.—A conference between the officers of the company and former members of the Alberta Government, is reported to have taken place at Vancouver, B.C., Aug. 23, to consider future plans. Nothing has been given out as to what action was decided upon, and it is not likely that anything definite will be done until after the opening of the Legislature, when the new government will state its policy.

The Government decided Sept. 11, not to make the report of the Royal Commission, relative to the agreement with the railway, public before it was presented to the Legislature.

Alberta Central Ry.—We are advised that the building of this line projected from Red Deer to Rocky Mountain

House, Alta., has been started, in the vicinity of Red Deer. As it was found to be too late in the season to let any contracts, the construction is being done by daily force under the direct supervision of J. Grant MacGregor, Chief Engineer. It is expected to carry on the work as long as the weather will permit. (Sept., pg. 725).

Algoma Central and Hudson Bay Ry.—A contract has been let, we are informed, to Austin and Nicholson, Chateau, Ont., for the delivery of 250,000 ties between the crossing of the Montreal River and the Michipicoten River, Ont. (Aug. pg. 627.)

British Columbia and Alaska Ry.—The B.C. Government received information Sept. 6, that the reconnaissance surveys had been completed as far as Fort George and Quesnel, and that the survey parties were working towards the coast. An Ashcroft dispatch of Sept. 9, states that a party of the company's engineers

arrived there from Quesnel, and went on to Vancouver, having been recalled. (Sept., pg. 725).

Canada and Gulf Terminal Ry.—The building of this line from St. Flavie, on the Intercolonial Ry., to Matane, Que., is being proceeded with. Press reports state that the bridge over the Metis River has been completed; that the grading has been finished as far as Sandy Bay, and that it is expected the grading will be laid into Metis by Oct. 31.

We have been advised that work was begun on the line early in May and has since been continued over the first section from St. Flavie to Matane. Track is now being laid to the Tartigon River, mileage 21, and it is expected that the section to Matane, about 35 miles, will be ready for traffic by Nov. 1. H. Doherty is the contractor. Surveys are being made eastward from Matane towards Gaspe Basin. Arrangements have been made with the Intercolonial Ry. for the interchange of traffic at St. Flavie, as soon as the line is opened.

Graham Island—A Vancouver press

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta and Great Waterways Ry.—The report of F. J. P. Crean, C.E., of an exploration which he made for the Department of the Interior, in northern Saskatchewan and Alberta, during 1909, has been issued. He reports generally favorably of the land and climate, and in conclusion says the difficulties of reaching a large section of the area explored will no longer exist "when the railway to McMurray, which is now proposed to be built, is completed." Numbers of papers continue to be filed in the courts at Edmonton arising out of the company's affairs. (Oct., pg. 825.)

The Alberta and Saskatchewan Central Ry. Lines was incorporated last session of the Alberta Legislature, to build

tween Lethbridge and Sterling to the International boundary between ranges 24 and 30 west of the fourth meridian.

Alberta Railways.—In a recent speech at Macleod, Alta, the Alberta Premier, dealing with the policy of railway extension, said the Government would insist on the completion of work for which bonds had been guaranteed, and would not tolerate a policy of renewing bonuses from year to year.

Algoma Central and Hudson Bay Ry.—T. J. Drummond, President Lake Superior Corporation, has recently completed an inspection of the A.C. and H.B.R., owned by the Corporation. The work at present being done on the line includes the building of the main line to a junction with the Michipicoten branch, an extension to Hobon, on the C.P.R. transcontinental line, and a branch to reach the Maggie iron mines, now being developed. (Oct., pg. 825.)

Atlantic, Quebec and Western Ry.—A

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta and Great Waterways Ry.—A bill confirming the Provincial guarantee for the bonds issued in 1909 for the building of this projected railway, under the special legislation of 1908, was read a second time by the Legislature, Dec. 4. The principal feature of the bill, however, is that it declares the proceeds of the bond issue, now deposited in three banks, is to "form part of the public revenue fund of the province, free and clear of any claims by the A. and G.W. Ry. Co., its successors or assigns, and the province shall indemnify and save, harmless, the railway company, its assets and its undertakings from any and every claim made under said bonds or any of them."

W. R. Clark, of Kansas City, Mo., President of the company, has appealed to the Dominion Government to look into the matter, and to the U.S. Government to see what steps can be taken to look after the interests of the shareholders, who are almost without exception, citizens of the U.S. The bond issue was made through J. P. Morgan & Co., New York.

The plans for the railway which were submitted to the late government, and which were not to be found when wanted, were discovered behind some shelves in a cupboard in the Speaker's room in the Legislature building at Edmonton, Dec. 11. They were not signed as having been approved by the Premier. (Nov., 1910, pg. 909.)

Algoma Central and Hudson Bay Ry.—In an interview at Toronto, Dec. 3, W. C. Franz, General Manager, Lake Superior Corporation, said the company was pushing construction on the line between its present northerly terminus and the C.P.R. transcontinental line at Hobon, Ont., at four points, and that 30 miles of track had been laid. There were, he said, 2,000 men engaged in the work, and it was expected to have it completed by the end of 1911. As soon as this work was completed it was intended to go on with extending the line from Hobon to a junction with the National Transcontinental Ry., 115 miles. Survey parties were in the field locating a route for this line.

The work at present in hand is the clearing of the right of way graded several years ago, and its completion from the end of steel to Hyde Park Jct., the present terminus of the Michipicoten branch, and the construction of the line from that point to Hobon. The gangs are at work northerly from near Pangassin, the present end of track, north and south from Hyde Park Jct., and southerly from Hobon.

We were advised Dec. 12 that very good progress was being made with the construction of the extension from Hawk Lake Junction to Hobon, on the C.P.R. transcontinental line, and from Hawk Lake Jct., southerly to the present end of steel on the main line. On this latter section of the line, track had been laid to mileage 68 from Sault Ste. Marie, and track has now been laid to the first bridge north of the Batchawana River, about mileage 82. The bridge at this point is being built, after which the track laying will be proceeded with, and it is expected that steel will be laid to the Montreal River by about April. This is a large bridge, the contract for the superstructure of which has been let to the Canadian Bridge Co., Walkerville, Ont. Timber has been delivered at Agawa Bay on Lake Superior, which is opposite mile 100 on the main line, and the construction of the large bridges at this point

will be gone on with during the winter, so as to permit of rapid tracklaying in the spring. At the north end of the line track is laid through to the Michipicoten River about 19 miles south of Josephine Jct., and the contractors' forces are now engaged in building the bridge over this river and other small bridges in the vicinity. It is expected to lay track as far south as mileage 144 this winter. North from Hawk Lake Jct. it is expected that the contractor will have finished the grading by June 15, when tracklaying and ballasting will be started. It is hoped to have the line completed to Hobon by the end of the year. The Magpie branch, which starts at mileage 18 on the Josephine branch, and extends north and west for nine miles to Magpie mine, is also well under way. Track has been laid to the crossing of the Magpie River, about 5.50 miles, and the bridge across this river is under construction.

North from Hobon one survey party is in the field running a line to a connection with the National Transcontinental Ry., and it is expected that with the beginning of the year two additional parties will be put in the field to locate the line. It is the company's intention to have this line built as early as practicable.

Atlantic, Quebec and Western Ry.—At a recent meeting in London, Eng., of the depositors in the Charing Cross Bank, which holds the company's bonds, it was stated that if money can be found to complete the line it is highly probable it will become a valuable asset. The line, it was stated, was a very costly one to build, owing to the very large number of bridges across rivers and streams. The country through which the line passed was sparsely inhabited, but large sums had been expended in opening up the timber resources, and it was expected there would be a considerable timber traffic. (Dec., 1910, pg. 1027.)

Burrard Inlet Tunnel and Bridge Co.—Soundings and surveys of the Second Narrows have been completed by the company, and preparations have been made for the making of borings to ascertain what work it will be necessary to do to get a secure foundation for the abutments and piers of the proposed bridge. Cleveland and Cameron, Vancouver, B.C., are the engineers.

A petition is being signed asking the Dominion Parliament to grant a subsidy towards the building of the bridge. It is pointed out in the petition that the company is being financed chiefly by the municipalities interested, that the Provincial Government has granted \$250,000, and that a private corporation, to which Parliament granted a subsidy some years ago, has failed to do anything to earn it. It is suggested that not less than \$300,000 be granted towards the building of the bridge and \$10,000 a mile towards the railway connections. (Dec., 1910, pg. 1013.)

Burrard, Westminster Boundary Ry. and Navigation Co.—Application is being made to the Dominion Parliament to extend the time within which the company may build the lines authorized by chap. 58 of the statutes of 1907, as amended by chap. 50 of the statutes of 1909. Tupper and Griffin, Vancouver, B.C., are solicitors for applicants. (July, 1909, pg. 475.)

Canada and Gulf Terminal Ry.—We are advised that the section of the line from St. Flavie to Matane, Que., has been completed, and that arrangements have been completed for the placing of a train service in operation over it, on receipt of an order from the Quebec Public Utilities Commission. Survey parties are in the field to locate a line from St. Flavie westerly to a junction with the National Transcontinental Ry. near Lake Temiscouata, and easterly from Matane along the valley of the Ma-

tane River towards the total length of the line N.T.R. to G. 300 miles. The line followed is through Temiscouata and the centre of G. rich agricultural route through the line practically. The section of been built to the laid with 80 lb. is proposed to 1910, pg. 825.)

Canadian Inter-Atlantic Ry.—The Canadian Inter-Atlantic Ry. is being Parliament to with this title lines: from Cou boundary, north thence westerly southwesterly to of Alberta, at mench Pass, th Columbia, to thence northerly Nest Pass line River easterly branch lines, of specifically men ence of Calder er to Elke, fr bridge; from I meridian, to I range 19, west Current, Sask.; west 2nd merid Taylor, Harvey R. are solic

The Canadian advised, is appl time for const nothing has be pushing arrange line owing to th enquiry into th terwards charter affecting this C.W.R. had col line from Calz the Internation ceived a promi ernment that t asked to vote, pg. 1013.)

Chicago, Mil Ry.—It is exp spring a throu service will be which is the coast at Seattl Milwaukee and nual report of ports upon the of the main lin branches the ance so far a concerned, is t which has b miles northeas line were co would reach, which point th Northern Ry. to the Interna the Salmon R Milwaukee and pg. 1013. See Peace River.)

Graham Isl being made 1 Legislature to with this title Skidegate Inl through the e tion of the isl the shore of Moore, Victri cants. (Sept. Skidegate to I Halifax and ports state th rangements b tween the com Government f

R. ILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Albert and Moncton Ry.—Application is being made to the Dominion Parliament for the incorporation of a company with this title to build a railway from Albert Mines in Hillsboro parish, via Hillsboro to Moncton, N.B., and a railway and general traffic bridge across the Petitcodiac River at Moncton. Pringle and Guthrie, Ottawa, are solicitors for applicants. (July, 1910, pg. 347.)

Alberta and Great Waterways Ry.—Among the acts passed last session of the Alberta Legislature was one providing that "any person or corporation claiming to have suffered damages in consequence of the passing of the act of forfeiture of the A. and G.W.R. Bonds Act," may file the same within three months with the Government, which will consider and report. Two claims were filed Dec. 20, one by T. K. Wright, for cutting and clearing about 20 miles of the right of way, and a second by a company for \$10,000 worth of ties. The company's offices in Edmonton have been closed.

Two of the banks holding part of the proceeds of the bond issue have paid the money into court, but the third bank is going to fight the case, and has entered an appearance. The matter came before Justice Beck in chambers Jan. 27, for the settlement of some preliminary questions.

The Dominion Government, on Jan. 9, seized the timber cut along the right of way for unpaid stumpage dues. (Jan. pg. 21.)

Alberta Central Ry.—The Board of Railway Commissioners has extended to July 1 the date by which the branch line at Rocky Mountain House, Alta., must be completed. (Dec., 1910, pg. 1012.)

Alberta Northwestern Ry.—A company with this title was incorporated by the Alberta Legislature in 1906, to build railways from Edmonton to Peace River and from Edmonton to the International boundary, via Medicine Hat. It has been granted an extension of time for construction on several occasions, the latest being at the last session of the Legislature. (Dec., 1910, pg. 1013.)

Alberta Pacific Ry.—The Alberta Legislature, at its last session, changed the name of the Pincher Creek, Cardston and Montana Ry. Co. to that of the Alberta Pacific Ry. Co., and granted an extension of time for construction. A clause was inserted providing that a 30-mile extension of the line has to be started. The annual meeting of the company was held at Pincher Creek, Alta., Jan. 2, when ordinary routine business was transacted. O. E. Culbert, Pincher Creek, is Secretary.

Plans for the projected railway from Pincher Creek to the International boundary are reported to have been approved by the Alberta Government, and it is expected that further consideration is to be given to the plans for the line in the vicinity of South Kootenay Pass. See Pincher Creek, Cardston and Montana Ry. Co. (Dec., 1910, pg. 1015.)

Alberta Western Ry.—The Alberta Legislature last session incorporated a company with this title to build railways in the province, with Lloydminster as centre. The notice of application for the proposed title of the company was the Lloydminster and Northwestern Ry., but it was changed to the above in passing through the Legislature. It is understood that the interests promoting this line are also behind the application being made to the Dominion Parliament for the in-

corporation of a company to build lines from Lloydminster to Fort McMurray, to Hudson Bay, to the International boundary at Milk River, Alta., and other points. (See Lloydminster and Northwestern Ry., Dec., 1910, pg. 1015, and Lloydminster to Fort McMurray, Jan., pg. 23.)

Algoma Central and Hudson Bay Ry.—The main line extends from Sault Ste. Marie to mileage 78, just beyond the crossing of the Chippewa River. From that point to the Montreal River the grade completed some years ago has been cleared up, and track will be laid, so as to get on with bridge construction over the Batchawana and Montreal rivers. Some grading was done beyond that point some years ago, and this is now being cleaned up and completed to Hawk Lake Jct., mileage 164.25. The route winds around between the Montreal and the Agawa rivers, and then follows the canyon of the Agawa River, keeping on the east bank, until clear of the canyon, and then proceeds in an almost straight line to Hawk Lake Jct., crossing the Michipicoten River, close to the mouth of the Shequamka River. From this point the line is under construction almost in a straight line to Hobon, on the C.P.R. transcontinental

From A Chief Engineer of Surveys and Construction.

Canadian Northern Pacific Railway,
Office of the Chief Engineer,
Vancouver, B.C., Jan. 4, 1911.

My Dear Burrows,—I am sending you today the information asked for on your new form, which makes it easier to keep you posted.

Knowing how much pains you always have taken to have your paper absolutely reliable, and considering the great amount of information interesting to railway men in all the departments which it always contains, I am glad to do what little I can to help. I feel that my subscription is quite inadequate to the value I receive in being kept in touch with all that is going on, connected with railways all over Canada, as well as with the men engaged in doing it.

Yours very truly,

T. H. WHITE.

line, mileage 194.5. Track was laid in 1910 on the extension at the south end from mileage 69 to 81.6, and at the north end from mileage 170.5 to mileage 151.5, making altogether 31.6 miles of new track laid on the main line. Between Sault Ste. Marie and Hawk Lake Jct. there is only one short branch, at mileage 39.43, to the Superior Copper Mine.

The Michipicoten branch has been in operation for some years, and extends from Michipicoten Harbor, on Lake Superior to Hawk Lake Jct., about 20 miles, with the following spur lines: To Helen Mine, 1.96 miles; to Magpie mine, 9.08 miles; to Josephine mine, 0.96 mile. The spur to the Magpie mine was built during 1910, and an extension of 4.4 miles is being built. The O'Boyle Construction Co., Sault Ste. Marie, Ont., has the contract.

The Ontario Government is being asked to provide for an extension of time within which the lines under construction may be completed.

A Sault Ste. Marie press report states that two survey parties are shortly to be put in the field, to assist the one already at work on the location of an extension from Hobon, on the C.P.R., to a junction with the National Transcontinental Ry., a distance of 106 miles. (Jan., pg. 21.)

Manitoulin and North Shore Ry.—The extensions for which tenders are under consideration, will connect up the section completed between Sudbury and Crean Hill, Ont., and the 61 mile section under construction from Whitefish Bay to Little Current, on Manitoulin Island. The contract is being let in two sections, from Crean Hill, mileage 22.7, from Sudbury to Espanola, mileage 44.5, and from Espanola to mileage 61 at Whitefish Bay. The first of these two sections is on a revised location, and is some miles shorter than the route originally surveyed. The maximum gradient is 1.25, compensated at the rate of .04 per degree for curvature, the maximum curvature being 10 degrees. The bridge structures over the rivers and the large openings will be of steel on concrete abutments, but temporary timber structures will be erected. The location plans show that the line will trend southerly from Crean Hill, and run between the Spanish River, and the C.P.R. crossing that line west of Nairn Centre, and crossing the Spanish River some distance south of the C.P.R. The Vermillion River will be crossed west of the point where the Spanish River runs in, and the old location will be joined at Tullock Lake. The alternate location, starting from Crean Hill, will run through the northern portions of Denison and Drury tps., and southerly and westerly through Hyman and Baldwin tps. to Espanola, on the C.P.R., crossing that line and working southerly and easterly to Tullock Lake. From that point the line will run between Anderson and Loon lakes, past Raven Lake, crossing the northwest corner of the Indian reservation, and entering the reservation again south of Charlton Lake, to the Indian village at Whitefish.

A locomotive repair shop has been built at Clara Belle Jct., just outside of Sudbury, Ont. (Jan., pg. 23.)

The Michigan Central Rd. is building bridge over the Welland Canal

February 1911

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.**Alberta and Great Waterways Ry.—**

The second instalment of interest on the \$7,500,000 bonds of this company has been paid by the province of Alberta under its guarantee. The proceeds of the bond issue are lying in the banks or have been paid into court, pending a legal decision. (Feb., pg. 109.)

Alberta Central Ry.—The Minister of Railways has approved route plans from Rocky Mountain House to the Yellowhead Pass, Alta; and the Board of Railway Commissioners, Feb. 2, approved location plans between mileage 63 and 75 from Red Deer. (Feb., pg. 109.)

Alberta Ry. and Irrigation Co.—In discussing the company's bill in the House of Commons recently for an extension of time and for power to build certain lines, an amendment was proposed to compel the building of one of the proposed lines through Pincher Creek, instead of about three miles to the east. It was stated on behalf of the C.P.R., which acquired control of the A.R. and I. Co. some time ago, that there were engineering difficulties in the way of building the line as suggested. Several Western members contended that there were no difficulties in the way, that the gradient between Carleton and Pincher Creek was less than one per cent., and that another company had completed a survey for a line with that gradient. The matter was, on Feb. 3, adjourned for further consideration. (Nov., 1910, pg. 309.)

Algoma Central and Hudson Bay Ry.

—in continuance of the betterments which have been in progress during the past year, the company proposes this year to cut all timber trestles between Sault Ste. Marie, Ont., and mileage 69, to lay out new terminal yards at Sault Ste. Marie, and to build a new station there.

Work is reported to be progressing rapidly on the extensions of the line. The O'Boyle Construction Co. has the general contract, and sub-contractors working on the lines are: Murdock Bros., Gorman & Co., Hick & Furlong, H. Day and T. Trombley. (Feb., pg. 109.)

Brandon, Manitoba, Dec. 1, 1910.

the near future of now (Feb. 11, 1911)

Manitoulin and North Shore Ry.—Application is being made to the Dominion Parliament to change the name of the company to the Algoma Eastern Ry.

We are officially advised that the shop which has been erected at Clara Belle is not a locomotive repair shop, as press reports stated, but a car repair shop, and that it is a very small one. (Feb., pg. 111.)

MARCH
1911

Width inside cross planks	8 ft. 9 in.
Width between deck rails	4 ft. 10 in.
Height inside, top of floor to under side of deck rail	7 ft. 7 in.
Outside of end sill to centre of body bolster	8 ft. 0 in.
Needle beam centres	10 ft. 0 in.
Transoms centres	36 ft. 3 in.
Height top of rail to centre of coupler	2 ft. 10 in.
Wheel base of truck	10 ft. 6 in.
Wheel base, total	58 ft. 1 in.
Vestibule	Pullman, wide
Platforms	Standard Coupler Co.
Couplers	Jannay, with Standard Coupler Co.'s drawbar centring device
Heating and lighting	Safety Car Htg. & Ltg. Co.
Journal boxes	McCorr M.I.
Journals	5 in. by 9 in.
Air brakes	Westinghouse automatic quick action P.M. 1612

Canadian Steel Foundries Limited.

The Canadian Steel Foundries, Ltd., which was recently incorporated under the Dominion Companies Act, has been formed to acquire the Montreal Steel Works, Ltd., at Montreal, and the Ontario Iron and Steel Co., Ltd., at Welland, Ont. It will have a capitalization of \$10,000,000, as follows: Bonds authorized, \$5,000,000, of which \$3,550,000 will be issued at present; preferred stock, \$2,000,000, of which \$1,400,000 will be issued at present, and common stock \$3,000,000, all of which will be issued. The Canadian Car and Foundry Co. will guarantee the Canadian Steel Foundries bonds, and will hold control of the latter's stock.

The Canadian Steel Foundries board has been elected as follows:—President, N. Curry; Vice President, W. W. Butler; Vice President and Managing Director, W. F. Angus; Vice President, K. W. Blackwell; Assistant Secretary-Treasurer, F. A. Skelton; other directors, A. H. Chave, W. W. Near and J. R. Wilson, Secretary and Treasurer, C. H. Godfrey. Messrs. Curry, Butler, Skelton and Chave especially represent the Canadian Car and Foundry Co.'s interests on the board. Messrs. Blackwell, Angus and Godfrey were President, Vice President and Managing Director and Vice President and Treasurer respectively of the Montreal Steel Works, of which J. R. Wilson was also a director. W. W. Near was President and Managing Director of the Ontario Iron and Steel Co.

It is expected that the Montreal Steel Works and the Ontario Iron and Steel properties will be taken over before the end of March. The building of the large steel plant at Longue Point, near Montreal, at a cost of about \$1,000,000 and with a capacity of 20,000 tons a year, for which a bond issue was made by the Montreal Steel Works in July, 1910, will be gone on with, and it is probable that some additions will be made to the Welland plant to improve it and increase its capacity. The changes and additions to the cast steel plants, when completed, will give an annual capacity of 42,000 tons steel castings, 35,000 tons rolling mill products, and 4,000 tons of railway springs and other specialties which the new company will manufacture.

The close alliance between the Canadian Car and Foundry Co. and the Canadian Steel Foundries will undoubtedly be of great advantage to both companies.

The Dominion Government has paid in cash subsidies to railways since Confederation, \$607,776,853.50.

The board of conciliation, consisting of Judge McGibbon, Brampton, Ont., chairman, F. H. McGuigan, Toronto, representing the company, and T. J. W. Lee, Toronto, on behalf of the men, appointed to enquire into the differences between the C.P.R. and its employees in the west, has completed its investigation, and it is reported that decision, acceptable to both parties, has been reached.

C.P.R. Toronto Improvements.

The C.P.R. is engaged in working out an extensive plan of betterments and additions to its lines and yards in Toronto and vicinity, which will result in providing for the rapidly increasing business being done in that city. In the first place, it is said that an appropriation has been made for making a start this year on the building of a line from Bathurst, near Smiths Falls, to near Leaside Jct., and for a second track from that point into Toronto. This would give the company a double track line between Toronto and Montreal, except for the mileage between Leaside Jct. and Bathurst, between which points there would be two single track lines—the existing one via Peterboro, and the new one, which would take in Lake Shore points to Belleville, and then go north to Bathurst. On the west of the city a second track has been completed just beyond Islington, and a spur line has been completed from there to Mimico, over which traffic is taken direct into the West Toronto yards, instead of being carried around Parkdale, as formerly.

With regard to the work in Toronto, D. McNicoll, Vice President, was there Feb. 15 for the purpose of considering the various matters with the Mayor and the city council, and conferring with the board of trade. The works in contemplation in the different localities in the city are as follows:—

The construction of local freight yard and freight shed facilities in the neighborhood of Cherry St., near which the Canadian Northern Ry. is also going to lay out freight yards. In connection with this work the company is desirous of having authority from the city to close up certain streets and to lay tracks upon other streets. At North Toronto, where a new freight shed has already been built, it is proposed to build a new passenger station and to very materially increase the local freight facilities. A project for the separation of grades at Yonge St. and Avenue Road is to be carried out, the actual work on which is being held temporarily in abeyance at the request of the Board of Railway Commissioners.

A 15 or 16 story office building is to be erected at the corner of King and Yonge St., on the site of the present ticket office and two adjoining buildings on King St.

The proposal to lay out the Simcoe Street yard is the most extensive of these proposals, as it involves the construction of nine tracks across John St. and one track from Front St. and Spadina Ave., across a corner of Clarence Square, and the intersection of Peter and Wellington Streets, and the erection of a large warehouse fronting on King St., for freight and express purposes. The plans for yard extension have not been finally completed, but the general intention is to almost double the capacity of the present yard by extending it to Lambton. In connection with this extension it will be necessary to build the following subways: Runnymede Road (formerly Elizabeth St.), 56 ft. wide; Jane St., 32 ft. wide, and Scarlett Road, 30 ft. wide.

It is proposed in the spring to open up a local freight delivery yard at Bloor St., near its junction with Dundas St. On the water front in Toronto city proper it is proposed to build a freight storage building on the Hamilton wharf at the foot of George St., and it is hoped to make an arrangement with the city, and to obtain authority from the Board of Railway Commissioners to utilize the balance of certain properties between John, Lake, York streets, and the new Windmill Lane, for yard extension, which it is proposed to name the Simcoe St. yard.

The amount to be spent in buildings, extensions, improvements, etc., in Toronto by the company is estimated at \$6,000,000.

In explaining the company's plans to the Toronto Board of Trade, Mr. McNicoll exhibited a plan on which the various improvements were indicated. The central feature of the plan was a new Union Station. This work, with which the G.T.R. was associated, and the new yards on the site of the Government House, of which possession would not be obtained until 1912, could not be carried out immediately, but all the others could be completed in about a year. The plans for the union station, had been approved by the C.P.R. in 1907. Nothing had been done in the way of building that station. He was not saying why, but it was a fact that to the best of his belief there would not be a difference of 2 ft. in the levels whether a viaduct be built or not. The C.P.R. did not want a viaduct, because they believed that bridges would serve the needs equally as well, but if the Privy Council ordered the viaduct, the company would join in building it. It had been said that the bulk of the traffic from Toronto would be handled at the north end of the city, but he considered that the big travel would always go from the union station. The north end station would be convenient for those who live in the residential district lying north of College St. When the union station plans were originally prepared the cost of construction was estimated at \$2,125,000, but it would probably be \$3,000,000. Mr. McNicoll then went on to deal with the different works proposed to be done in the other parts of the city, referred to above.

We are advised that the freight car repair shop proposed to be erected at West Toronto will have a frontage on Keele St. of 105 ft., with a depth of 133 ft. The building will be of steel and brick, and is estimated to cost \$20,000. The old trestle bridge carrying the Weston Road over the tracks has been partially removed, and a good deal of building work is being gone on with in the cleared area.

Manitoulin and North Shore Ry. Contract.

The contract for the construction of the section from Crean Hill to Whitefish, about 46 miles, including the loop, tenders for which were recently invited through the Railway and Marine World's advertising columns, has been awarded to the Superior Construction Co., of which T. J. Kennedy, heretofore General Superintendent of the Algoma Central and Hudson Bay Railway is President, and J. D. McArthur, Winnipeg, Vice President. Considerable progress has been made in the preliminary work necessary for the organization under the contract and to get outfits on the ground, and the work will be pushed through as rapidly as possible. The Superior Construction Company has its head office at Sault Ste. Marie, Ont., but the operating head office, at which Mr. Kennedy is located, is at Espanola, Ont., where the M. & N.S.R. connects with the C.P.R.

The Minneapolis, St. Paul and Sault Ste. Marie Ry. is reported to have ordered 35 cabooses, and to be in the market for additional passenger equipment.

The Canadian Northern Ry. hotel at Port Arthur, Ont., which is to be known as the Prince Arthur Hotel will, it is announced, be opened early in March.

The powers given to the Quebec Public Utilities Commission, are to be extended, to include, among others, power to issue orders to ensure safety to the public as regards equipment and other appliances which may be in use, to include the use of fenders on street cars, brakes and other similar appliances.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Albert and Moncton Ry.—The provisional directors named in the application to the Dominion Parliament for the incorporation of a company with this title are: F. V. Wedderburn, T. M. Robinson, St. John N.B.; Hon. P. McSweeney, Moncton, N.B.; J. W. Domville, Rothesay, N.B.; J. W. Domville, W. S. Gardner, Ed. Domville, Montreal; J. D. Mackenzie, J. C. D. Mackenzie, J. E. Hawkins, J. King, London, Eng. The company proposes to build a line from Hillsboro, N.B., to the Albert Mines, and thence to Moncton, obtaining entry into that city by means of a railway and general traffic bridge to be erected over the Pettit-cordiac River. The company asks authority to enter into agreements with the General Oil Shales Co., of Canada. (Feb., pg. 109.)

Alberta and Great Waterways Ry.—By a judgment of the Alberta courts the company and the Western Canada Construction Co., have been made co-defendants with the Royal Bank, in the case instituted by the Province to secure the proceeds of the bonds which were guaranteed by the province.

The Alberta Government has received a number of claims aggregating about \$30,000 for work done upon this projected railway. Under the act cancelling the contract, the government undertook to investigate and discharge claims for work done under the contract. (Mar., pg. 305.)

Alberta Central Ry.—We are advised that the two spur lines at Rocky Mountain House, the route maps of which have been approved by the Board of Railway Commissioners are for industrial purposes. One line is to a coal mine in the vicinity and the other to a lumber yard at the mouth of the Clearwater River. Each of these branches is over a mile long. On the line under construction for 50 miles west of Red Deer, Alta., about 20 miles have been completed to grade. The Board of Railway Commissioners has approved location plans for a further distance of 40 miles, from mileage 80, sec. 19, tp. 33, range 17 to mileage 120, in sec. 15, tp. 33, Alta.

In the course of the passage of the bill through the House of Commons, the routes of three branch lines which it is proposed to build in the vicinity of the Big Horn Range were more particularly defined than in the original act. The first is a 30-mile branch starting from the main line between the North Saskatchewan and Brazeau Rivers, and the route as defined is "along or near the Wapiti Creek, South Creek, and Chungo or Trail Creek respectively," and two branch lines each 25 miles long northerly and easterly from near the north end of the Big Horn Range of Mountains through ranges 20, 21 and 22, tps. 43, 44, 45 and 46 west of the fifth meridian; and northeasterly from near the same point, along the Brazeau River to the mouth of its north branch, thence northerly up the Pembina River near where the already authorized line crosses the Brazeau River. (Mar., pg. 305.)

Algoma Central and Hudson Bay Ry.—It is proposed to start filling in all the trestle bridges on the line from Sault Ste. Marie to mileage 99, from which point the line is being extended to Hobson, on the C.P.R. transcontinental line. This extension is expected to be completed this year. A new station is to be built at Bruce St., Sault Ste. Marie, and a new terminal yard laid out north of the Tagoma section of the town, and it is also contemplated to extend the line along the river front as far as the ferry docks. (Mar., pg. 305.)

APRIL, 1911.]

THE RAILWAY AND MARINE WORK

ings destroyed by fire are completed. (Mar., pg. 205.)

Intercolonial Ry.—Press reports state that it is proposed to build a new steel bridge over the Nashwack River, near Marysville, N.B., and another one near Doaktown, N.B. (Mar., pg. 205.)

International Ry. of New Brunswick.—We are officially advised that this company has power under its act of incorporation to build a bridge for railway traffic across the St. John River, at St. Leonards, N. B., in conjunction with any company incorporated for a similar purpose in the State of Maine. A number of citizens of Van Buren, Me., are considering the desirability of obtaining such a charter and undertaking the building of the bridge. At present a bridge for highway traffic is being built by a joint commission representing the State of Maine and Canada. Application was made to have this bridge made of sufficient strength to carry railway freight cars, drawn by electric motors, and it is said that both governments were agreeable to make the necessary contributions towards the extra cost. The Maine Railway Commission either would not, or could not, agree to this being done, in the face of the act of the

is expected to be awarded shortly. L. B. Merriam, 609 Builders' Exchange, Winnipeg, Man., is Chief Engineer. (See also Canadian Coal and Coke Co.)

L'Avenir and Melbourne Ry.—Application is being made to the Quebec Legislature for a subsidy in aid of this projected railway. (June, 1910, pg. 449.)

Lethbridge Collieries Co.—See Canadian Coal and Coke Co.

Manitoulin and North Shore Ry.—This contract for building the section of the line to connect the Sudbury-Kearney Hill portions of the line, with the Whitefish Bay-Little Current portion has been let to the Superior Construction Co. The length of the section, including the loop to Espanola, is 46 miles. The route is described on pg. 111 of our Feb. issue. T. J. Kennedy, formerly General Superintendent of the Algoma Central and Hudson Bay Ry., President of the construction company, is in charge of the work, with offices at Espanola, Ont. J. D. McArthur, Winnipeg, Man., is Vice President of the Construction Co. The work is estimated to cost \$1,500,000, and the contract has been let on a percentage basis. (Mar., pg. 207.)

Mid-Provincial and Nechaco Ry.—Th

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction
Settlements, Etc.

Alberta Central Ry.—The Dominion Parliament has authorized the company to build certain branch lines, and has extended the time fixed for the building of other lines previously authorized.

On March 31 we were officially advised that the reported letting of a contract to the Janse, McDonnell Co., Calgary, Alta., for the grading of 100 miles, 36 miles at Red Deer, and 64 miles west of that town, was premature, as the contract had not then been ratified by the railway company.

A Winnipeg press dispatch stated positively that the contract had been signed by J. T. Moore, President A.C.R., and the contractors. (April, pg. 319 and 353.)

Wreoma Central and Hudson Bay Ry.—The Ontario Legislature has enacted that the cash subsidy of \$2,000 a mile and the land grant of 5,000 acres a mile, granted to the Ontario, Hudson Bay and Western Ry., be transferred to the A.C. and H.B. Ry., so far as they cover the proposed line from the C.P.R. transcontinental line to the National Transcontinental Ry., 115 miles. This mileage is under survey by the A.C. and H.B. Ry. (April, pg. 319.)

Arisaig and Country Harbor Iron, Coal and Ry. Co.—An extension of time has been granted by the Nova Scotia Legislature for the building of the lines authorized to be constructed by the statutes of 1909, chap. 154.

Atlantic, Quebec and Western Ry.—Representatives of the trustees of the Charing Cross Bank (in liquidation), and of the bondholders and shareholders of the A. Q. and W. Ry., in London, Eng., waited on the Dominion Government,

Canada and Gulf Terminal Ry.—In an interview April 9, M. J. O'Brien, President, stated that the company was maturing its plans for the extension of the line from the present terminus at Matane, through the interior of the Gaspé Peninsula to Gaspé Basin, Que., 180 miles. During the winter, surveys had been made between these points and the engineers reported that a very good route had been secured, with easy gradients, and through a country possessing excellent timber resources, and with large areas of good agricultural land. Surveys had also been made for a line from Matane to a junction with the National Transcontinental Ry., about 100 miles, and a good route had been secured. Several hundred acres of land had been purchased at Matane for the purpose of developing the place as a summer resort. (Feb., pg. 109.)

Canadian Inter-Mountain Ry.—The Dominion Parliament has incorporated this company, to build a number of lines in Alberta, Saskatchewan and British Columbia. (Mar., pg. 205.)

Canadian Western Ry.—An extension of time for the building of the line authorized to be constructed by the statutes of 1909, chap. 69, has been granted by the Dominion Parliament. The amending act authorizes the company to enter into agreements with the Kootenay and Alberta Ry., the Alberta Pacific Ry., and the Western Alberta Ry., or any of them. (Jan., pg. 21.)

Cap de la Magdaleine Ry.—Application is being made to the Department of Public Works for approval, under the provisions of the Navigable Waters Protection Act, of plans for a bridge across a branch of the St. Maurice River, connecting Belle River Island with the mainland at Cap de la Magdaleine, Que. The notice of application is signed by E. W. Beatty, Montreal, President. This is an old Quebec charter, and a subsidy

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Projected Lines, Surveys, Construction.
Betterments, Etc.

Alberta Central Ry.—Large gangs of men, it is reported from Red Deer, Alta., have gone out to the construction camps, on the line being built to Rocky Mountain House, and it is said that grading is being pushed forward as rapidly as possible. (May, pg. 409).

Algoma Central and Hudson Bay Ry.
The Board of Railway Commissioners
has approved the location plans of the
extension from Hawk Lake to Hobon-
Ont. on the C.P.R. transcontinental line.
between mileage 0 and 30.23.

The completion of the line from the present end of track near Panglossin northerly to Hawk Lake Jct., the junction point with the Michipicoten branch, is being proceeded with from both ends. In the expectation of reaching Montreal River from the south end before the end of May. Immediately after the track is laid to this point, the Canadian Bridge Co., will start work on the erection of a viaduct 1,500 ft. long and 125 ft. high across the river. It will be the largest bridge on the line, and is the only steel one being erected at present. There will, however, be some large bridge trestles to build some of them containing about 1,000,000 ft. b.m. of lumber. The large trestles are generally over dry valleys, the only river crossings, aside from the Montreal River, are spanned with timber structures as temporary bridges. It is expected to replace these with steel bridges on concrete foundations.

At Sault Ste. Marie, Ont. It is expected to begin the construction of new terminal yards, including new roundhouses and shops, and the building of a new terminal station. Part of this work will be done during the current season. It is also intended to fill in some of the timber trestles on the first 69 miles of the line between Sault Ste. Marie and Pangloss.

The viaduct which is to be built across the Montreal River by the Canadian Bridge Co. will be 1,550 ft. long between parapet walls, and will consist of alternate tower and free spans. The tower spans will consist uniformly of 30 ft. deck plate girders, and the free spans of girders varying from 40 ft. to 35 ft. long the majority being 50 ft. spans. Although at the deepest portion of the viaduct these will, for economy's sake, be made 75 ft. An 85 ft. span will be used where a somewhat longer span will be necessary to extend from firm ground to firm ground over water. The distance from base of rail to masonry at the deepest point will be somewhat more than 122 ft., and the weight will be slightly more than a ton per lineal foot of viaduct. The feature of the viaduct will be a heavy curve, being eight degrees at one end and nine degrees at the other, with compensation. The plans for the viaduct were made by Boiler and Hodze, consulting engineers, New York City, and the work of erection is

Brandon Transfer Ry.—The route recommended by the Board of Railway Commissioners' engineer for this projected line is said to be along 29th St., south to Lorne Ave., thence east to 26th St., and south along that street to the Canadian Northern Ry. track. This line will connect up all the lines now entering the city. It is also said to be recommended that the line be built by the C.P.R., the Canadian Northern Ry., and the city, and that it be operated by the Great Northern Ry. The city is favorable to the acceptance of the report, and is awaiting the decision of the companies interested and the order of the Board. (May, pg. 409.)

Burrard Inlet Tunnel and Bridge Co.—An arrangement has been arrived at between the company and the Vancouver, Westminster and Yukon Ry., whereby the company will build its proposed bridge across the second narrows at the site chosen for a proposed bridge to be built by the V., W. and Y. Ry. This will enable the company to secure a bridge subsidy of \$200,000 which had been voted by the Dominion Parliament. The agreement also provides that the V., W. and Y. Ry. shall construct the approaches to the bridge and the connecting lines. The site of the bridge as now arranged will be 800 ft. west of that originally proposed. (April, pg. 319.)

Canada and Gulf Terminal Ry.—We are advised that it is expected that further construction on this line, from the present track and at Matane Que., towards Gaspé Basin, will be gone on with as soon as possible. Some detail matters in connection with construction have yet to be arranged. (May, pg. 400.)

Chicago, Milwaukee and St. Paul Ry.—
Chicago, Milwaukee and Pacific Ry.—
The latter is the title under which the
C.M. & St. P. Ry. is extending its line to
the Pacific Coast, and is associated with
certain charters for railway construc-
tion in Alberta and British Columbia.
Press reports stated that the C.M. and
St. P. R. has secured options on consid-
erable property in the vicinity of Lipton
St., just south of Portage Ave., Winni-
peg, for terminal purposes, and that a
line will shortly be built into the city
from Grafton, N.D. The report further
states that the Lipton St. property will
be utilized for freight terminals, and that
running rights will be secured into the
Fort Garry union station for passenger
traffic.

From Vancouver, B.C., it is reported that a general office for the company's western business is to be opened immediately, and that additions will be made to the staff. The western extension of the C.M. and P.R. is being pushed forward to Everett, Wash., and press reports state that a branch line will be built from near Seattle into Vancouver. (Feb., pg. 111.)

Essex Terminal Ry.—The Board of Railway Commissioners has approved location plans for the line from lot 75, con. 2, Sandwich West tp., and the Saginaw Salt and Lumber Co.'s property, Sandwich, Ont. The Board of Railway Commissioners has authorized the company to carry its line across Becker St., Huron Church Line, Felix Ave., Chipewauke St., Centre Road and Bedford St., Sandwich tp., Ont. (Feb. pg. 111.)

Halifax and Eastern Ry.—In connection with this projected railway, for the building of which the Nova Scotia Government has been offering considerable inducements, extending over the last ten years, the House of Commons has been asked by the Minister of Railways to vote \$2,000,000 towards the building of the following lines, each line being voted \$1,000,000:—From New Glasgow, or

JULY, 1911.]

THE RAILWAY AND MARINE WORLD

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Albert and Moncton Ry.—The Dominion Parliament has incorporated a company with this title to build a railway from Hillsboro, via Albert Lines to Moncton, N.B. (April, pg. 319.)

the Board of Railway Commissioners.

The Board of Railway Commissioners has authorized the company to carry its line across the C.P.R. Sault Ste. Marie branch by an overhead bridge. (See Manitoulin and North Shore Ry., May, pg. 411.)

Alsek and Yukon Ry.—The Dominion Parliament has granted an extension of time within which the company may build a projected railway from the

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Albert and Moncton Ry.—The Dominion Parliament has incorporated a company with this title to build a railway from Hillsboro, via Albert Lines to Moncton, N.B. (April, pg. 319.)

Alberta Central Ry.—Reports from Red Deer, Alta., June 1, stated that nothing was being done in the way of construction on the line from that town towards the Brazeau River coal field, and that nothing would be done until the return of the Chief Engineer, J. Grant McGregor, from the east.

J. Grant McGregor, Chief Engineer, on his return to Red Deer, June 9, is quoted as having said that work will be resumed at once on the line westerly towards the Brazeau River.

The construction plans have been modified by the directors, and new tenders for the building of the line from Red Deer to Rocky Mountain House have been asked for, to be in by June 24. It is proposed to abandon all work on the eastern end of the line, and to concentrate all efforts towards getting the line through to Rocky Mountain House this year. (June, pg. 505.)

Alberta Pacific Ry.—Calgary, Alta., press dispatches, June 5, stated that the charter of the A. P. Ry. had been accepted by interests associated with the G.N.R. and this is apparently confirmed by Winnipeg papers of June 9. The charter is reported to have been held by Calgary and Winnipeg interests, and the Winnipeg dispatch stated that the company's legal representative here had stated that the charter had been sold to the Hill interests, and that construction would be started at once.

This company was formerly known as the Pincher Creek, Cardston and Moncton Ry., the present title being authorized by the Alberta Legislature in Jan.

Dispatches from Pincher Creek, Alta., June 11, stated it is expected construction work will be started at an early date. J. A. Taylor, who has been prominently connected with the company at some time, always stated that the line would be built as a connecting link with the Great Northern Ry. system in Montana. A site for a station at the east end of Pincher Creek was approved by the ratepayers some time ago, but it is understood that the G.N.R. desire a more favorable location. (June, pg. 505.)

Alberta Ry. and Irrigation Co.—The Dominion Parliament has extended the time for building certain branch lines authorized by the act of incorporation. (June, pg. 205.)

Algoma Central and Hudson Bay Ry.—The Dominion Parliament has authorized the company to build a branch line from the Michipicoten line northerly for 20 miles and has extended the time for building of its projected line to the C.P.R. transcontinental line to the Ry.

The Department of Railways has approved the route map of the Maggie line, about nine miles. This is a branch of the Hyde Park Jet-Michipicoten line, and was built in 1910. The Board of Railway Commissioners has approved a connection with the C.P.R. at Hudson, Ont., by means of a transfer. (June, pg. 505.)

Algoma Eastern Ry.—The Dominion Parliament has changed the name of the Manitoulin and North Shore Ry. to the Algoma Eastern Ry. Co., and has extended the time for the building of its projected lines.

Plans of the revised location, connecting X and Y between mileage 43.64 and 46.44, have been approved by

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Ry.—The Sovereign Bank shareholders decided, July 11, to accept the offer of International Assets, Ltd., to purchase the assets of the bank from the banks assisting in the winding up proceedings. The new company, which is composed entirely of shareholders of the Sovereign Bank, becomes the sole creditor. The assets include the Alaska Central Ry. and an interest in another U.S. railway, from which it is hoped in time to realize considerable profit. (Nov., 1909, pg. 835.)

Algoma Central and Hudson Bay Ry.—Tenders were received up to July 15 for the extension of the line from the C.P.R. transcontinental line at Hobon, Ont., northerly to a junction with the National Transcontinental Ry., 142 miles west of Cochrane, a distance of about 101 miles. Location surveys have been made, and a very feasible route has been secured. A gradient of 0.6% compensated for curvature, with maximum curvature of six degrees, has been secured. The height of land is crossed between Wabatoogashene and Oba Lake at an elevation 89 ft. lower than the C.P.R. grade at Hobon. Towards the north end of Oba Lake the country is rough, and there will be considerable rock work, but northerly of the lake and on to the National Transcontinental Ry. there is very little rock excavation, the country in general being flat and interspersed with rolling clay ridges. There will not be any large bridges necessary on the extension as the line parallels the large waterways and crosses only small tributaries of the same. (July, pg. 645.)

Algoma Eastern Ry.—The Superior Construction Co. has sublet to Jackson and Goldie, Winnipeg, a portion of work on the section of the line it is building from Crean Hill to Whitefish Bay. Location plans from mileage 21 to 46.75 have been approved by the Board of Railway Commissioners. (July, pg. 645.)

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Algoma Central and Hudson Bay Ry.

—A contract has been let to the Superior Construction Co., of which T. J. Kennedy is President, to build an extension of the line from Hobon, on the C.P.R. transcontinental line, to a junction with the National Transcontinental Ry., 142 miles west of Cochrane, Ont., a distance of about 101 miles. The estimated cost of the work is placed at between \$3,000,000 and \$4,000,000. This extension will run well into the clay belt of Northern Ontario, and will carry the company's line to within about 150 miles from Hudson Bay. The Superior Construction Co., which is at present building the Crean Hill-Whitefish Bay extension of the Algoma Eastern Ry., proposes to sublet the contract in sections. Its headquarters are at Espanola, Ont.

Tenders are being asked for the building of a new station at Sault Ste. Marie, Ont., estimated to cost \$65,000.

We are advised that the estimated cost of the grading, tracklaying and ballasting on the line from Hobon to the National Transcontinental Ry., for which the Superior Construction Co., Sault Ste. Marie, Ont., has the contract, is \$1,670,000, and that the cost of the extension complete for operation will approximate \$3,000,000.

The Board of Railway Commissioners has approved of location plans of the Josephine branch at mileage 17.08 from Michipicoten, to the Magpie mine, 9.16 miles. This branch has already been built. (Aug., pg. 733.)

Lake Superior Ry.—

September 1911

RAILWAY DEVELOPMENT.**Projected Lines, Surveys, Construction, Betterments, Etc.**

Alberta Central Ry.—Steel is reported to have been laid west of the Calgary and Edmonton Ry. at Red Deer to the river, and the substructure of the bridge, half a mile in length across the river, has been completed. It is expected that the bridge will be completed by the end of the year. Track laying will be continued on the farther bank of the river pending the completion of the bridge, and it is expected to have it laid as far as Rocky Mountain House by Dec. 31.

The Board of Railway Commissioners has approved location plans for the line between mileage 64.5, and 71.3 west of Red Deer; and between mileage 160 and 194.6 east from Red Deer, Alta. (Oct., pg. 935.)

Algoma Central and Hudson Bay Ry.—The Board of Railway Commissioners has authorized the operation of trains over the extension of the main line, in Sault Ste. Marie. It has also approved location plans for the extension of the line from mileage 30.08 to 129.39.

Arrangements are being made for the letting of contracts for the building of a new station at Tagona, at a cost of about \$10,000, and plans are being prepared for a new station and office building at the foot of Bruce St., Sault Ste. Marie, at an estimated cost of \$100,000. R. S. McCormick, Chief Engineer, was reported as saying, Oct. 11, that the contract for this work would probably be let in the spring of 1912. (Oct., pg. 935.)

Atlantic, Quebec and Western Ry.—Track has been laid on the extension

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Central Ry.—The Board of Railway Commissioners has approved the deviation of location for the line between mileage 0 and 64.5 west of Red Deer, Alta.; and plans of bridges over Medicine River, Horseguard River, mileage 50, and Fleming's Creek, mileage 60.1, all west of Red Deer. (Nov., pg. 1035.)

Alberta Ry. and Irrigation Co.—The town council of Pincher Creek, Alta., decided at a meeting, Nov. 3, to protest against the approval by the Dominion Government of plans filed for the entrance of one of the company's branch lines into the town. (Oct., pg. 935.)

Algoma Central and Hudson Bay Ry.—The section of the line from mileage 65 to 79 has been taken over by the company from the contractors, and a regular train service was put in operation Oct. 28. The Board of Railway Commissioners has authorized the operation of regular trains on the extension as far as mileage 85 from Sault Ste Marie, Ont. Track has been laid to mileage 91, at the crossing of the Montreal River, where a large bridge has been completed. Three trestles at mileage 93 are nearing completion; two other trestles at mileage 99 are well advanced, and three trestles between mileage 104 and 106 are also under construction. Grading has been completed to Agawa, at mileage 126, and it is expected that track will be laid to that point this season. The remainder of the grading to Hawk Lake Jct. has been completed, and the line is being operated from that point to Josephine Jct., the point of connection with the Michipicoten branch. This junction is at mileage 170 from Sault Ste Marie. The grading between Hawk Lake Jct. and Hobon, on the C.P.R. transcontinental line is well advanced, a late report stating that there is only about nine miles to be completed. The Board of Railway Commissioners has approved a revised location on this section between mileage 30.08 and 53 from Hawk Lake Jct., and ordered an interlocking plant at the crossing at grade of the C.P.R. at Hobon. It is expected that the line will be completed to Hobon early in 1912. Grading is also in progress from Hobon towards the National Transcontinental Ry.

A contract has been entered into with the Dominion Government under the act granting aid to certain railways for a line from Sault Ste. Marie to the C.P.R. between White River and Dalton stations, about 200 miles, and for a line from Michipicoten harbor towards the C.P.R., about 25 miles. Both lines are under construction, and trains have been operated over nearly 100 miles for several years, but until the present time the Dominion subsidies have not been granted. The Michipicoten line joins the main line at Hawk Lake Jct., and the junction with the C.P.R. is at Hobon.

Atlantic, Quebec and Western Ry.—

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Central Ry.—The Board of Railway Commissioners has authorized the building of a bridge over the Red Deer River at mileage 5.33, and across the North Saskatchewan River at Rocky Mountain House, mileage 41.5. It has also approved location plans for the line from mileage 134.4 to 126 from Red Deer. (Dec., 1911, pg. 1137.)

Alberta Pacific Ry.—The Alberta Legislature is being asked to extend the time for the building of the line authorized by chap. 48 of the statutes of the second session of 1910. Boyle, Parlee and Co., Edmonton, Alta., are solicitors for applicants. (Sept., 1911, pg. 853.) 1911, pg. 853.)

Algoma Central and Hudson Bay Ry.—The Minister of Railways has approved a revision of the route map of the extension from mileage 81.89 to the junction with the National Transcontinental Ry.

Algoma Eastern Ry.—Application is being made to the Dominion Parliament for an extension of time within which the line from Menford to Owen Sound may be built, and also for the building of various branch lines connecting the line from Sudbury to Little Current (completed or under construction) with Owen Sound, to Lake Simcoe, to Lake Superior between Michipicoten Harbor and Batchawana Bay; from Bowell tp. to McLennan tp. to the C.P.R. near Onaping or Carleton stations, and from Drury or Hyman tp. to Sudbury.

The Board of Railway Commissioners has approved revised location plan for a portion of this line, and subject to the approval of the Ontario Government, the diversion of the trunk road at mileage 34.75.

During 1911 the company laid track as follows:—Espanola village northerly to Spanish River, 4.59 miles, and from Espanola village southerly to mileage 58.56 from Sudbury 1.59 miles. It has under contract an extension from Crean Hill to Little Current, on Manitoulin Island, 61.7 miles. This is covered by two contracts both of which are held by the Superior Contracting Co., Espanola, Ont. The work on the mainland is reported to be pretty well finished, with the exception of a rock cut north of Whitefish. The grading is completed to Goat Island, across which the line is being located. Soundings are being made of the channel between Goat Island and Little Current in order to determine the exact location of the bridge. Bridge work is being proceeded with at the crossing of the Spanish River, and at the crossing of the C.P.R. at Nairn Centre. (Oct., 1911, pg. 835.)

Athabasca Valley Ry.—Application is

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FEBRUARY, 1912.]

THE RAILWAY DEVELOPMENT

Projected Lines, Surveys, Construction

Alberta Central Ry.—The Board of Railway Commissioners has approved location plans for the main line from mileage 109 to 140 west of Red Deer, Alta., and for the location of a branch from mileage 135 on the main line to the Big Horn Range coal fields, 28 miles.

We are officially advised that the Alberta Central Ry. has been taken over by the C.P.R.

The Alberta, Peace River and Eastern Ry. Co. is applying to the Dominion Parliament to extend the time within which it may build its projected railway. Grand and McCarthy, Ottawa, are solicitors for applicants. (July, 1910, pg. 547.)

Algoma Central and Hudson Bay Ry.

We are officially advised that during 1911 the company laid track on the extension of its line between Pangloss and Hobom, on the C.P.R. transcontinental line, as follows:—From mileage 115 to 99, a distance of 17.4 miles, and between mileage 115 and 153, a distance of 38 miles. It also completed the work on the branch line from Maggie-Jet, on the Michipicoten division, to Maggie Mine, 9.42 miles, and laid about 10 miles of sidings, including yard track, at Sault Ste. Marie, Ont. The work on the main line to the C.P.R. transcontinental line is expected to be completed by August next. Progress is also being made on the extension of the line from Hobom, on the C.P.R., to the National Transcontinental Ry., 29.15 miles, and this work it is expected to have completed by Aug., 1912. The contractors are the Superior Construction Co., Espanola, Ont., the principals of which are T. J. Kennedy, Espanola, and J. D. McCarthy, Winnipeg. A reconnaissance survey has been made for a further extension of the line from the National Transcontinental Ry. to Hudson Bay. (Jan., pg. 21.)

Bagotville and St. Lawrence Ry.—The

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—The junction point of this line with the C.P.R. transcontinental line, about a mile from Hobon, Ont., has been named Franz, after the company's Vice President and General Manager. Several bridges have to be built, and 14 miles of track laid to complete the line through from Sault Ste. Marie, via Hawk Lake Jct., where connection is made with the Michipicoten branch, to Hobon, and it is expected that this work will be finished by Aug. Good progress is reported as being made with the line from Hobon to the National Transcontinental Ry., the junction point with which has been named Grant, and is about 130 miles westerly from Cochrane. (Feb. pg. 67.)

Alberta Central Ry.—See Canadian

ordered for 50 miles. The bridges over Riviere des Prairies, near Montreal, Riviere des Milles Flees, at St. Eastache, and over the Ottawa River at St. Andrews have been commenced. Other construction will be pushed directly weather permits. C. N. Armstrong, Montreal, is Managing Director; F. Stuart Williamson, Montreal, Chief Engineer, and C. J. Wills and Sons, London, Eng., and Montreal, are the contractors.

Chicago, Milwaukee and St. Paul Ry.—A free right of way is reported to have been offered to the company for a line from Fargo to Grand Forks, N.D., the line to be continued from that point to Winnipeg, Man. (Oct., 1911, pg. 325.)

Cochrane and Alberta Ry.—A company with this title has been incorporated by the Alberta Legislature to build a

umbia Ry.—In introducing the Alberta Government's legislation for the building of railways in the province, Feb. 5, the Premier said the proposals covered the guaranteeing of the bonds of the S.D. and B.C. Ry. for \$20,000 a mile for 350 miles. This line is to be built by a separate company under an agreement with the G.T. Pacific Ry., satisfactory to both companies, and entered into for the more speedy construction of the line. Construction is to be started at once, 100 miles to be completed by the end of 1912.

Press reports state that J. D. McArthur, of Winnipeg, who controls the charter, has purchased 140 acres west of Bronx, lying east of the St. Albert Road, and 13 acres lying north of the G.T. Pacific tracks for terminal purposes. (Feb. pg. 67.)

Esquimalt and Nanaimo Ry.—The extension of the line to Cowichan Lake, B.C., about 13 miles, is expected to be completed and ready for traffic by May 1. The branch leaves the main line about a mile north of Duncan.

Projected Lines, Surveys, Const

Alberta Pacific Ry.—The Dominion Parliament has voted a subsidy in aid of the building of 100 miles from Cardston, northwesterly via Pincher Creek, to Lundbreck, on the C.P.R. Crow's Nest Pass branch, and then northerly, but west of the Porcupine Hills, towards Calgary, Alta. (Mar., pg. 129.)

Alberta, Peace River and Eastern Ry.—A meeting of shareholders was held in Ottawa, April 28, to elect directors, and organize the company.

The Dominion Parliament extended the time within which the projected railway may be built. (Feb., pg. 67.)

Algoma Central and Hudson Bay Ry.—A subsidy has been voted by the Dominion Parliament in aid of the building of this railway from Sault Ste. Marie to the C.P.R. transcontinental line between White River and Dalton stations, Ont., not to exceed 200 miles, for a line from Michipicootan Harbor towards the C.P.R. transcontinental line, not to exceed 50 miles, and for 50 miles from the C.P.R. transcontinental line towards the National Transcontinental Ry. These subsidies are in lieu of those granted in 1910. A new subsidy was also voted for the extension of the line from the C.P.R. northerly to a junction with the National Transcontinental Ry., a further 55 miles.

The Board of Railway Commissioners has approved of revised location plans between mileage 131.74 and 130.57, and of the connection with the National Transcontinental Ry. at Grant. (Mar., pg. 129.)

Algoma Eastern Ry.—The Dominion Parliament has voted subsidies in aid of the building of a line from the line between Sudbury and Little Current, for 75 miles westerly towards the Algoma Central Ry., and for a line 30 miles northerly from Sudbury. These are in lieu of subsidies voted in 1910.

The Dominion Parliament has extended the time for the building of the company's authorized lines, except the section lying between Sudbury and Little Current, which is now almost completed, and the section between Meaford and Owen Sound, which it is said will not be built. (Jan., pg. 21.)

British Columbia and Dawson Ry.—

JUNE 1912

JUNE, 1912.]

THE RAIL RAILWAY DEVELOPMENT

Projected Lines, Surveys, Construction

Acadia Coal Co.—The Nova Scotia Legislature has amended the company's powers, and extended the time within which it may build certain railway lines authorized to connect its collieries with the Intercolonial Ry. (Sept. 1910, pp. 125.)

Alberta Interurban Ry.—The general location plan for the first section of this projected railway from Calgary, easterly and northerly to Carbon, Alta., have been approved by the Minister of Railways. The points served by the line on this section are:—Rocky View, Freshford (near), Irwin, Balseker, and Carbon. This will carry the line to the Kneehills, where there are coal deposits, on which development work is being done.

We are officially advised that the line will be operated by individual power driven cars, no electricity being used at all for motive power purposes. The equivalent officials to station agents will be travelling backwards and forwards over the line in the cars. These officials will receive and deliver the freight out of the cars to each farmer who does business with the company. Each farmer will attend to his own business, giving a registerable lien for one month's freight charges to the company. It is said that this system has been found to work satisfactorily in the Southern States, and that it has been approved by the Dominion Railways Department.

At the shareholders' meeting held recently the various contracts and trust agreements to safeguard the unissued capital, and the contracts for construction were signed. The Land Traction Co., which financed the obtaining of the charters, has undertaken the construction of the line at cost plus 10% and a minor portion of the capital stock of the A.I. Ry. It is proposed by the L.T. Co. to sublet the work.

Following are the directors for the current year:—Vice President, C. S. Hammond, Calgary and London, Eng.; J. R. Sutherland, Winnipeg, Man.; W. F. W. Lent, and Major Duncan Stuart, Calgary, Alta. (May, pp. 251.)

Algoma Central and Hudson Bay Ry.—A contract is reported to have been let to Plant and Wright, for the building of a station at Sault Ste. Marie, Ont., at a cost of \$100,000.

The Board of Railway Commissioners has authorized the building of an additional branch line from the company's Michipicoten branch. (May, pp. 228.)

Argenteuil Ry.—The Quebec Legislature has incorporated a company with this title to build a railway from the boundary between Harrington and Grenville to the canal at Grenville, Que. The provisional directors were named in our April issue.

The Quebec Legislature has voted a grant of 2,000 acres of land a mile for a line of 10 miles from the Grenville canal, going towards Arundel, Que. (June, pp. 181.)

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Projected Lines, Surveys, Const

Alberta, Peace River and Eastern Ry.—The Minister of Railways has approved of route map for this railway from Cochrane, Alta., to Edmonton and Peace river, 475 miles.

We are officially advised that it is proposed to start construction work at once on the section of the line between Duffield, Alta., about 40 miles west of Edmonton on the Grand Trunk Pacific Ry., to Peace River Landing, a distance of about 25 miles, and a branch line into Edmonton. The location plans for this portion of the line are practically completed and will be submitted to the Board of Railway Commissioners for approval at an early date. Arrangements are being made for the necessary plant and supplies and for the placing of construction contracts. It is expected to have this section of the line completed within two years.

Following are the officers and directors:—President, Lord Farrer, London, Eng.; Vice President, H. Muskett King, London, Eng., and Montreal; other directors:—Lord Vivian, London, Eng.; Hon. G. G. Wilson, York, Eng.; J. M. Synge, London, Eng.; F. Houlder, London, Eng.; F. W. Thompson, London, Eng.; F. A. Cochius, Baarn, Holland; E. G. Rykert, Montreal; Secretary and Treasurer, B. Maxfield, Edmonton, Alta.; Chief Engineer, J. H. Williams, M.I.C.E., Edmonton, Alta. (Aug., pg. 411.)

Algoma Central and Hudson Bay Ry.—The Algoma Central Terminals Co. has been incorporated under the Dominion Companies' Act to acquire land, lay out terminals, provide station and other buildings, and carry on various businesses in connection therewith. The capital is fixed at \$100,000, and the office is at Sault Ste. Marie, Ont. The provisional directors are connected with the Lake Superior Corporation's legal office. (Nov., pg. 557.)

Algoma Eastern Ry.—The Algoma Eastern Terminals Co. has been incorporated under the Dominion Companies' Act, for similar objects and with similar powers to the Algoma Central Terminals Co. The capital is also \$100,000; the office is at Sault Ste. Marie, Ont., and the provisional directors are the same as the A.C.T. Co.

Application is being made to the Dominion Parliament to extend the time for the completion of the Sudbury-Little Current section of the line. (Nov., pg. 557.)

We are advised that a contract has been let to the Foundation Co., Montreal, for the sub-structure of a bridge from Goat island to Manitoulin island, at Little Current, Ont. The work will consist of four piers and two abutments carried down to rock. The maximum depth of water is about 28 ft. The piers will be constructed by the open caisson method.

Railway Development.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Interurban Ry.—The Board of Railway Commissioners has approved of location plans for the company's line near Calgary, Alta., from mileage 2.28 to 3.93, and of another line from mileage 0 to 5.49. (Oct., pg. 501.)

Alberta, Peace River and Eastern Ry.—Application was made recently to the Minister of Railways for approval of the route map of a line from the International boundary to Calgary, thence to Edmonton and on to the Peace river and Fort Churchill, on Hudson bay, a total distance of 1,535 miles. The Minister refused sanction, and stated that approval would only be given for such portion of the line as could be built in two years, and further applications would have to be made for the approval of route maps for additional mileage. Further consideration was postponed, and the Minister directed that the company and the Western Dominion Ry. should get together and come to an understanding as to their separate interests. See Western Dominion Ry. (Aug., pg. 411.)

Algoma Central and Hudson Bay Ry.—The annual report of the Lake Superior Corporation, owning the A.C. and H.B. Ry., stated that the railway had been completed to the C.P.R., and would shortly be open for traffic. The extension to the Canadian Northern Ry. is expected to be completed within a few months, and the further extension to the G.T. Pacific Ry. is expected to be completed by the time of holding the next annual meeting. The building of the new terminal station at Sault Ste. Marie and the improvement of the terminal facilities there and at the port of Michipicoten are progressing satisfactorily. (Oct., pg. 501.)

Algoma Eastern Ry.—Press reports state that the line will be completed through to Little Current, Manitoulin Island, Ont., this year, except for the swing bridge over the channel at Little Current. (Aug., pg. 411.)

The British Pacific Coal Co. has been carrying out an extensive development programme on Graham Island, the chief island of the Queen Charlotte group off the coast of British Columbia, in the vicinity of Prince Rupert. The company has built a line of 1.25 miles from the pit mouth to a 600 ft. shipping wharf at Queen Charlotte city. An adjoining property is being developed by the Standard Coal Mining Co., which proposes to build a line from its mines to the same wharf. T. R. Morrow, Vancouver, B.C., is president of the B.P.C. Co.

Burrard Inlet Tunnel and Bridge Co.—The

Calumet and Northern Ry.—Application is being made to the Quebec Legislature to incorporate a company with this title to build a railway from Calumet to St. Jovite. The provisional directors named are:—J. R. Colby, Montreal West; E. W. Whiting, A. T. Stewart, A. Cushing, T. M. Papineau, Montreal.

Canada and Gulf Terminal Ry.—At the annual meeting in Montreal, Oct. 4, it was decided to leave the question of the extension of the line in abeyance until it has been definitely decided which form the aid to be granted by the province will take. In the meantime the final surveys for the location of the line through the centre of the Gaspe peninsula are being made. (Sept., pg. 450.)

Central Ry. of Canada.—A resolution was passed at a public meeting in Midland, Ont., Oct. 10, endorsing the company's project to build a direct line from Montreal via Ottawa to Midland. C. N. Armstrong, Vice President, said the distance between the two points is 335 miles, and the contract calls for the building of a line with a 0.4 gradient. The company has offered to grant the Dominion Government running powers over the line on an equitable basis. He also said that it is expected to start work upon the western half of the line in the spring. (Oct., pg. 501.)

Dominion Atlantic Ry.—We are officially advised that a contract has been let to Kirk and Cooke, North Sydney, N.S., for building a line from Centreville, on the Cornwallis branch, to Weston, N.S., 15 miles. A start was made with construction early in October.

We are further officially advised that the trestle bridge at Smiths Cove, N.S., which is 375 ft. long, about 50 ft. deep, with 15 ft. openings, is to be replaced by a 10 ft. C.P.R. standard concrete arch and filled. There will be about 40,000 cubic yards of filling, with an arch 155 ft. long. (Oct., pg. 501.)

Active construction on the line has been started by the contractors. The line is 15 miles long, with about two miles of sidings. There will be five stations, Lakeville, Belltown, Grafton, Somerset and Weston. The contract calls for the completion of the line by Aug. 1913, and it is expected to have track laid to Lakeville by the end of the year.

Edmonton, Dunvegan and British Columbia Ry.—The Board of Railway Commissioners has authorized the company to connect its line with the G.T. Pacific in sec. 24, Tm. 53, range 25 west 5th meridian, near Edmonton, Alta.

[January, 1913.]

Railway Development:

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Interurban Ry.—The Minister of Railways has approved of route map of this projected railway from Calgary to Cochrane, Alta., 45 miles.

The taxpayers of Calgary voted, Dec. 29, on a bylaw authorizing the city council to sign an agreement granting the company a right of way into the city, and on certain streets on certain conditions, for 25 years at a rental of \$1 a year. (Nov., 1912, pg. 557.)

Algoma Central and Hudson Bay Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the main line from mileage 93 to Hawk Lake Jet., mileage 164.5 from Sault Ste. Marie, Ont. (Dec., 1912, pg. 604.)

Algoma Eastern Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the extension of the main line from Crean Hill, mileage 22.7, to West River, Ont., mileage 60.76. (Dec., 1912, pg. 604.)

38 mile section from Hawkesbury to South Indian, Ont., the contractors being C. J. Wills and Sons, London, Eng., and Montreal, and a 15 mile section from Ste. Agathe to Francetown, Que., the contract for which is held by H. Armstrong. A general contract has been let for the entire line from Montreal to Midland, but the two sections named cover all the mileage that has yet been brought to the construction stage. Tenders were received to Dec. 20, 1912, for 1,000,000 ties, to be delivered in quantities as directed at Ste. Agathe, Lachute, Montreal, Grenville, Que.; Hawkesbury, MacAlpine, Ottawa, South Indian, Carleton Place, Bannockburn, Fenelon Falls, Orillia, and Midland, Ont. F. Stuart Williamson is Chief Engineer and General Manager. (Dec., 1912, pg. 604.)

Duluth and Northern Minnesota Ry.—J. Millen, Vice President and General Manager, visited Fort William, Ont., recently, with some other officials, and is reported to have said that the line would be extended to

two points to which track has been laid is well advanced. A. E. Trites and Son, Salisbury, N.B., have the contract. A branch line is to be built from mileage 0.6, near Gibson, to Marysville, three miles. The clearing and fencing on this branch have been done, but the contract for construction has not yet been let. H. W. D. Armstrong, Fredericton, N.B., is Chief Engineer. (Nov., 1912, pg. 556.)

Huron Lake Shore Ry.—Application is being made to the Dominion Parliament to incorporate a company with this title, to build a railway from Sarnia, north-easterly through Lambton, Huron, Bruce and Grey counties to Meaford, Ont. W. B. Converse, Montreal, is solicitor for applicants.

Intercolonial Ry.—We are officially advised that track has been laid on diversions of line as follows:—From Nelson to two miles east of Chatham, N.B., 8.3 miles; and from George river to Sydney Mines, N.S., 9 miles.

The new station at Chatham, N.B., to replace the one destroyed by the big fire of 1910, was opened Nov. 29.

Tenders are under consideration for the building of an addition to the freight car repair shop at Moncton, N.B.

Algoma Central & Hudson Bay Ry.—
Construction on the completion of this company's line to Hearst on the National Transcontinental Ry. is rapidly drawing to a close. Trains are being operated from Sault Ste. Marie to Franz, at the junction with the C. P. R., 195 miles north of Sault Ste. Marie, and to Michipicoten Harbor and the company's mines, branching off at Hawk Jct. This section was opened for traffic Dec. 1, 1912. North of Franz, grading is entirely completed through to Hearst on the National Transcontinental Ry. Track was laid to Oba at the junction with the Canadian Northern Ontario Ry. in Dec., 1912. This season this section is being ballasted, and by Oct. 1, will probably be taken over for operation. Tracklaying is progressing north of Oba, and steel is expected to reach Hearst by Nov. 1. By that time this section will be practically ballasted also, so that it is quite probable trains will be operating through to Hearst via the A.C. & H.B. Ry. by Dec. 1. Hearst is 295 miles north of Sault Ste. Marie. Oba is 50 miles south, or via the A. C. & H. B. R., it is an even 100 miles between the C. P. R. and the National Transcontinental Ry. By a rather peculiar coincidence this is the shortest distance these two railways are apart over any feasible route for the connecting line anywhere between Quebec and a point west of Fort William. It is also the only place where the Canadian Northern Ry. comes just midway between these railways, hence the A. C. & H. B. R. has secured the shortest and most direct route connecting by a cross line these three transcontinental railways with the Great Lakes. All new work on the line north of Hawk Jct., 164 miles north of Sault Ste. Marie, is constructed on a maximum 0.6% compensated grade with 6 degrees maximum curves. The Superior Construction Co., T. J. Kennedy, President and General Manager, has the contract for the work north of the C. P. R. R. S. McCormick, M. Am. Soc. C. E., is chief engineer and G. F. Horsey is District Engineer, having direct charge of the work on this section.

Burrard Inlet Tunnel and Bridge Co.—
The revised estimates of the cost of this projected bridge place its total cost, including \$100,000 for contingencies, at over \$2,500,000. The municipalities interested in its construction have subscribed \$1,500,000 in addition to which subsid-

September 1913

ALGOMA
CENTRAL
RAILWAY
II

CANADIAN
RAILWAY AND
MARINE WORLD
C. H. RIFF

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Central Ry.—The Board of Railway Commissioners has approved the deviation of location for the line between mileage 0 and 64.5 west of Red Deer, Alta.; and plans of bridges over Medicine River, Horseguard River, mileage 50, and Fleming's Creek, mileage 60.1, all west of Red Deer. (Nov., pg. 1035.)

Alberta Ry. and Irrigation Co.—The town council of Pincher Creek, Alta., decided at a meeting, Nov. 3, to protest against the approval by the Dominion Government of plans filed for the entrance of one of the company's branch lines into the town. (Oct., pg. 935.)

Algoma Central and Hudson Bay Ry.—The section of the line from mileage 65 to 79 has been taken over by the company from the contractors, and a regular train service was put in operation Oct. 28. The Board of Railway Commissioners has authorized the operation of regular trains on the extension as far as mileage 85 from Sault Ste Marie, Ont. Track has been laid to mileage 91, at the crossing of the Montreal River, where a large bridge has been completed. Three trestles at mileage 93 are nearing completion; two other trestles at mileage 99 are well advanced, and three trestles between mileage 104 and 106 are also under construction. Grading has been completed to Agawa, at mileage 126, and it is expected that track will be laid to that point this season. The remainder of the grading to Hawk Lake Jct. has been completed, and the line is being operated from that point to Josephine Jct., the point of connection with the Michipicoten branch. This junction is at mileage 170 from Sault Ste Marie. The grading between Hawk Lake Jct. and Hobon, on the C.P.R. transcontinental line is well advanced, a late report stating that there is only about nine miles to be completed. The Board of Railway Commissioners has approved a revised location on this section between mileage 30.08 and 53 from Hawk Lake Jct., and ordered an interlocking plant at the crossing at grade of the C.P.R. at Hobon. It is expected that the line will be completed to Hobon early in 1912. Grading is also in progress from Hobon towards the National Transcontinental Ry.

A contract has been entered into with the Dominion Government under the act granting aid to certain railways for a line from Sault Ste Marie to the C.P.R. between White River and Dalton stations, about 200 miles, and for a line from Michipicoten harbor towards the C.P.R., about 25 miles. Both lines are under construction, and trains have been operated over nearly 100 miles for several years, but until the present time the Dominion subsidies have not been granted. The Michipicoten line joins the main line at Hawk Lake Jct. and the junction with the C.P.R. is at Hobon.

December
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October, 1912.]

CANADA

Railway Deve

Projected Lines, Surveys, Const

Alberta Interurban Ry.—There has been deposited with the Secretary of State at Ottawa a mortgage deed dated April 12, between the company and the Trust and Guarantee Co., covering the company's whole undertaking, present and future.

The Board of Railway Commissioners has approved of location plans for this line from the north line of sec. 31, tp. 24, range 28 west 4th meridian to sec. 15, tp. 29, range 23 west 4th meridian, mileage 9.93 to 66.80, and has authorized it to build along highways.

Algoma Central and Hudson Bay Ry.—The Board of Railway Commissioners has authorized the opening of the line for traffic from Hawk Lake jct. to a junction with the C.P.R. transcontinental line near Hobon, Ont., 31.5 miles. Hawk Lake jct. is at mileage 164.5 on the main line from Sault Ste. Marie, and is the point where connection is made with the company's branch line to the Helen and other mines and to Michipicoten harbor.

In connection with the extension of the line from near Pangissin to Park Lake jct., T. J. Drummond, President Lake Superior Corporation, is reported as stating, Sept. 5, that it was expected to be able to put on a regular train service through from Sault Ste. Marie in November. About 25 miles of the track had to be ballasted. North of the C.P.R., 12 miles of track had been laid and it was expected that by the end of the year track would be laid for a further distance of 48 miles to the crossing of the Canadian Northern Ontario Ry. It was expected to have the line completed to a junction with the G.T. Pacific Ry. by the end of 1913. (Sept., pg. 450.)

Burrard Inlet Tunnel and Bridge Co.—The North Vancouver city council has voted an additional \$50,000 in aid of the building of the projected bridge across the second narrows of Vancouver inlet. (Sept., pg. 450.)

Central Ry. of Canada.—We are officially advised that the company has submitted its

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October 1912.

Algoma Central & Hudson Bay Ry.—
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September 1913

ALGOMA
EASTERN
LITTLE
CURRENT
TERMINAL

Canadian Railway and Marine World.

October, 1913

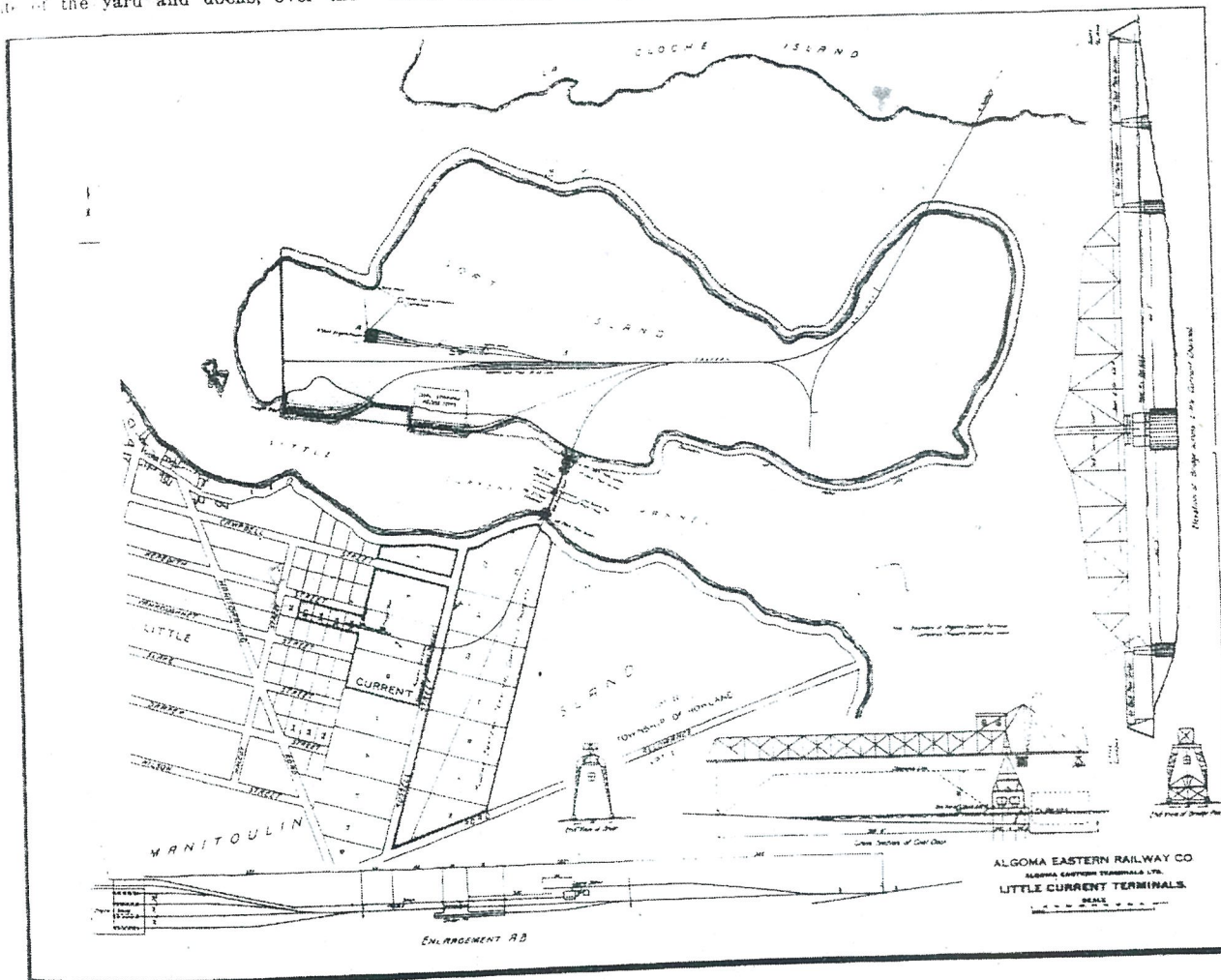
Algoma Eastern Railway Terminals at Little Current.

By R. S. McCormick, M. Am. Soc. C.E., Chief Engineer.

Algoma Eastern Ry. Co. has its line extended as far as the site of the terminals at Little Current, on Manitoulin Island, Ont. The terminal work is now being pushed to completion and include some interesting features. The work covers the extension of the main line from Goat Island, Ont. of the yard and docks, over the

is 17½ ft. and there is a clear opening for boats of 160 ft. each side of the centre pier. The foundations consist of two wing abutments, three intermediate piers and a pivot pier. These are of concrete, there being a total of 2,570 cu. yds. of concrete in the whole foundation. The protection, or rest pier, is composed of timber cribs filled with stone, extending at right angles to the

tract by the Foundation Co. on a cost plus a fixed sum basis. The work was let Sept. 27, 1912, and completed May 1, 1913—and is a very fine job of pier work. The piers in deep water were built inside cofferdams of heavy timber, concrete being deposited in the centre pier to within 2 ft. of low water, where the neat work begins. Gravel and broken stone were both used for the coarse



Little Current Terminals, Algoma Eastern Railway.

boat channel to Manitoulin Island, entering Little Current on the east side of the town. A small station building of frame construction, together with a small local freight house, is situated just at the edge of the town, easy of access and convenient for local business.

The bridge crossing the channel is made up of two 70 ft. deck plate girder approach spans on the Goat Island side, a 368 ft. through draw bridge span and a 60 ft. approach span on the Manitoulin side, making a total length between abutments of 573 ft. The clear height above mean water level

Little Current Terminals, Algoma Eastern Railway.

centre line of the bridge tangent. These cribs are built of round hemlock timber, well drift bolted together, extending to within 2 ft. of low water level; above this elevation square B.C. fir timber is used. The water is 24 ft. deep at this centre pier, the bottom is solid limestone rock, requiring very little work to prepare for sinking the cribs. At the pier points and abutment sites a little preparation, consisting of shooting up the bottom to level up and roughening up the smooth rock was done to guard against any tendency of the piers sliding. The foundation work was done under con-

aggregate for the concrete, care being taken to heat all material and the water in cold weather. While the channel where this structure is situated did not freeze up last winter, due to the swift current, ice formed at both ends of it and caused considerable trouble by breaking away and running through it. The current here runs both ways, depending upon wind conditions, and sometimes reverses its direction several times in 24 hours, so that great care had to be exercised in handling the dams and cribs.

The superstructure is of steel, from plans

October 1913

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CANADIAN RAILWAY AND MARINE WORLD.

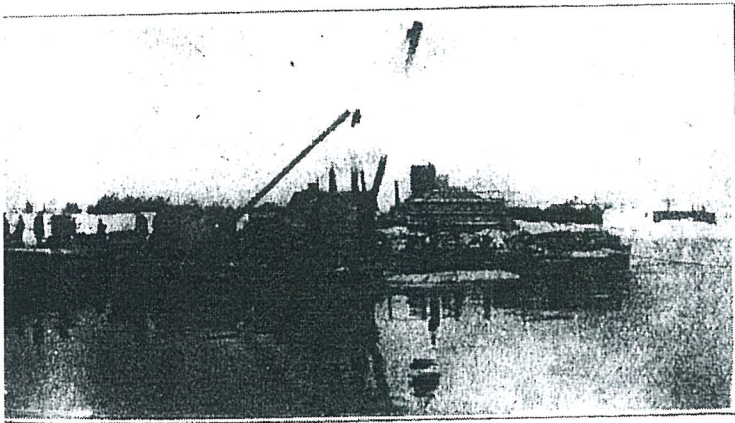
specifications call for a rate of 500 ft. minute hoisting and 1,500 ft. a minute pulling capacity along the runway. The engine will be capable of propelling itself along the track at the rate of approximately 60 ft. a minute, depending upon the weight of the structure at the dock end will be arranged to span two loading tracks spaced 10 ft. centres. A 40 ton bin will be positioned directly over these tracks. The structure is designed so that a 40-ton receiver, together with the necessary shaker and box car loader, may be added to the structure if desired. At present it is contemplated that other than railway cars will be handled here. This whole structure will be operated by steam. Only a small bridge will be erected now; later, if necessary, the dock may be extended and another bridge added. The commercial dock will be constructed on a similar plan to the coal dock, and will be a warehouse 36 by 80 ft. built on it, and tracks will extend, as indicated on the plan. Considerable solid rock dredging will be required here to permit deep water vessels to approach this dock. The entire terminal work, excepting the fitting of the coal crane and the dredging, will be completed this autumn. The coal crane will be erected early next spring in time to handle coal early in the season.

Canadian lines, Canadian Railway and Marine World sent letters outlining the above observations to mechanical operators of the principal Canadian lines, from whom the answers quoted below have been received.

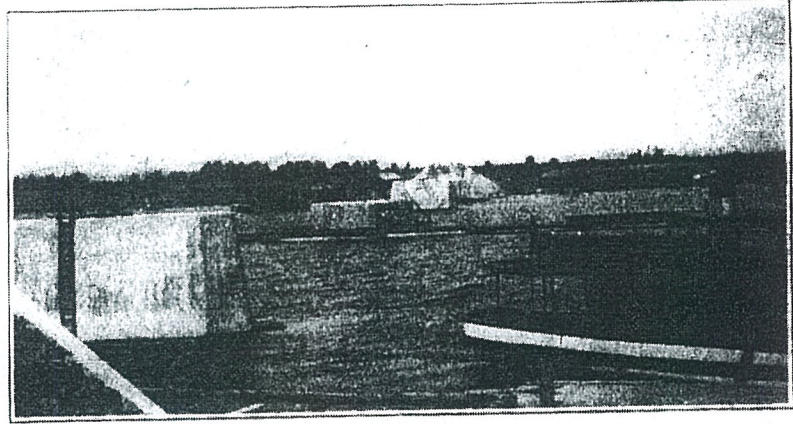
W. H. Winterrowd, Mechanical Engineer, C.P.R.: "Our locomotive failures are somewhat higher in winter than they are in summer. We keep a record of our locomotive failures by means of graphics."

W. D. Robb, Superintendent of Motive Power, G.T.R.: "You do not state on what roads in the U.S. it is claimed that failures are more numerous in summer than in winter, but I think it must be a road that does not suffer such severe winter conditions or have as much snow as we do in Canada. With the power in practically the same condition, we have a greater number of failures in winter, and our records show an increase of fully 25 to 35%".

S. J. Hungerford, Superintendent of Rolling Stock, Canadian Northern Ry.: "I am inclined to think that there was some unusual condition on the U.S. railway referred to, to cause a decrease of locomotive failures in winter, as it is entirely opposed to general experience and physical conditions. The matter of locomotive failures, however, depends on a great many factors, and it is exceedingly difficult to reduce them to actual failures so that a fair comparison can be made. It is obvious, however, that the



Concreting Pivot Pier, January, 1913.



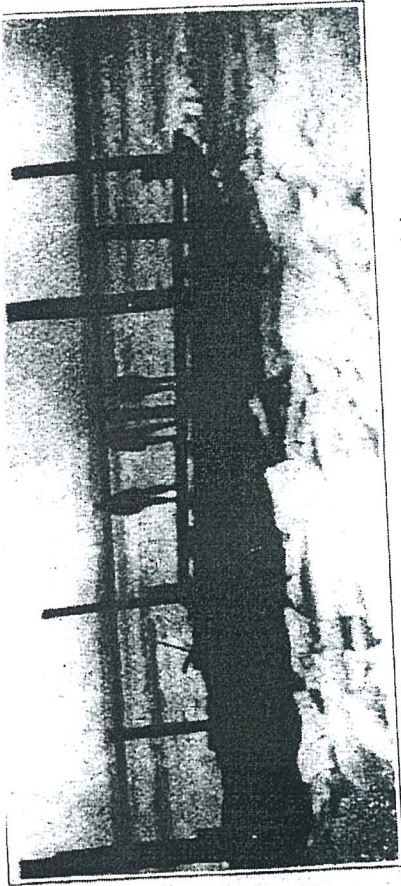
Foundations complete, looking north.

The Foundation Co. is doing the above work on the docks and terminal buildings on a contract. The railway com-

pany is doing the above work on a contract. The railway com-

pany is doing the above work on a contract. The railway com-

October 1913



Nose of Protection Pier ready to sink.

eyebars are used, are built of 18 or 20 in. web plates, with 4 Ls $3\frac{1}{2}$ by $3\frac{1}{2}$ in.; the verticals are built of a plate and 4-6 by $3\frac{1}{2}$ in. Ls where they act as hangers and of 2-15 in. Ls where they act as post.

The floor system consists of stringers 53 ins. deep, riveted into the floor beams 66 ins. deep, which are in turn riveted into the verticals of the trusses. Top and bottom bracing is of Ls, designed for tension only in the case of the top laterals, and for both tension and compression in the case of the bottom laterals. Each portal consists of 4-7 by $3\frac{1}{2}$ in. Ls latticed with $3\frac{1}{2}$ by $3\frac{1}{2}$ in. Ls, forming a frame 3 ft. 9 $\frac{1}{2}$ ins. deep with two plate braces. Transverse bracing at intermediate points consists of 4 Ls 5 by $3\frac{1}{2}$ ins. laced with $3\frac{1}{2}$ by $3\frac{1}{2}$ in. Ls, forming frames of varying depth according to the height of the trusses. The transverse bracing at the centre posts is arranged to allow room for the operator's house, and consists of frames similar to the intermediate transverse bracing, above the house, and in addition heavy kneebraces connecting to the 24 in. box girder supporting the house. The centre posts are braced longitudinally by $3\frac{1}{2}$ by $3\frac{1}{2}$ in. Ls, which stay the two adjacent posts against longitudinal flexure and at the same time allow the truss to adjust itself during erection to the bearing points over the pivot pier.

The span while swinging turns on a pivot provided with steel and phosphor bronze disc 25 ins. in diameter, and is steadied by

r.p.m. and working the machinery through two friction clutches. The turning shaft and the wedge driving shaft are each provided with a jaw clutch, so that the power can be transmitted to each one as desired by moving the necessary lever. A safety device is provided for the wedge shaft, to prevent driving the wedges too far and injuring the latching machinery, consisting of a cross head connected by levers to the jaw clutch of the wedge shaft and so adjusted that when the wedges have been drawn far enough it will have moved sufficiently to disengage the jaw clutch and thus shut off the power from this shaft. The ends of the spans when closed are held in position by a latch located at the centre of the end floor beams and which is so connected with the wedge shafting that it is lifted from its socket when the wedges are withdrawn. When the span swings, the latch strikes a projection on the socket casting and is lifted, thereby disengaging a trip, which allows it to drop to its original position, so that when the span is closing the latch rollers will mount the inclined sides of the latch casting on the pier and drop into the socket, thus firmly latching the span before the wedges are driven home. All lengths of truss members are corrected to bring the lower chords in a horizontal line with the bridge closed, and the wedges driven to give a 60,000 lb. reaction at end of truss. The computed drop in end of truss when wedges are withdrawn is 1.4 ins.

Pivot and Protection Pier.

water level, forming a storage coal. This storage space is planned to hold 80,000 to 90,000 tons of coal.

A modern unloading and rehandling plant is arranged for this dock, to be erected by the Brown Hoist Co., of Cleveland, Ohio, and consisting of a reclaiming bridge span, covering over the storage, a cantilever overhang at the end. One end of this bridge will be on a portal pier arranged on tracks spaced 32 ft. centre to centre. The track will consist of two lines, spaced 2 ft. 4 in. centres, and will be carried on a shear end to run on a similar single track.

The front track of the portal is laid on two lines of B. C. fl. in size, laid directly on the other portal track will be also lines of 24 by 24 ins. timbers short 12 by 12 in. cross ties filling. These two pairs of rails together by long cross ties 12 in. by 40 ft. spaced 10 ft. apart along the front. The shear leg track will be laid on 24 by 24 in. timbers, supported by pedestal piers spaced 10 ft. centre to centre. The bridge will be of sufficient capacity to unload coal out of a boat at the rate of 200 tons an hour, including the cleaning up. The bucket will be of 124 cu. ft. capacity, and

October 19/3

made by Boller, Hodge and Baird, consulting engineers, New York, and is designed under the specifications of the Railways and Canals Department, for class 1 loadings, and consists of one 368 ft. c.c. through draw span, with one 60 ft. and two 70 ft. over all deck plate girder approach spans, all single track, with one walkway. The approach spans are 6 ft. 6 1/2 ins. and 7 ft. 6 1/2 ins. deep out to out of flange Ls., which in all cases are 6 ft. 6 ins. with 14 in. cover plates. The girders are spaced 8 ft. c. to c. and are thoroughly braced with top and bottom lateral bracing and stiff end and intermediate cross frames. Transverse 10 in. I beams are riveted to the top flanges to form supports for the walkway.

The draw span is 368 ft. long, c. to c. of end bearings, with trusses spaced 18 ft. 3 ins. c. to c., the length being divided up into 12 panels of 30 ft. 2 ins. each with a central panel of 6 ft. over the pivot pier. The depth of truss varies from 20 ft. at the end to 57 ft. c. to c. of chords at the centre over the pivot pier. All members are designed to resist both tension and compression except members L4-U5, U5-U6, U6-U6, which sustain tension only and are made of eyebars. The end posts, top chords and main diagonal posts at the pivot pier are built of 21 in. web plates, 24 in. covers, 3 1/2 by 3 1/2 in. top Ls and 5 by 3 1/2 in. bottom Ls. The lower chords from end to end are built of 20 in. web plates with 4-3 1/2 by 3 1/2 in. Ls and with 12 in. side plates where necessary. All intermediate diagonals, except where

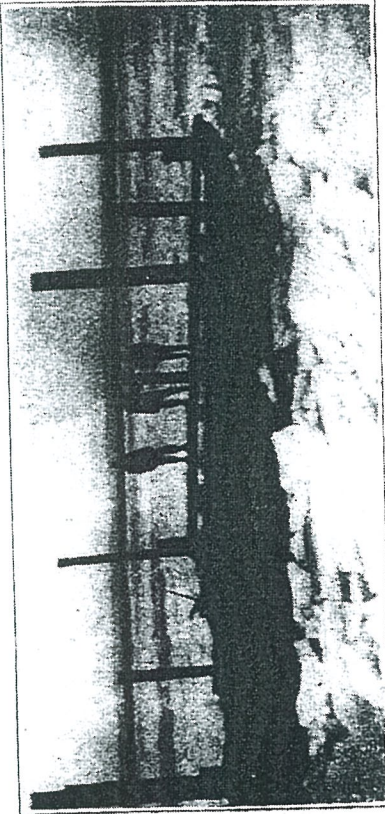
eight trailing wheels running on a cast steel track 25 ft. in diameter. The main rack circle and the track are cast together in 13 sections. The two main centre girders are 10 1/2 ins. deep out to out of Ls, with 8 by 8 in. flange Ls and 18 in. cover plate and carry the dead load of the span to the pivot girders 6.5 ins. deep resting on the discs. Casting which bears directly on the discs. While closed the ends of the trusses are supported by cast steel wedges, which are driven by the operating machinery so as to bring a dead load reaction under each end of each truss of 60,000 lbs., thus preventing the end from rising from its support under certain conditions of loading. Each truss is supported at the pivot pier by two wedges spaced 6 ft. apart, but which are so adjusted that they take live load only, the dead load being carried by the pivot. Both the end and the centre wedges are operated by worm gears driven by shafting from the operator's house, and protected by cast iron casing, which is so arranged that the gear runs in a path of oil. The main pinion for swinging the span is cast steel 15 ins. in diameter keyed to the 7 in. main turning shaft, and suitable gearing is provided between this shaft and the engine shaft to give the required speed.

The power for turning the draw and for operating the end and centre-wedges is supplied by a 25 h.p. Fairbanks Morse gasoline engine, located in the operator's house above the tracks at the centre of the draw, the main shaft having a velocity of 220

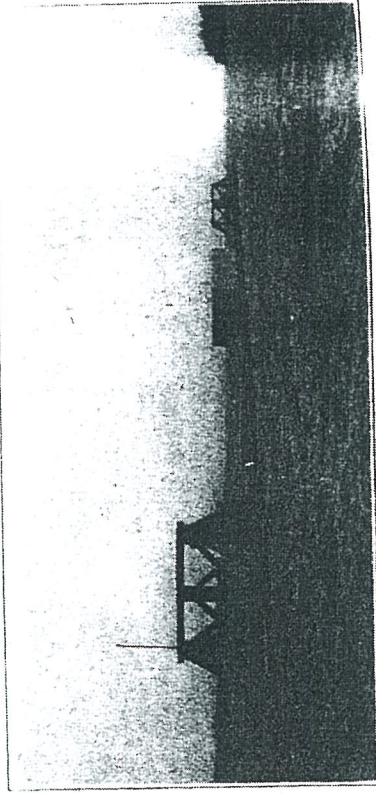
the contract for this job, and is part of the bridge is now being erected. Due to the delays in delivery of material from the mill, the bridge company will not complete this erection until some time in October.

The work on Goat Island consists of a small yard, including a 4 story rectangular house, of frame construction, concrete foundations, with concrete pier, concrete cinder pit, a 100 ton Fairbanks Morse elevator coal chute, and a water station consisting of a 50,000 gall. tub on a 3 ft. tower, with a windmill extension for pumping, together with an auxiliary 5 h.p. gasoline pump. Water is pumped by this tank and from thence discharged to a 10 in. Suez field Johnson telescopic standpipe and to the locomotive house and engine house for service use and fire protection.

The docks consist of a coal dock and a commercial dock. The coal dock has 150 ft. frontage in the channel, consists of timber cribs built up to an average height of 12 ft. above water. They are of round hemlock to 2 ft. below low water and of square 12 by 12 in. B. C. fir above the water. They are framed in 100 ft. sections and sunk with rock. Afterwards they are filled to top with stone. These cribs are at present in 6 to 8 ft. of water. Arrangements are completed for dredging in front of the dock by the Dominion Government. After sinking these cribs, forming the base of the proposed dock area, filling will be deposited back of same to bring the area just above



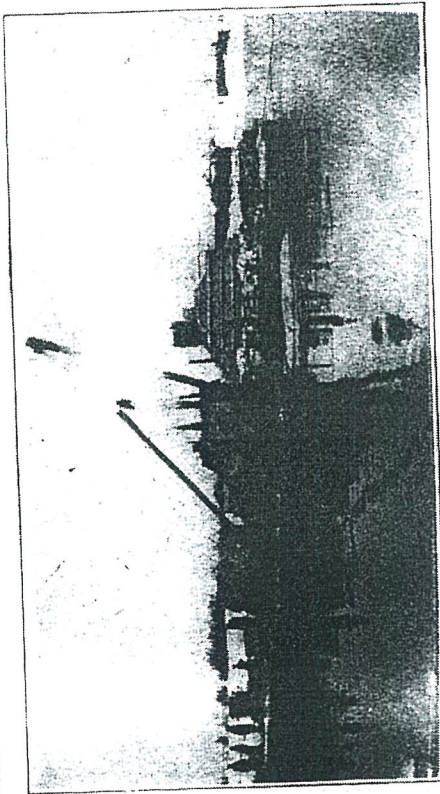
Nose of Protection Pier ready to sink. Covers are used, are built of 18 or 20 in. I beams.



Pivot and Protection Pier.

water level, forming a storage space for coal. This storage space is planned to hold 40,000 tons of coal.

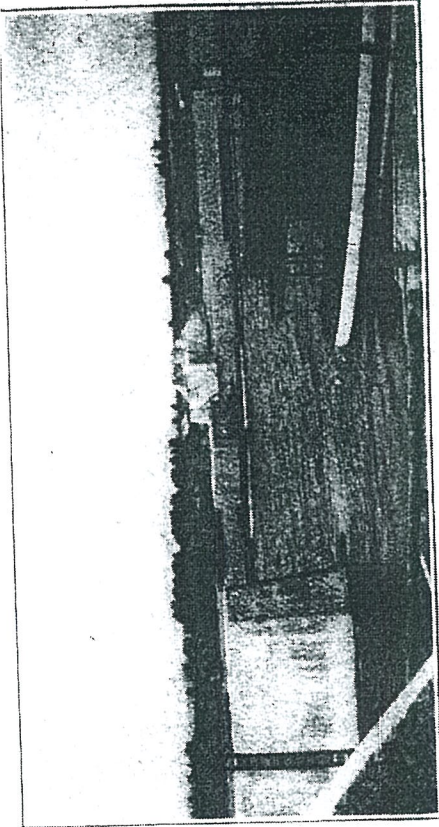
October 1913



Concreting Pivot Pier, January, 1913.

The Foundation Co. is doing the above work on docks and terminal buildings on a contract. The railway company looks after all track work and grading of same.

The Omaha Eastern Terminals, Ltd., is the name of the company constructing terminals. The writer is Chief Engineer, B. E. Barnhill, Sudbury, is Engineer, and J. R. Black, Little Rock, is Assistant Engineer in direct charge of the work.



Foundations complete, looking north.

tops, can be made for \$1.30 each, in large quantities. Another design consists of a concrete box let into the ground all but about 1 ft. this upper part being marked with the number of the trestle.

The wooden barrel is the more expensive of the two, considering its capitalized cost, on the basis of six years life, leaving out all consideration of increased cost of maintenance. The ballasted deck trestle is rapidly becoming the standard on most roads, and it is thought that in the future the water barrel will seldom be needed. For this reason concrete barrels are not used to any extent on the N. C. & St. L.R.

October 1913

change of fracture during severe weather is greater than in warmer weather, as the metal seems to be affected by the frost, and roadbeds become much more rigid, besides getting out of surface as a result of the frost heaving it in places where the drainage is not perfect. In addition to all this, trains that have been standing for any length of time offer greatly increased resistance, and as the additional resistance due to snow on the track is difficult to determine it frequently happens that locomotives have to be worked proportionately harder in order to handle tonnage or make time, and this results in greater stresses in machinery, and the greater amount of water evaporated, together with the forcing of the fire, increases the risk of flue leakage. It is also practically impossible under certain weather conditions for employees to examine their locomotives as carefully, or to perform their duties as efficiently, while the usual irregularity of trains in very severe weather also acts as a handicap on locomotive house forces in looking after equipment properly. Taking it altogether, it is my opinion that there is at least twice the chance of failure in winter that there is in summer. In this particular territory at least, and our statistics seem to show this.

G. R. Joughins, Superintendent of Motive Power, Intercolonial Railway: "We, in common with most railways in Canada, find that the failures are greater in winter, but regret that we have no figures that we could give."

October, 1913.]

CANADA

Railway De

Projected Lines, Surveys, Co

Alberta and Great Waterways Ry.—It is reported from Edmonton, Alta., that among the measures to be submitted to the Alberta Legislature which opened Sept. 16, will be one providing for the building of this projected railway from Edmonton to McMurray, 230 miles, as a government work.

Algoma Eastern Ry.—The section of the line to Goat Island was opened for traffic, Sept. 15. The road is now being operated from Sudbury to Goat Island, at which point a round house and machine shop has been built. A bridge is under construction to connect Goat Island with Little Current, on Manitoulin Island, which it is expected to have ready for traffic Nov. 1. The passenger station and freight sheds will be located at Little Current. (Aug., pg. 376.)

See complete descriptive article on pg. 457 of this issue.

October 1913

Railway Development.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Interurban Ry.—The Board of Railway Commissioners has approved of location plans for the company's line near Calgary, Alta., from mileage 2.28 to 9.93, and of another line from mileage 0 to 5.49. (Oct., pg. 501.)

Alberta, Peace River and Eastern Ry.—Application was made recently to the Minister of Railways for approval of the route map of a line from the International boundary to Calgary, thence to Edmonton and on to the Peace river and Fort Churchill, on Hudson bay, a total distance of 1,535 miles. The Minister refused sanction, and stated that approval would only be given for such portion of the line as could be built in two years, and further applications would have to be made for the approval of route maps for additional mileage. Further consideration was postponed, and the Minister directed that the company and the Western Dominion Ry. should get together and come to an understanding as to their separate interests. See Western Dominion Ry. (Aug., pg. 411.)

Algoma Central and Hudson Bay Ry.—The annual report of the Lake Superior Corporation, owning the A.C. and H.B. Ry., stated that the railway had been completed to the C.P.R. and would shortly be open for traffic. The extension to the Canadian Northern Ry. is expected to be completed within a few months, and the further extension to the G.T. Pacific Ry. is expected to be completed by the time of holding the next annual meeting. The building of the new terminal station at Sault Ste. Marie and the improvement of the terminal facilities there and at the port of Michipicoten are progressing satisfactorily. (Oct., pg. 501.)

Algoma Eastern Ry.—Press reports state that the line will be completed through to Little Current, Manitoulin Island, Ont., this year, except for the swing bridge over the channel at Little Current. (Aug., pg. 411.)

The British Pacific Coal Co. has been carrying out an extensive development programme on Graham Island, the chief island of the Queen Charlotte group off the coast of British Columbia, in the vicinity of Prince Rupert. The company has built a line of 1.25 miles from the pit mouth to a 600 ft. shipping wharf at Queen Charlotte city. An adjoining property is being developed by the Standard Coal Mining Co., which proposes to build a line from its mines to the same wharf. T. R. Morrow, Vancouver, B.C., is president of the B.P.C. Co.

Burrard Inlet Tunnel and Bridge Co.—The Board of Railway Commissioners has approved of revised location plan for the line in the vicinity of the second narrows of Burrard Inlet, near Vancouver, B.C., station 91.174 and 88.7.

There is considerable local opposition to the 200 ft. central swing span in the proposed bridge, and the Department of Public Works is being appealed to for the purpose of having further consideration given to the plans. (Oct., pg. 501.)

Canadian Car and Foundry Co.—Application is being made to the Dominion Parliament for an act confirming the company's letters patent and authorizing it to build a line connecting its Dominion plant in St. Pierre, Que., with its Turcot plant in Montreal, and also with other plants as may from time to time be found convenient, and also to confirm agreements made between the company and the Government and the G.T.R.

Calumet and Northern Ry.—Application is being made to the Quebec Legislature to incorporate a company with this title to build a railway from Calumet to St. Jovite. The provisional directors named are:—J. R. Colby, Montreal West; E. W. Whiting, A. P. Stewart, A. Cushing, T. M. Papineau, Montreal.

Canada and Gulf Terminal Ry.—At the annual meeting in Montreal, Oct. 4, it was decided to leave the question of the extension of the line in abeyance until it has been definitely decided which form the aid to be granted by the province will take. In the meantime the final surveys for the location of the line through the centre of the Gaspé peninsula are being made. (Sept., pg. 450.)

Central Ry. of Canada.—A resolution was passed at a public meeting in Midland, Ont., Oct. 10, endorsing the company's project to build a direct line from Montreal via Ottawa to Midland. C. N. Armstrong, Vice President, said the distance between the two points is 335 miles, and the contract calls for the building of a line with a 0.4 gradient. The company has offered to grant the Dominion Government running powers over the line on an equitable basis. He also said that it is expected to start work upon the western half of the line in the spring. (Oct., pg. 501.)

Dominion Atlantic Ry.—We are officially advised that a contract has been let to Kirk and Cooke, North Sydney, N.S., for building a line from Centreville, on the Cornwallis branch, to Weston, N.S., 15 miles. A start was made with construction early in October.

We are further officially advised that the trestle bridge at Smiths Cove, N.S., which is 375 ft. long, about 50 ft. deep, with 15 ft. openings, is to be replaced by a 10 ft. C.P.R. standard concrete arch and filled. There will be about 40,000 cubic yards of filling, with an arch 155 ft. long. (Oct., pg. 501.)

Active construction on the line has been started by the contractors. The line is 15 miles long, with about two miles of sidings. There will be five stations, Lakeville, Belltown, Grafton, Somerset and Weston. The contract calls for the completion of the line by Aug., 1913, and it is expected to have track laid to Lakeville by the end of the year.

Edmonton, Dunvegan and British Columbia Ry.—The Board of Railway Commissioners has authorized the company to connect its line with the G.T. Pacific in sec. 2, tp. 53, range 25 west 5th meridian, near Edmonton, Alta.

Tracklaying is reported to have been started near Edmonton, and it is expected to have about 120 miles laid this season. The grading is reported completed to Athabasca Landing.

The company will use the union station to be erected by the G.T. Pacific Ry. for passenger traffic in Edmonton, but is laying out its own freight terminals on a site of 142 acres adjoining those of the G.T. Pacific Ry. (Oct., pg. 501.)

Eric, London and Tillsonburg Ry.—We are officially advised that the route map for this line has been approved for the section from Port Burwell to Aylmer, Ont., and that the route map for the balance of the line from Aylmer to London, is before the Minister of Railways for approval. Nothing further has been definitely settled. Only sufficient work is being done in the vicinity of Port Burwell, at present, to retain the

charter rights which have been secured by the G. T. R. (Oct., pg. 501.)

Esquimalt and Nanaimo Ry.—The extension from McBride Jet to Courtenay, in the Comox Valley, Vancouver Island, B.C., will be about 45 miles long. About 15 miles is reported graded from McBride Jet, and about 10 miles of grading from Courtenay southerly. Tenders are under consideration for the supply of 50,000 ties for the section of the line from McBride Jet to Big Qualicum river; and for the grading and bridging from Big Qualicum river to Union bay, 10.29 miles. There will be seven steel bridges from 60 to 80 ft. long, and 10 large trestles on the entire extension. The trestles will subsequently be filled. (Oct., pg. 501.)

Fort George to Barkerville, B.C.—Application is being made to the British Columbia Legislature to incorporate a company to build a railway to be operated by steam, electricity or other power from Fort George southeasterly to the Fraser river, at Six Mile creek, and on to the Willow river, thence northeasterly to the Bear river, and thence southeasterly to Barkerville, or between the same points by any other feasible route. Burns and Walkem, Vancouver, B.C., are solicitors for applicants.

Grand Lake and Bell River Ry.—We are officially advised that the charter for the building of this railway was granted to owners of timber limits in the Grand lake district of Quebec. Since the charter was obtained, and subsidies voted by the Dominion Parliament and the Quebec Legislature, the North Ry. has been organized to build a line from Montreal to connect with the National Transcontinental Ry. at Bell river crossing. As this line is likely to pass through the district which the G.L. and B.R. Ry. was projected to serve, it is quite probable that the latter company will not proceed to organization. (July, pg. 330. See North Ry.)

Fredericton and Grand Lake Coal and Ry. Co.—We are officially advised that construction on this railway has been much impeded by the general bad weather, but, nevertheless, a good portion of the grading has been completed. The work on the bridge foundations, particularly, has been retarded by the frequent recurrence of high water, but at Little river and at the Nashwaak river a considerable portion of the concrete for the abutments and piers has been placed. Track has been laid for nine miles eastward from Gibson, and for six miles westward from the end of the New Brunswick Ry. and Coal Co.'s line near Miato. There are three steam shovels and the necessary train service employed, one of the shovels being devoted to ballasting, which has been completed for about seven miles. It is expected to have steel laid through, and most of the work completed by the end of the year. The branch line from Gibson to Marysville, about three miles, was put under construction at the beginning of October. H. W. D. Armstrong, Fredericton, N.B., is Chief Engineer. (Sept., pg. 450.)

Halifax and South Western Ry.—[In a recent interview, the Deputy Commissioner of Mines for Nova Scotia is reported as saying, after having made an inspection of the line, that there was no dangerous condition of the roadbed as had been alleged. There were a considerable number of worn-out ties on the first two sections, but these were being replaced. There were also places on the line where more ballast would improve the appearance, and perhaps the smoothness of running. "It is not clear to me," he added, "that there have been casualties exceeding those on any other road for the same train mileage." (May, 1911, pg. 409.)

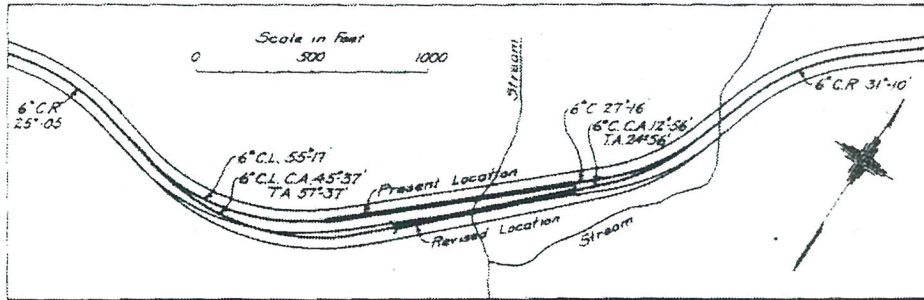
Engineer, A.C. & H.B.R., to whom we are indebted for this data. A contract has been let for the superstructure.

A 45° Triangle has been adopted as a badge by the Oregon Society of Engineers and its significance thus noted: Its three angles remind us of the client, the contractor and the engineer. The sides of the triangle are typical of right dealing. The two equal sides call attention to the fact that contractor and client have an equal claim on the knowledge, training and attention of the engineer. The right angle should be a constant reminder that each is entitled to a square deal.

The C.P.R. as Purchasing Agent for the Allies.— Press reports state that it is announced on good authority that the C.P.R.

Algoma Central and Hudson Bay Railway Bridge at Bellevue.

The Algoma Central and Hudson Bay Ry. is about to replace the temporary bridge at Bellevue, 20.3 miles north of Sault Ste. Marie, by a permanent structure. The old bridge is a large timber structure of 79-14



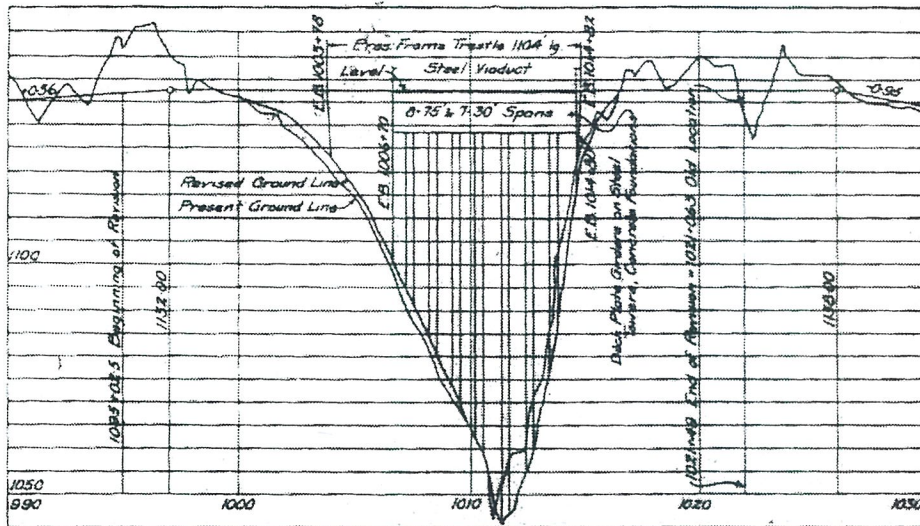
Old and New Location A. C. & H. B. R. Bridge, Bellevue, Ont.

ft. spans or a total length of 1,104 ft. It was built in the winter of 1901-2 and contains approximately 1,500,000 ft. b. m. fir timber. It is especially well braced and is a fine piece of timber work. It spans a gully or coulee through which a small creek flows, hence the waterway is negligible.

The new bridge will be built alongside the old one by making a slight revision in the line. The structure will be 810 ft. long

Purchasing Department has been placed at the disposal of the Allied Governments, to act as purchasing agent on this continent for supplies of all kinds for war purposes. It was stated a few weeks ago that the City of New York sent representatives to Montreal to look into the C.P.R. purchasing system with a view to its adoption by the corporation.

Pacific Great Eastern Railway.—Van-



Condensed Profile Old and New Location A. C. & H. B. R. Bridge, Bellevue, Ont.

over all, composed of 8-75 ft. intermediate and 7-30 ft. tower deck girder spans supported upon trestle legs on concrete.

The north end of the new bridge will

cover press dispatch May 25:—"Officials of the P. & H. R. announce that, through the Provincial and Dominion Governments, they have secured about \$3,000,000, with which to complete the line as far north as

JUNE 1915

Grand Trunk Pacific Railway Construction-

Ballasting is still in progress on the section of the main line between Skeena Crossing and New Hazelton, B. C. An additional train is to be put on the run between Edmonton, Alberta, and Prince Rupert, B. C., June 1, giving a tri-weekly service between these points.

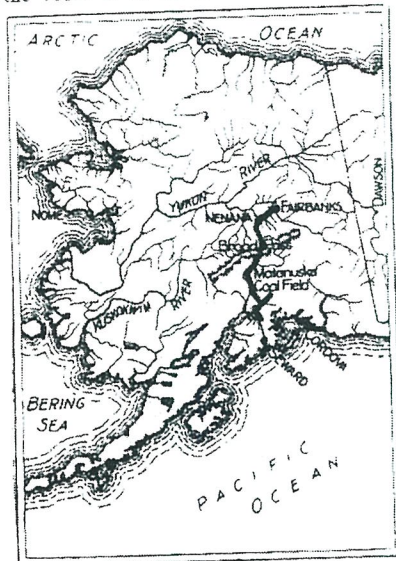
The last pontoon for the G. T. P. R. dry-dock at Prince Rupert was launched in April, and the dock is expected to be ready with a complete outfit with machinery for ship repairs by Aug. 1.

The fuel oil tank equipment at Prince Rupert has been completed and oil burning locomotives have commenced running.

Train service was resumed on the Regina-Yorkton-Canora branch May 15, and it is expected to place a train service in operation on the Weyburn branch of the Regina-International boundary line at an early date. (April, pg. 138.)

U. S. Government Railway for Alaska.

The President of the United States has announced that the Seward-Fairbanks line, known sometimes as the Susitna route, had been selected for the Government railway to be built in Alaska under the \$35,000,000 appropriation of 1914. The route extends from Seward, on Resurrection Bay, to Fairbanks, on the Tanana River, 471 miles. It includes the existing Alaska Northern Rd., which runs from Seward through the Kenai Peninsula for 71 miles to Turnagain Arm. This branch is to be bought by the Government for \$1,150,000. From Turnagain Arm the route is to be extended through the



Route of United States Government Railway for Alaska.

The Alaska Northern Rd., extending north from Seward, is shown by a lighter line than the railway to be built by the Government.

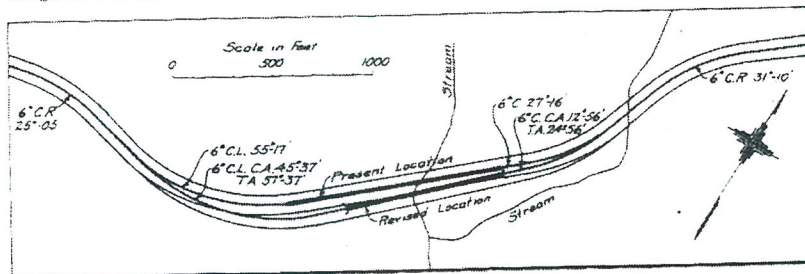
Will run and across Broad Pass to

Fairbanks, including the Matanuska branch, is \$26,800,000.

W. C. Edes, of the Alaska Engineering Commission, has been designated chairman, to be in immediate charge of work and to have power of approval or disapproval of all administrative matters. Lieut. Mears and Mr. Riggs, the other members of the commission, have gone to Alaska to take up the construction and survey work.

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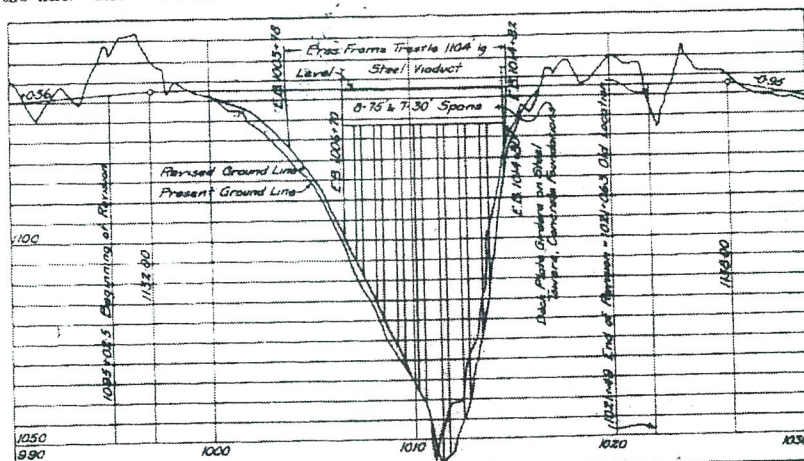
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JUNE 1915

Algoma Central and Hudson Bay Ry.
—The Board of Railway Commissioners
passed order 37,083, Nov. 23, 1925, au-
thorizing the opening for traffic of the
portion of a revision of the line from
mile 103.8 to 104.79, viz: 0.99 miles. A
description of the work to be done with
illustrations of the trestles to be elimin-
ated was given in Canadian Railway and
Marine World for Nov. 1923, pg. 519,
and particulars of the work accomplished
are given on another page of this issue.

JANUARY

1926

Algoma Connection, Sudbury Terminal.
—We are advised officially that a contract for the construction of a concrete substructure for the railway viaduct at mile 1.9, Algoma Connection, Sudbury terminal, has been awarded to Duncan Construction Co., Ltd., Sudbury. The line upon which the viaduct is to be built, to replace a timber structure, connects the C.N.R. main line with the Algoma Eastern Ry., in Sudbury. The structure will be 593 ft. 0½ in. long from face to face of backwalls, and its center line will be a short distance west of that of the present timber structure. The substructure contract calls for the building of 2 abutments and 24 tower pedestals, the latter varying in height from 10 to 26.498 ft. A complete description of the viaduct was given in our Nov., 1930, issue, pg. 698, where it was stated that the C.N.R. line crosses over the C.P.R. line at the location. The Board of Railway Commissioners passed order 45,616, Oct. 21, 1930, approving the plan for the viaduct

JANUARY 1931

Algoma Central and Hudson Bay Ry.—
Board of Railway Commissioners' order
47,116, approving revised location of the
portion of the line from mile 91.04 to
mile 91.35, was mentioned in our Sep-
tember issue, pg. 576. This section of
the line is on the Soo Subdivision, be-
tween Regent and Hubert, near the cross-
ing of the Montreal River. The work ap-
proved by the order, which was done
last year, involved shifting of the line
through a ballast pit, to eliminate a 12°
curve 977 ft. long and replace it by an
8° curve, and also effected a slight
change in grade.

October 1937

Canadian Transportation

Loading Iron Ore at Michipicoten Harbour

The Algoma Central and Hudson Bay Ry. Co., which handles sintered iron ore from the Helen Mine to Michipicoten Harbour, has installed a belt conveyor system for loading the ore into boats, which was of reasonable first cost, and which, in the loading of 11 boats prior to the closing of the 1939 season of navigation, demonstrated its ability to handle the ore efficiently and, economically, loading some 6,500 gross tons into ship's hold in between five and six hours.

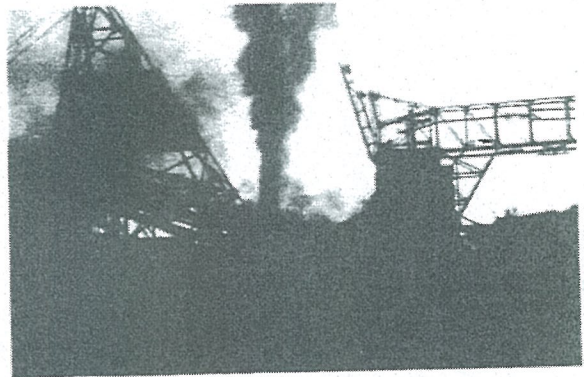
In 1938, the Algoma Steel Corporation completed plans for resuming mining operations at the Helen Mine, where an iron ore which requires sintering is produced. In the earlier years of this century, another ore body was mined at the Helen, yielding a Hematite ore which did not require treatment. Some 3,000,000 tons of this material was mined and hauled by rail to Michipicoten Harbour, where it was loaded into ships by use of a timber structure which has been provided in 1900. The sintering of the ore from the body now mined is carried out at WaWa, a few miles from Michipicoten Harbour, on the WaWa branch of the Algoma Central and Hudson Bay Ry.

Following the termination of the Hematite shipments from the Helen Mine, the timber dock at Michipicoten Harbour was demolished, and in 1929 a coal dock was built on its site, this dock being of modern type and very efficient in operation. When the Algoma Steel Corporation decided to proceed with the production and sintering of ore at the Helen Mine in 1938, arrangements were made with the Algoma Central and Hudson Bay Ry. Co. for transportation of the ore to ship's side at Michipicoten Harbour, and loading of it into ships, and the Algoma Central and Hudson Bay Ry. management contracted to provide for the prompt loading of 300,000 gross tons of sintered ore per navigation season, and to arrange for facilities capable of handling, upon being required to do so, an increased quantity up to 600,000 gross tons per navigation season. Because of the limitation on

the amount of ore per season to be handled, it was not expedient to provide the expensive type of loading equipment.

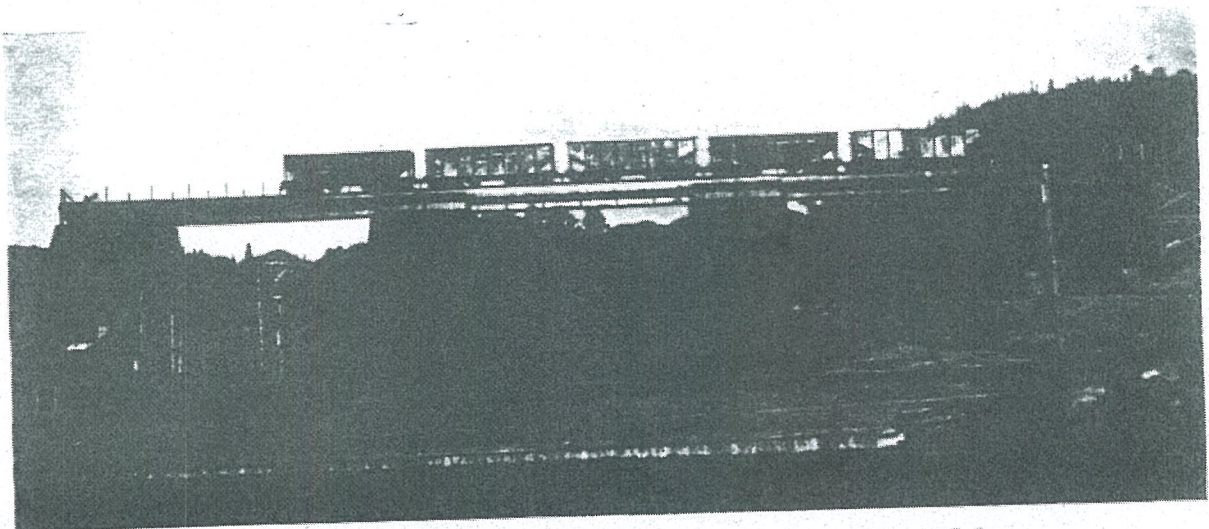
loading the ore, many installations were inspected and close attention was paid the various types of loading equipment

Dock Conveyor
Belt, Tripper and
Loading Gantry.



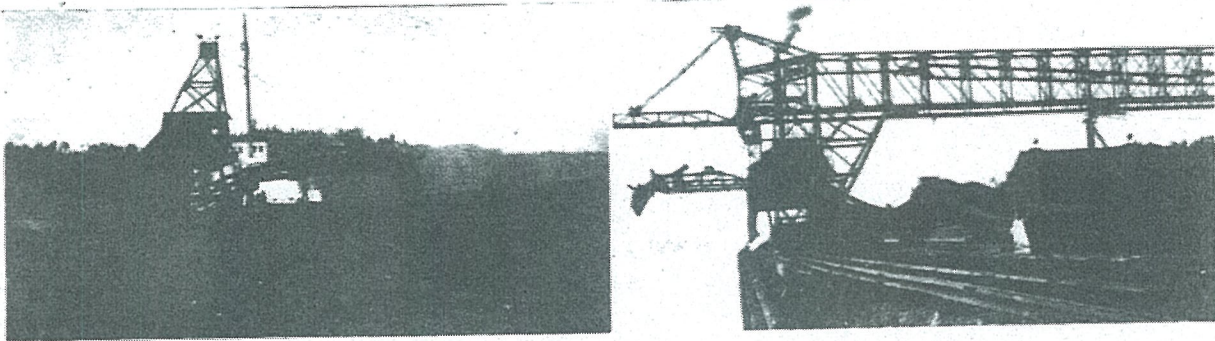
employed at other ports at the head of Lake Superior, for handling coal to the extent of several million tons per season, and the Algoma Central and Hudson Bay Ry. management's problem, therefore, was to provide facilities capable of loading ships with good dispatch, but at a capital cost bearing reasonable relation to the ore tonnage to be handled per season. The loading of 300,000 gross tons per season means that approximately 6,500 gross tons must be loaded each 4½ days. In studies to determine the type of equipment most suitable for

available. It was finally decided to construct and utilize a belt conveyor system. As the object was to secure as fast loading as possible, in order to cut down the detention of ships to a minimum, it was sought to provide equipment capable of loading ships at about the same rate as the more costly coal handling equipment referred to. Actually, the facilities provided are able to load some 6,500 gross tons into a ship in about 5½ hours, including time lost in moving the unloading gantry from hatch to hatch of the ship. It is thus seen that on the



The Car Unloading Trestle and Ore Stock Pile at Michipicoten Harbour, on the A.C. and H.B. Ry. This illustration is prepared from a photograph taken across the boat slip at the harbour. The tunnel, containing the primary belt conveyor, runs under the stock pile.

MARCH 1940



Left, the Gantry, with 48 in. Belt, Discharging through Chute into Hold of Ship. Right, a General View of the Dock Conveyor, Tripper and Gantry in Position for Loading a Boat.
The view at the right shows also the junction of the cross conveyor and dock conveyor belt, and the coal loading bridge is evident in the lower right.

basis of handling 300,000 gross tons per season, the loading facilities are in use only about 5½ hours each 4½ days.

In planning the belt conveyor system, it was decided to load the ships at the face of the existing coal dock, by moving the coal bridge to the south end of the dock, and thus allowing the use of all of the remainder of it for loading the sintered ore. The railway line from the mine and sintering plant was extended into the harbour area at an elevation of some 45 ft. above the dock level, and the track was carried out on a steel trestle, from which the ore cars are bottom-dumped to the stock pile. A tunnel of reinforced concrete construction was built north of the coal dock and at similar elevation. This tunnel is 250 ft.

the arrangement is such that the direction of the flow of ore on to the belt coincides with the direction of the belt's movement. The 48 in. conveyor belt operating in the tunnel is continued for about 40 ft. beyond the tunnel mouth, and at the end of its travel the ore is transferred to a cross belt running transversely to the dock face; this belt also is 48 in. wide, and the distance the ore is carried on it is about 150 ft. This cross belt operates on an incline of about eight degrees, and the ore in transit on it is weighed by conveyor scales of Fairbanks-Morse manufacture.

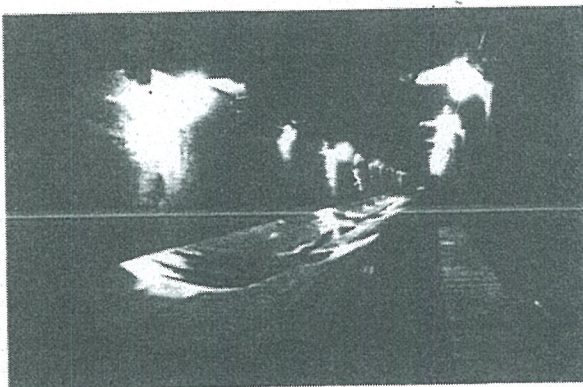
At the end of the cross belt's travel, the ore is transferred to a third belt, also 48 in. wide, which has total travel of 470 ft. along the face of the dock.

a way as to guard against congestion of ore at any point in the system, the belt speed increasing as the ore movement progresses. The gantry belt, giving the ore its final movement to the spill chute over the ship hatch, has a speed of 610 ft. per minute, whereas the belt in the tunnel, conveying the ore from storage to the cross belt, travels at 500 ft. per minute. The operator, housed on the gantry, controls the operation of the whole belt system, wherein time relay switches are employed, with operation initiated at 15-second intervals. In starting, the sequence is in the direction opposite to that of the flow of ore, viz., the gantry belt starts first, followed by the belt along the dock, then by the cross belt and finally by the belt in the tunnel. If necessary, the belt in the tunnel can be stopped independently by the man in charge of the loading of ore on this belt, but the other belts can be stopped only in the sequence opposite to that in which they are started. For night operation of the system, floodlighting is employed.

The sintered ore from the Helen Mine is quite light, in comparison with the usual run of untreated iron ores; it runs slightly over a cubic yard to the ton, and when it is considered that the system handles about 6,500 tons in 5½ hours, it is evident that the belts are called upon to transfer a large volume of material. The average Hematite ore runs only a little over one-half cubic yard to the ton.

Power to operate the ore handling system is supplied from the Great Lakes Power Co. line at WaWa; it is brought in to Michipicoten Harbour at 33,000 volts and stepped down to 550 volts.

The sintered ore began to arrive at Michipicoten Harbour at the end of July, 1939, and the first boat was loaded on Aug. 12. Ore is handled by the A.C. & H.B. Ry. in steel cars, each carrying 56 gross tons. It is of interest to note that, prior to loading of the first boat, there had been no opportunity of testing out the loading equipment under actual conditions; therefore, it was necessary to make all necessary adjustments in the plant while the boat was at the dock, and the loading of the first cargo afforded, also, the first opportunity for the operators of the plant to become accustomed to their work. However, the equipment throughout was so well designed and installed that only very slight delay was experienced, and when the second boat showed up, early in September, the plant was ready for her and she was loaded without delay. To the close of the 1939 season of Great Lakes navigation, 11 boats were loaded.



Tunnel under Ore Stock Pile.

long, with width of 10 ft. and height of 7 ft., and at each 10 ft. interval throughout the length of the tunnel, hatches, three feet square, were provided, to the number of 24. The tunnel is ventilated by a fan driven by a 25 h.p. motor. A basin-like storage space, with capacity for 12,000 tons of ore, was provided over the end of the tunnel, a fill being built with gravel and faced with ties, with the pit of the basin coinciding with the top of the tunnel. The page-wide accompanying illustration shows the steel structure carrying the ore cars, and the pile of ore in the storage basin above the tunnel. The tunnel carries a conveyor belt 48 in. wide, which is loaded by a single loading hopper, moved from hatch to hatch, it being powered by a 3 h.p. motor. As the hopper comes under a hatch, the hatch gate is engaged and opened to the extent desired, the gate as well as the hopper being operated electrically. The hopper is equipped with baffles to provide for uniformity in transfer of ore to the conveyor belt, and

This belt connects up with the travelling gantry crane, which operates, on rails, along the dock, the ore being transferred to the gantry by tripper mechanism, which, like the gantry itself, is operated electrically. The gantry is shifted by a 15 h.p. motor and the gantry belt is driven by a 75 h.p. motor. A 75 h.p. motor is used to operate the belt in the tunnel and one of similar capacity drives the cross belt, while the belt along the dock face, handling the ore from the cross belt to the gantry, is powered by two 75 h.p. motors. A 7½ h.p. motor is employed for lifting and lowering the gantry boom, which directs the spill from the belt into the hold of the ship. As soon as the desired amount of ore has been loaded through one hatch, loading of the tunnel belt is stopped and the gantry is moved along its track until it is in position to allow the spill chute to be spotted over the next hatch, this move requiring only a couple of minutes.

The system of conveyor belts is so arranged, as regards belt speed, in such

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The conveyor system was installed by Link-Belt, Ltd., with the steel supplied and erected by Dominion Bridge Co. The conveyor belts were supplied by Dunlop Tire and Rubber Goods Co., Ltd., and Goodyear Tire and Rubber Co. of Can-

ada, Ltd. The motors and other electrical equipment were supplied by English Electric Co. of Canada, Ltd.

The loading system was designed, and the tunnel and all substructures were built, by the Algoma Central & Hudson

Bay Ry. Co. staff, under direct supervision of R. S. McCormick, General Superintendent and Chief Engineer, most of the construction work having been done under the severe weather conditions of the 1938-39 winter.

Birthdays of Transportation Men

MARCH 1940

Canadian Northern Ry. Earnings, Etc.

Gross earnings, working expenses and net profits from July 1, 1910, with increases over, or decreases from, those of 1909-10:

	Earnings.	Expenses.	Net Earnings.	Net Increase.
July	\$1,225,100	\$376,900	\$848,200	118,600
Aug.	1,093,000	330,000	763,000	58,600
Sept.	1,279,900	398,700	881,200	60,700
Oct.	1,637,900	1,047,800	590,100	90,800
Nov.	1,596,400	1,006,500	589,900	11,500
Dec.	1,255,400	390,200	865,200	24,800
Jan.	822,600	720,900	101,700	20,800
Feb.	904,100	667,500	236,600	4,300
Mar.	1,370,900	915,800	455,100	52,500
Apr.	1,345,400	984,300	361,100	29,900
May	1,445,800	1,042,400	403,400	34,200
June	1,465,900	1,147,400	318,500	25,400
	\$15,190,500	\$11,033,700	\$4,156,800	\$538,900
Inc.	\$2,378,200	\$1,839,900	\$538,300

Following is a comparison of the gross earnings, expenses and net earnings for the years ended June 30, 1908, 1909, 1910 and 1911. The figures for 1911 show approximate increases of 67 1/2% in gross earnings, and 65% in net earnings over those of 1908.

	Gross earnings.	Expenses.	Net earnings.
1908	\$3,012,400	\$6,528,400	\$2,484,000
1909	3,563,900	6,873,500	2,795,400
1910	12,821,300	9,194,400	3,626,900
1911	15,190,500	11,033,700	4,156,800

Approximate gross earnings for July \$1,475,950, and for two weeks ended August 14, \$2,252,250, against \$1,225,100, and \$481,800, for same periods 1910.

The average mileage operated during the year ended June 30, was 3,383, against 3,173 for the previous year.

C.P.R. Earnings, Expenses, Etc.

Gross earnings, working expenses, net profits, increases or decreases over 1909-10, from July 1, 1910:

	Earnings.	Expenses.	Net Profits.	Net Increase or Decrease
July	\$3,869,214.32	\$5,384,594.73	\$4,484,619.50	1,004,748.26+
Aug.	3,255,251.67	5,563,059.34	3,991,672.33	727,614.46+
Sept.	3,315,212.07	5,408,614.03	3,911,599.54	479,710.47+
Oct.	10,229,870.77	5,724,210.25	4,505,660.52	118,863.33+
Nov.	9,413,233.22	5,676,115.96	3,737,117.26	44,784.31+
Dec.	8,706,283.99	5,418,750.10	3,287,533.87	171,110.79+
Jan.	5,740,206.34	5,084,084.47	656,121.87	606,178.52+
Feb.	6,375,576.57	5,280,809.06	1,144,767.51	342,311.73+
Mar.	8,880,640.59	5,844,074.05	3,156,566.54	445,338.15+
Apr.	6,672,024.54	5,515,049.93	1,156,974.61	175,363.48+
May	9,312,957.17	6,357,972.41	2,944,984.76	387,820.81+
June	9,479,850.38	6,454,979.31	3,024,871.05	306,755.40+

\$104,167,808.21 for 1910, against \$104,167,808.21 for 1909, against \$104,167,808.21 for 1908, against \$104,167,808.21 for 1907.

Following is a comparison of the gross earnings, expenses and net earnings for the years ended June 30, 1908, 1909, 1910 and 1911. The figures for 1911 show increases approximating 48% in gross earnings and 65% in net earnings, over those of 1908.

	Gross earnings.	Expenses.	Net earnings.
1908	\$71,394,173.72	\$49,951,807.70	\$21,442,366.02
1909	76,313,320.96	53,357,743.06	22,955,577.90
1910	94,989,496.33	61,148,534.46	33,839,955.87
1911	104,167,808.21	67,467,977.64	36,699,830.57

The net results of the company's operations for the year ended June 30, are as follows:

Gross earnings	\$104,167,808
Working expenses	67,467,978
Net earnings	\$36,699,830
Net earnings of steamships in excess of amount included in monthly statements	1,118,850
Total net income	\$37,818,180
Deduct fixed charges	10,011,071
Surplus	\$27,807,109
Deduct amount transferred to steamship re-	

340.76; net revenue, \$879,477.40; other income, \$81,572.67; interest on bonds, taxes, etc., \$1,161,515.47; deficit, \$220,465.40, against \$3,302,147.03 operating revenue; \$2,269,247.84 operating expenses; \$1,032,899.19 net revenue; \$52,530.16 other income; \$1,173,258.29 interest on bonds, taxes, etc.; \$81,823.94 deficit for same period 1909-10.

MINNEAPOLIS, ST. PAUL AND SAULT ST. MARIE RY.—Operating revenue for 12 months ended June 30, \$746,425.14; operating expenses, \$707,587.49; net revenue, \$38,837.65; other income, \$17,529.27; interest on bonds, taxes, etc., \$151,634.11; deficit, \$95,317.19, against \$826,499.53 operating revenue; \$738,669.21 operating expenses; \$87,830.34 net revenue; \$9,916.48 other income; \$167,509.43 interest on bonds, taxes, etc.; \$69,762.63 deficit for same period 1909-10.

CHICAGO DIVISION.—Operating revenue for 12 months ended June 30, \$3,836,669.93; expenses and taxes, \$7,029,111.75; operating income, \$1,807,558.23, against \$8,228,224.58 operating revenue; \$6,262,495.86 expenses and taxes; \$2,665,728.72 operating income for same period 1909-10.

Grand Trunk Ry. Earnings, Expenses, Etc.

Subject to audit, the accounts for the half year ended June 30, show the following results:

Gross receipts	2,351,200
Working expenses	2,628,300
Net receipts	2 933,000
Income from rentals, outside operations and car mileage balance	22,400
Total net revenue	2 955,400
Net revenue charges, less credits	511,000
Balance	2 444,400
Deduct, Canada Atlantic Ry. deficiency for the half year	241,700
Detroit, Grand Haven and Milwaukee deficiency for the half year	39,700
Surplus	2 363,000

This surplus added to the balance of 29,100 from Dec. 1910 makes a total of 237,210 available for dividend, which will admit of payment of the full dividend for the half year on the 4% guaranteed stock, and first and second preference stocks, leaving a balance of about \$11,700 to be carried forward.

The accounts of the G. T. Western Ry. for the year ended June 30, after providing for all fixed charges, including the balance brought forward from the previous year, show a deficit of \$21,462. As this result has arisen owing to the unusual circumstances of the strike which occurred during the third and fourth weeks of July and the first week of August, 1910, it has been decided to carry the balance forward to the next year.

Following is a comparison of gross earnings, expenses and net earnings for the years ended June 30, 1908, 1909, 1910 and 1911. The figures for 1911 show approximate increases of 9 1/2% in gross earnings and 1/2% in net earnings, over those of 1908.

	Gross earnings.	Expenses.	Net earnings.
1908	\$32,543,288	\$23,610,734	\$8,932,554
1909	30,433,604	21,922,792	8,510,812
1910	33,868,415	25,368,317	8,500,098
1911	35,361,557	26,390,043	8,971,514

Approximate earnings for July \$2,065,044, and for two weeks ended Aug. 14, \$2,065,044, against \$3,179,896 and \$1,603,660 for same periods 1910.

TRAFFIC RECEIPTS OF THE SYSTEM.		
Aggregate from July 1 to July 31:		
	1911	1910
Grand Trunk Ry.	2,635,877	2,521,589
Canada Atlantic Ry.	36,513	25,887
G. T. Western Ry.	113,327	81,032
D.G.H. & M. Ry.	35,179	34,595
Totals	2,870,696	2,653,403

The Algoma Eastern Railway Co's Bond Issue.

An issue of \$513,600 of 5% first mortgage bonds, due 1961, has been placed on the London, Eng., market through the Bank of Montreal, at 93%. The principal and interest of these bonds is guaranteed unconditionally by the Lake Superior Corporation.

The A.E. Ry. Co. was incorporated by the Dominion Parliament, with an authorized capital of \$2,000,000 of common stock, \$1,000,000 of 5% non-cumulative preferred stock, and \$3,000,000 of 5% first mortgage 50-year gold bonds. All the common stock and \$800,000 of the preferred stock, and the present is the first issue of bonds. With the disposal of these there will remain \$500,000 of bonds unissued.

Under the old title of the Manitoulin and North Shore Ry., the company built and has in operation 22 miles of railway, between Sudbury and Crean Hill, serving the nickel mines of the Canadian Copper Co. and the Mond Nickel Co., and a short piece of line at Spanish River, operated by the C.P.R. The extension of the line from Crean Hill, via Spanish River to the shore of Lake Huron, at Whitefish Bay, is under construction, as is the section from Whitefish Bay to Little Current, on Manitoulin Island. The cost of these extensions, about 64 miles, including stations, terminal facilities and docks, and making provision for rolling stock, is estimated at \$538,378. These extensions are expected to be completed by July, 1912. The total length of the line from Sudbury to Little Current is 86 miles, and subsidies in aid of construction have been granted as follows:—Dominion Parliament, a minimum of \$3,200, rising to a maximum of \$6,400 a mile for the whole distance; Ontario Government, a cash payment of \$5,000 a mile for 53 miles north from Little Current; a land grant of 7,400 acres a mile for 66 miles between Whitefish River and Sudbury, and 10,000 acres a mile from Little Current to Whitefish River.

The net earnings from the existing 22 miles of line for the year ended Dec. 31, 1910, were \$7,933, during which period the extension from the Gertrude Mine to Crean Hill had been in operation only five months; the net earnings for 1910 from this section are estimated at \$12,000. With the line in full operation, and the completion of docks at Little Current for shipping, the output of the mines, it is estimated that the net earnings of the railway should amount to \$23,000.

Part of the proceeds of the bond issue will be used to pay for \$250,000 bonds of the Lake Superior Corporation, which have been cancelled in order to absolutely free the railway from all encumbrance, other than the first mortgage bonds now issued.

The directors are: T. J. Drummond, D. C. Newton, Montreal; J. F. Taylor, Toronto; H. M. Price, Quebec; W. C. Franz, Sault Ste. Marie, Ont.; W. K. Whigham, London, Eng.; R. L. Austin, Philadelphia, Pa.

ways make a splendid showing from most any viewpoint, and they unquestionably have in many respects a hard row to hoe than have the U.S. lines, in whom for transcontinental traffic must compete."

Algoma Central & Hudson Bay Railway.

The following are extracts from a circular issued by the directors to the Lake Superior Corporation's shareholders, recently:—

"The most vital and pressing remaining act now sought to be attained is the completion of the A.C. & H.B. Ry. to a connection with the C.P.R. main line, making a total mileage of 225 miles, of which at present only 90 miles are in operation. In its present incomplete condition, implying as it does the isolation of the steel plant from its ore supply during five months of the year, the earnings of the railway company are small and stationary. Through its completion the railway would secure many advantages. The railway revenues, based on careful estimates made by your officers and the board, would be much more than suffice to cover the interest on cost of construction. Canada's iron ore of proved quantity and quality will be made available, and, with the railway in operation, the ore can be delivered at Sault Ste. Marie at a cost considerably below the price now being paid for similar ore from the U.S. The opening up of the timber lands will be naturally be of value to the lumber and pulp industries. A valuable land grant of 1,666,000 acres under the Ontario Government land grant will be secured including timber and mineral lands of great potential value, and to secure which it is a Government condition that the railway be completed by 31, 1911. This implies the necessity for immediate progress in construction for which everything is in readiness."

It is stated, the plan for the completion of the construction of the railway which has been unanimously approved by your directors, is as follows:—The railway as it exists to-day is sold for the equivalent of \$3,000,000 under

dependent position so far as its necessities in raw material are concerned, exploration for ore has been strenuously carried on for some time past and their efforts have already met with a large measure of success. It is confidently believed that when the railway extensions are completed the steel plant will be in an independent position both in regard to basic and bessemer ores. A permanent supply of limestone of exceptional quality and of very large extent has been secured on extremely favorable terms. Negotiations have practically been completed by which the Corporation will secure and control its own ore areas. Some of the smaller industries, which heretofore have been operated at a loss and have been a drain on the Corporation's resources, have been disposed of on satisfactory terms, to independent operators. Negotiations have been completed for the introduction of new industries to be established by parties with independent capital. The operations of the existing plants have been almost continuous; the reputation of the quality of rails has been maintained, and orders are on hand which will keep the steel plant fully occupied during the next six months, whilst the prospect for future business is excellent.

The A.C. & H.B.R. Co. issued a prospectus in England early in July of £770,000 five per cent. first mortgage £0 year gold bonds, being the approximate equivalent as part of exchange of \$3,750,000, the balance of \$3,000,000, out of a total issue of \$6,750,000, having been taken for issue in France. The prospectus states that the bonds will be a specific first mortgage upon the company's railways terminals and docks, and a general floating charge upon the rest of the assets and undertaking, present and future, including the lands to which the company will become entitled from the Ontario Government.

The company is authorized to construct a line from Sault Ste. Marie, Ont., to the C.P.R., including a branch from Michipicoten Harbor to the main line, and from the C.P.R. north to James Bay, intersecting the National Transcontinental Ry. under construction, and the projected line of the Canadian Northern Ry. The Dominion has granted a cash

The net earnings from the 80 miles completed, and from the steamship line for the year to June 30, 1909, were £26,700. The net earnings of the 10 months of the present year show an increase of fully 50% over the same period last year. As soon as railway connection is made, the Algoma Steel Co. is prepared to take a minimum of 300,000 tons of iron ore per annum from the Magpie mines, and the railway company will also get the whole freight on the shipments of iron ore from the Helen mine amounting to at least 200,000 tons a year, so that the railway is assured 500,000 tons of freight per annum from these two mines alone.

The estimated gross earnings of the line for the first year after its completion to the C.P.R., taken on a conservative estimate are

Loss 70% operating expenses £291,600

Estimated total net earnings £215,520

Add estimated net earnings steamship department £88,080

Total estimated net earnings £303,600

The amount required to pay the interest on the \$6,750,000 of the company's first mortgage bonds is £67,500. No account has been taken in the above figures of any profit which may be derived from the lands, through the sale of timber, ore or of the lands themselves.

Information as to construction on the A.C. & H.B.R. will be found under the head of Railway Development, on another page.

Ontario Railway and Municipal Board.

The annual report for 1909 issued recently, shows that 261 applications were made of which 183 were in form, and 78 informal, of the formal applications 171 were heard and disposed of and 12 were carried over into 1910. Of the informal applications some were settled by correspondence, and others disposed of without a hearing. In about 20 cases the parties were referred to the Board of Railway Commissioners as the matter to be disposed of came under the Dominion law. The report gives details of the orders made, and a good deal of information as to railway and municipal matters in the province, especially

August
1910

ALGOMA
CENTRAL
RAILWAY

Railway Development

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central & Hudson Bay Ry.—Construction on the completion of this company's line to Hearst on the National Transcontinental Ry. is rapidly drawing to a close. Trains are being operated from Sault Ste. Marie to Franz, at the junction with the C. P. R., 195 miles north of Sault Ste. Marie, and to Michipicoten Harbor and the company's mines, branching off at Hawk Jct. This section was opened for traffic Dec. 1, 1912. North of Franz, grading is entirely completed through to Hearst on the National Transcontinental Ry. Track was laid to Oba at the junction with the Canadian Northern Ontario Ry. in Dec., 1912. This season this section is being ballasted, and by Oct. 1, will probably be taken over for operation. Tracklaying is progressing north of Oba, and steel is expected to reach Hearst by Nov. 1. By that time this section will be practically ballasted also, so that it is quite probable trains will be operating through to Hearst via the A.C. & H.B. Ry. by Dec. 1. Hearst is 295 miles north of Sault Ste. Marie. Oba is 50 miles south, or via the A. C. & H. B. R., it is an even 100 miles between the C. P. R. and the National Transcontinental Ry. By a rather peculiar coincidence this is the shortest distance these two railways are apart over any feasible route for the connecting line anywhere between Quebec and a point west of Fort William. It is also the only place where the Canadian Northern Ry. comes just midway between these railways, hence the A. C. & H. B. R. has secured the shortest and most direct route connecting by a cross line these three transcontinental railways with the Great Lakes. All new work on the line north of Hawk Jct., 164 miles north of Sault Ste. Marie, is constructed on a maximum 0.6% compensated grade with 6 degrees maximum curves. The Superior Construction Co., T. J. Kennedy, President and General Manager, has the contract for the work north of the C. P. R. R. S. McCormick, M. Am. Soc. C. E., is chief engineer and G. F. Horsey is District Engineer, having direct charge of the work on this section.

Burrard Inlet Tunnel and Bridge Co.

The revised estimates of the cost of this projected bridge place its total cost,

mer of 1914. The building of the substructure for this bridge was delayed considerably owing to the depth to which the foundations of one of the piers had to be carried in order to reach bed rock. (Feb. pg. 83.)

Esquimalt and Nanaimo Ry.—Tracklaying on the extension from McBride Jct., has been completed to the Little Qualicum River, eight miles. At this point an extensive trestle has to be built, for which the material is being taken in. Grading has been completed from this point to the Big Qualicum River, and there is a short piece of grading to be completed thence to Deep Bay. Grading has been completed from Deep Bay to Courtenay, and it is expected that as soon as the Little Qualicum River trestle has been built, everything will be ready for the track layers right through to Courtenay. (Aug. pg. 375.)

Fredericton and Grand Lake Coal and Ry. Co.—Tracklaying on this line between Gibson and Minto, N. B., was completed, July 30. Ballasting and other finishing up work is being pushed forward, and it is expected that the completed line will be taken over from the contractors, Sept. 30. The line is to be operated by the C. P. R., in conjunction with the New Brunswick Coal and Ry. Co.'s line, which has been taken over from the New Brunswick Government. The railway was projected by Sir Thomas Tait, for the development of the coal deposits in the Grand Lake district, and for the purpose of giving another outlet to the coalfields in the Minto district. Sir Thomas, together with D. McNicoll, Vice President, and other C. P. R. officials, made a brief inspection over the line Aug. 4. Mr. McNicoll said after the inspection: "The Gibson-Minto line will be a first class line when the contractors have finished their work and turned the road over to the company. But the other piece of line, known as the New Brunswick Coal and Ry. Co.'s line, which we have taken over from the Government wants a heap of touching up before we can say the same of it. The C. P. R. will use at least 100,000 tons of coal annually from the mines at Minto to start with, and probably as much more as can be produced." (July, pg. 331.)

is estimated to cost about \$2,000,000. C. Hitchcock, Vice-President and General Manager of the contracting firm, is reported to be in charge of the work, and to have established his headquarters at Hope. This section is to be built by the K. V. Lines, at the joint cost of itself and the Vancouver, Victoria and Eastern Ry., and will be used jointly by the two companies.

Construction on the uncompleted sections of the line is being pushed rapidly forward. It is expected that the substructure for the steel bridge at Trout Creek will be completed Sept. 1. This bridge will be 250 ft. long and will be at an elevation of 190 ft. Its completion will open up for the track-laying gang about 40 miles of completed grading.

The tender was accepted at a conference held, Aug. 6, between representatives of the two companies, the K. V. Lines being represented by J. J. Warren, President; A. McCulloch, Chief Engineer; and the Vancouver, Victoria and Eastern Ry. by J. H. Kennedy, its Chief Engineer, and A. Stewart, Assistant Chief Engineer, Great Northern Ry.

The contractors will start at once building a wagon road at each end of the section, at an estimated cost of \$200,000, for the purpose of getting in plant and supplies. In addition to these wagon roads, supplies will be taken by the 12 mile section of the K. V. Lines, now under construction by Twohy Bros., from Coldwater Jct. to the Hope Summit. This junction is the point at which the K. V. lines in the Nicola River Valley connect with the V. V. and E. Ry. from the Boundary and Okanagan districts. The section is to be operated jointly by the K. V. Lines and the V. V. and E. Ry., and at Hope the latter will switch off to its own route via New Westminster, while the K. V. line will go on to a junction with the C.P.R. by a bridge across the Fraser River.

Lake Erie and Northern Ry.—Work on the construction of this line from Brantford, Ont., northerly to Galt, and south-erly to Port Dover, is proceeding at a rapid rate. Several hundred men are employed on grading, together with steam shovels, and very nearly half of the grading has been completed. The bridge work is also well advanced.

The Board of Railway Commissioners has approved of location plans of the line from Lorne Bridge, Brantford, station 9 to station 450, in Brantford City. (Aug. pg. 375.)

London and Port Stanley Ry.—Press reports state that it is likely that a vote of the London, Ont., will

July, 1913.]

CANADA

Railway Dev

Projected Lines, Surveys, Cons

Alberta Interurban Ry.—The Dominion Parliament has confirmed the appointment of the directors as made at a meeting held April 10, 1912, and has validated their subsequent acts. (April, pg. 168.)

Algoma Eastern Ry.—A train service was put in operation on the line from Sudbury to Espanola, Ont., 40 miles, June 2. Construction on the line from Espanola to Little Current, Manitoulin Island, has been completed, and it is expected that the train service will be extended to the latter point early in July. (May, pg. 219.)

Athabasca and Grande Prairies Ry.—The

Grand Trunk Pacific Railway Construction-

Ballasting is still in progress on the section of the main line between Skeena Crossing and New Hazelton, B. C. An additional train is to be put on the run between Edmonton, Alberta, and Prince Rupert, B. C., June 1, giving a tri-weekly service between these points.

The last pontoon for the G. T. P. R. dry-dock at Prince Rupert was launched in April, and the dock is expected to be ready with a complete outfit with machinery for ship repairs by Aug. 1.

The fuel oil tank equipment at Prince Rupert has been completed and oil burning locomotives have commenced running.

Train service was resumed on the Regina-Yorkton-Canora branch May 15, and it is expected to place a train service in operation on the Weyburn branch of the Regina-International boundary line at an early date. (April, pg. 138.)

U. S. Government Railway for Alaska.

The President of the United States has announced that the Seward-Fairbanks line, known sometimes as the Susitna route, had been selected for the Government railway to be built in Alaska under the \$35,000,000 appropriation of 1914. The route extends from Seward, on Resurrection Bay, to Fairbanks, on the Tanana River, 471 miles. It includes the existing Alaska Northern Rd., which runs from Seward through the Kenai Peninsula for 71 miles to Turnagain Arm. This branch is to be bought by the Government for \$1,150,000. From Turnagain Arm the route is to be extended through the



Route of United States Government Railway for Alaska.

The Alaska Northern Rd., extending north from Seward, is shown by a lighter line than the railway to be built by the Government.

Susitna Valley and across Broad Pass to the Tanana River, and from there on to Fairbanks. It is to be a standard gauge road. A side line is to run from Matanuska Junction into the Matanuska coal field, 38 miles. The road is to be built with its present base at Ship Creek, on Cook's Inlet, and from this point it is expected that the Matanuska coal will be shipped during the greater portion of the year. The estimated cost of construction from Seward to

Fairbanks, including the Matanuska branch, is \$26,800,000.

W. C. Edes, of the Alaska Engineering Commission, has been designated chairman, to be in immediate charge of work and to have power of approval or disapproval of all administrative matters. Lieut. Mears and Mr. Riggs, the other members of the commission, have gone to Alaska to take up the construction and survey work.

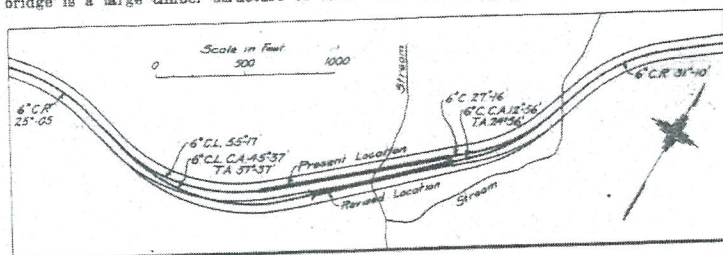
Algoma Central and Hudson Bay Railway Bridge at Bellevue.

The Algoma Central and Hudson Bay Ry. is about to replace the temporary bridge at Bellevue, 20.3 miles north of Sault Ste. Marie, by a permanent structure. The old bridge is a large timber structure of 79-14

Engineer, A.C. & H.B.R., to whom we are indebted for this data. A contract has been let for the superstructure.

A 45° Triangle has been adopted as a badge by the Oregon Society of Engineers and its significance thus noted: Its three angles remind us of the client, the contractor and the engineer. The sides of the triangle are typical of right dealing. The two equal sides call attention to the fact that contractor and client have an equal claim on the knowledge, training and attention of the engineer. The right angle should be a constant reminder that each is entitled to a square deal.

The C.P.R. as Purchasing Agent for the Allies.— Press reports state that it is announced on good authority that the C.P.R.



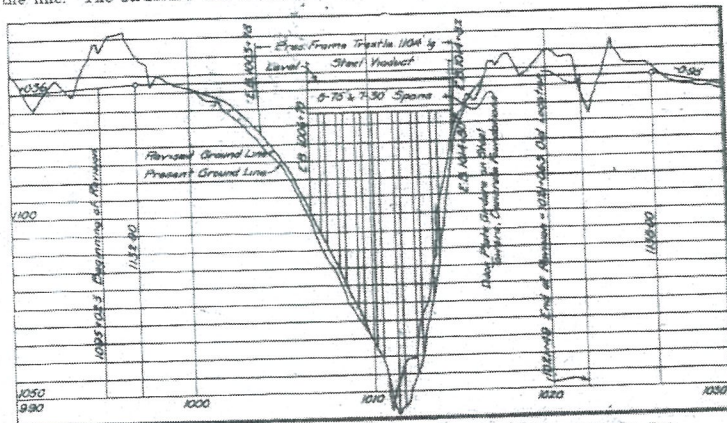
Old and New Location A. C. & H. B. R. Bridge, Bellevue, Ont.

ft. spans or a total length of 1,104 ft. It was built in the winter of 1901-2 and contains approximately 1,500,000 ft. b. m. fir timber. It is especially well braced and is a fine piece of timber work. It spans a gully or coulee through which a small creek flows, hence the waterway is negligible.

The new bridge will be built alongside the old one by making a slight revision in the line. The structure will be 810 ft. long

Purchasing Department has been placed at the disposal of the Allied Governments, to act as purchasing agent on this continent for supplies of all kinds for war purposes. It was stated a few weeks ago that the City of New York sent representatives to Montreal to look into the C.P.R. purchasing system with a view to its adoption by the corporation.

Pacific Great Eastern Railway.—Van-



Condensed Profile Old and New Location A. C. & H. B. R. Bridge, Bellevue, Ont.

over all, composed of 3-75 ft. intermediate and 7-30 ft. tower deck girder spans supported upon trestle legs on concrete.

The north end of the new bridge will come opposite the 3rd bent from the north end of the present bridge, and the south end opposite the 18th bent, hence the new structure will be 294 ft. shorter than the old one. It will contain approximately 1,500,000 lbs. steel, and designed under Dominion Government specifications, class I.

The foundation work will be put in by company forces under the supervision of R. S. McCormick, M. Am. Soc. C.E., Chief

cover press dispatch May 25:—"Officials of the P. & E. R. announce that, through the Provincial and Dominion Governments, they have secured about \$3,000,000, with which to complete the line as far north as the Hundred-mile House in Cariboo, 223 miles from Vancouver. This work will occupy the company until the end of the year. The railway is in operation between Vancouver and Lillooet, 120 miles."

G. Marconi, the wireless telegraph inventor, left New York May 22 to give his services to the Italian Government in the war.

Railway Development

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Interurban Ry.—The Dominion Parliament is being asked to pass an act validating the proceedings at the organization meeting of the company held April 16, 1912, confirming the appointment of the directors, and validating their subsequent acts. (Feb., pg. 83.)

Algoma Central and Hudson Bay Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the main line extension from West St. to Bruce St., Sault Ste. Marie, Ont., 7,000 ft. (Jan., pg. 20.)

Bow City to Cassells, Alta.—Press reports state that a line of about 15 miles is to be built this year from Bow City to Cassells, Alta., on the C.P.R. It would give an outlet for the coal mined in the Bow City district to the railway. H. N. Dunlop, New York and C. R. Henderson, Re-

Canadian Terminal Ry.—The New Brunswick Legislature is being asked to consider a proposition to guarantee the company's bonds for \$25,000 a mile for a 65 mile railway from Fredericton to St. Stephen and L'Etang, N.B. G. W. Ganong, St. Stephen, N.B.; J. S. Clarke, St. George, N.B., and L. A. Marsh, Toronto, are interested. (June, 1912, pg. 290.)

Canadian Northwestern Ry.—Application is being made to the Dominion Parliament to incorporate a company with this title to build a railway from Lethbridge, Alta., northeasterly to Winnipeg, thence passing Dominion City, Manitou, Brandon and Grand View to Pas, Man., and a line from Lethbridge northeasterly via North Battleford and Prince Albert to Pas. Brosseau, Brosseau, Tansly and Angers, Ottawa, are solicitors for applicants.

ported that preparations are being made for the erection of a steel bridge at that point, and that large quantities of camp supplies and construction material have been shipped across the river and stored at various points up to Lesser Slave Lake in preparation for the season's construction work. Sub-contracts are reported let for 170 miles of grading this season. (Feb., pg. 83.)

Esquimalt and Nanaimo Ry.—We are officially advised that while there have been considerable negotiations with the British Columbia Government and the Canadian Northern Pacific Ry. as to the division of the Songhees Reserve, Victoria, and its disposition for railway purposes, all matters are not yet finally agreed upon.

A ship, with transfer apron and trestle complete with the necessary dolphin for moving barges at Esquimalt, B.C., was expected to be completed early in March. The ship is intended to furnish additional facilities for transferring rail freight by barge between Vancouver and Victoria. The contract was let to E. R. Doc, Victoria. (Jan., pg. 20.)

May, 1913.]

CANADA

Railway De

Projected Lines, Surveys, Con

Algoma Central and Hudson Bay Ry.—

We are officially advised in reference to reports that it was intended to proceed with the construction of dock and other terminal facilities at Sault Ste. Marie, Ont., at once, that there will be no further construction on terminal facilities this year. The only work that will be done will be the finishing up of the work practically completed last season, and which was described and illustrated in our Feb. issue. No definite decision has been reached as to the building of the proposed coal dock at Sault Ste. Marie. (April, pg. 168.)

Algoma Eastern Ry.—The Dominion Parliament has extended the time within which the line from Sudbury to Little Current, on Manitoulin Island, Ont., may be completed. (Jan., pg. 20.)

Athabaska Northern Ry.—The Dominion Parliament has extended the time within

July, 1913.]

CANADA

Railway Dev

Projected Lines, Surveys, Cons

Alberta Interurban Ry.—The Dominion Parliament has confirmed the appointment of the directors as made at a meeting held April 26, 1912, and has validated their subsequent acts. (April, pg. 168.)

Algoma Eastern Ry.—A train service was put in operation on the line from Sudbury to Espanola, Ont., 40 miles, June 2. Construction on the line from Espanola to Little Current, Manitoulin Island, has been completed, and it is expected that the train service will be extended to the latter point early in July. (May, pg. 219.)

Athabasca and Grande Prairies Ry.—The

Railway Development.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Interurban Ry.—There has been deposited with the Secretary of State at Ottawa a mortgage deed dated April 12, between the company and the Trust and Guarantee Co., covering the company's whole undertaking, present and future.

The Board of Railway Commissioners has approved of location plans for this line from the north line of sec. 31, tp. 24, range 29 west 4th meridian to sec. 15, tp. 29, range 23 west 4th meridian, mileage 9.93 to 66.50, and has authorized it to build along highways.

Algoma Central and Hudson Bay Ry.—The Board of Railway Commissioners has authorized the opening of the line for traffic from Hawk Lake jet. to a junction with the C.P.R. transcontinental line near Tobon, Ont., 31.5 miles. Hawk Lake jet. is at mileage 164.5 on the main line from Sault Ste. Marie, and is the point where connection is made with the company's branch line to the Helen and other mines and to Michipicoten harbor.

In connection with the extension of the line from near Pangissin to Park Lake jet., J. J. Drummond, President Lake Superior corporation, is reported as stating, Sept. 5, that it was expected to be able to put on a regular train service through from Sault Ste. Marie in November. About 25 miles of the track had to be ballasted. North of the C.P.R., 12 miles of track had been laid and it was expected that by the end of the year track would be laid for a further distance of 48 miles to the crossing of the median Northern Ontario Ry.

The Board of Railway Commissioners has approved of revised location plans for the line across Gaspereaux river, just east of Horton Landing, N.S., and of plans for the substructure of the proposed new bridge across the Gaspereaux river.

A contract has been entered into, under the act granting subsidies to certain railways, between the company and the Department of Railways, for the building of a line, not to exceed 15 miles, from Centreville westerly to Weston, N.S. (Sept., pg. 450.)

Edmonton, Dunvegan and British Columbia Ry.—The Board of Railway Commissioners has approved of location plans from mileage 0 to 5.13, out of Edmonton, Alta.

The Minister of Railways has approved of route maps for revised location of the line north of Edmonton for 45 miles.

It is reported that grading has been practically completed from near Edmonton to Athabasca Landing, and that track laying will be started at once. A. C. Galbraith, Provincial Superintendent of Works, is reported as stating that it is expected to have the track laid to Athabasca Landing this year.

There has been filed with the Secretary of State at Ottawa a trust deed dated July 22, made between the company, the National Trust Co., and the province of Alberta, covering the company's property as security for the 30 year 4% bonds which are guaranteed by the province. (Sept., pg.

nect up with the line of the New Brunswick Coal and Ry. Co., which took over the old Central Ry. of New Brunswick and which will be taken over from the New Brunswick Government. This line gives connection with the Intercolonial Ry. at Chipman. Press reports state that it is proposed to build a spur line eight miles from Minto to the National Transcontinental Ry.

The development of the coal areas is being carried on by the Minto Coal Corporation, organized by Sir Thos. Tait, with a capital of \$400,000. A large number of coal properties have been taken over, and it is expected that the development work will have been so far advanced, that coal production can be begun in December. There are at present four producing collieries, having an output of 6,000 tons a month, giving traffic to the existing railway. It is estimated that the Minto coal field contains about 150,000,000 tons. (Sept., pg. 450.)

Ha Ha Bay Ry.—The Department of Railways has entered into a contract with the company, under the terms of the act granting aid to certain railways, for the building of the following lines: From a junction with the Quebec and Lake St. John Ry. in Jonquiere tp., to St. Mathias, Que., not exceeding 20 miles; from La Crosse jet. to the Saguenay river, northerly through Chicoutimi, Que., not exceeding five miles; from La Terriere jet., southerly via La Terriere village to Lake Kenogami, not exceeding 10 miles; from the existing line near Bagotville, Que., easterly to St. Alexis, Que., not exceeding 3 miles. (May, pg. 238.)

Intercolonial Ry.—Tenders

October, 1912.]

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Projected Lines, Surveys, C

Alberta Interurban Ry.—There has been deposited with the Secretary of State at Ottawa a mortgage deed dated April 12, between the company and the Trust and Guarantee Co., covering the company's whole undertaking, present and future.

The Board of Railway Commissioners has approved of location plans for this line from the north line of sec. 31, tp. 24, range 28 west 4th meridian to sec. 15, tp. 29, range 23 west 4th meridian, mileage 9.93 to 66.86, and has authorized it to build along highways.

Algoma Central and Hudson Bay Ry.—

The Board of Railway Commissioners has authorized the opening of the line for traffic from Hawk Lake jct. to a junction with the C.P.R. transcontinental line near Hobon, Ont., 31.5 miles. Hawk Lake jct. is at mileage 164.5 on the main line from Sault Ste. Marie, and is the point where connection is made with the company's branch line to the Helen and other mines and to Michipicoten harbor.

In connection with the extension of the line from near Pangissin to Park Lake jct., J. Drummond, President Lake Superior Corporation, is reported as stating, Sept. 5, that it was expected to be able to put on a regular train service through from Sault Ste. Marie in November. About 25 miles of the track had to be ballasted. North of the C.P.R., 12 miles of track had been laid and it was expected that by the end of the year track would be laid for a further distance of 48 miles to the crossing of the Canadian Northern Ontario Ry. It was expected to have the line completed to a junction with the G.T. Pacific Ry. by the end of 1913. (Sept., pg. 460.)

Burrard Inlet Tunnel and Bridge Co.—The North Vancouver city council has voted an additional \$50,000 in aid of the building of the projected bridge across the sand narrows of Vancouver inlet. (Sept., pg. 450.)

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Central Ry.—The Board of Railway Commissioners has approved of location plans of the line from mileage 120 to 160 easterly from Red Deer, Alta., and has authorized the building of bridges on the line under construction westerly from Red Deer to Rocky Mountain House, Alta., at mileage 20, 29, and 29.8. (Sept., pg. 853.)

Alberta Ry. and Irrigation Co.—The Board of Railway Commissioners has authorized the opening for traffic of the Kimball branch, which runs from Raley, Alta., to Wolford, about eight miles. The route was described in our issue of Oct. 1909, pg. 743, at which time the grading was being done, and track was laid in the same year.

The provincial government has decided to appeal to the Imperial Privy Council as to the construction of bridges across the irrigation canals. The company disputes its liability to build bridges on road allowances on which there was regular travel at the time of the building of the canal, and the decision of the courts endorsing this view is being appealed against. (July, pg. 645.)

Algoma Central and Hudson Bay Ry.—The Board of Railway Commissioners has approved of the revised location plans of the connection with the C.P.R. transcontinental line at Hobon, Ont., and has authorized the building of the extension from Hobon to the National Transcontinental Ry. across the Canadian Northern Ontario Montreal-Port Arthur line at mileage 80.94, at which point an interlocking plant is to be installed. The starting point of this extension is at Hobon, mileage 194.5 north of Sault Ste. Marie, and the route will follow the east side of Oba lake and river to the National Transcontinental Ry., 142 miles west of Cochrane, a distance of about 102 miles. The maximum gradient will be 0.6% and the maximum curvature six degrees. Following are some details stated to have been supplied by an officer: On the first 50 miles the average quantities per mile are as follows: excavating solid rock, 5,238 cu. yds.; loose rock, 5,760 cu. yds.; common excavation, 14,625 cu. yds., and overhaul, 36,850 cu. yds. The balance of the work will average per mile: solid rock, 93 cu. yds.; loose rock, 610 cu. yds.; common excavation, 16,330 cu. yds., and overhaul 35,480 cu. yds. There will probably be two steel bridges in the future. The present construction work calls for putting up 25 pile bridges. There will be a number of stations, water tanks and a coaling plant. (Sept., pg. 853.)

Algoma Eastern Ry.—The Board of Railway Commissioners has authorized the building of bridges over the Whitefish River and over the Spanish River at mileage 66.23 and 42.80 and over the trunk road in Merritt tp., at mileage 47.22. (Aug., pg. 722.)

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**Projected Lines, Surveys, Construction,
Batterments, Etc.**

for a distance of 9.5 miles.

At a dinner at Sault Ste. Marie, Ont., Oct. 24, to the General Manager of the Lake Superior Corporation, W. C. Franz, he stated the company had provided \$4,000,000 for the completion of the line to C.P.R. main line, and had also determined that it was to be built through to James Bay. The right of way, which was graded to Hawk Lake in 1903, had

Engineers representing the Chicago, Milwaukee and Puget Sound Ry. which is the western extension of the Chicago, Milwaukee and St. Paul Ry., are reported to be at work making surveys in the Flathead Valley, and are said to have completed the location of a line from a town in Montana to the International boundary, to connect with the proposed line in Canada. There are several char-

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Algoma Central and Hudson Bay Ry.—
The Board of Railway Commissioners has authorized the opening for traffic of the line from Oba to Hearst, Ont., mileage 83 to 130.87. The track was laid on this section at the latter end of 1913, and the ballasting and finishing up was done this year. The line is now in operation from Sault Ste. Marie to Hearst, 295 miles, with a branch to Michipicoten Harbor, 26 miles, and other short mining branches, which brings the total operated to 320 miles. The main line connects with the C.P.R. transcontinental line at Franz, mileage 195 from Sault Ste. Marie, the Canadian Northern Ontario Ry. at Oba, mileage 245, and the Grand Trunk Pacific Ry. at Hearst, mileage 295. (Sept., pg. 418.)

Athabasca and Grande Prairie Ry.—The

November
1914

the branch lines under construction. He is reported to have said in an interview:—"I found our line in British Columbia in much better condition than I expected; in fact, the work done is remarkable, considering that 480 miles were graded and track laid in twelve months through the mountains of British Columbia. We now have a first-class track as far west as Prince George, B. C., and at least half of the track between Prince George and Prince Rupert is fully finished, and the balance of it has a first, and most of it a second, lift of ballast, and compares today very favorably with other railway lines in the northwest. There is a big force at work putting on the finishing touch, and we expect before the close of the season the entire line will be in first class condition. We are now running a through sleeping car train twice a week between Edmonton and Prince

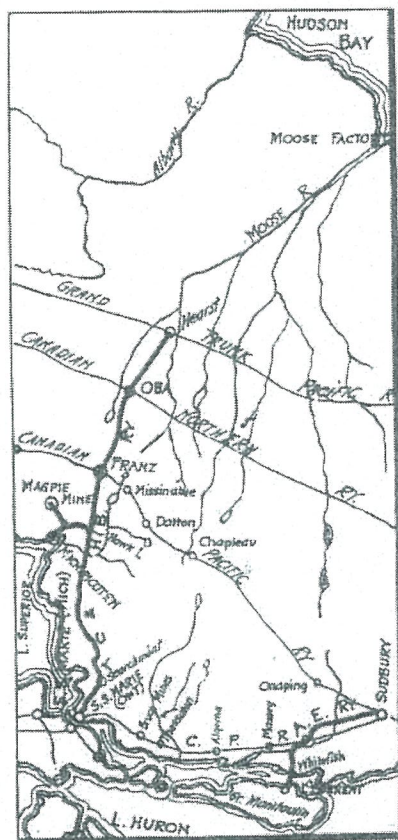
Completion of the Algoma Central and Hudson Bay Railway.

We are officially advised that this line is fully completed from Sault Ste. Marie, Ont., to Hearst, Ont., the junction with the National Transcontinental Ry., a total distance of 294 miles, which finishes the line as far as the company's present plans go. The Board of Railway Commissioners has issued an order for the operation of the line through to Hearst. A very complete illustrated article on the building of the whole line appeared in Canadian Railway and Marine World for June, 1912, pg. 255, and its terminals at Sault Ste. Marie were described in Feb., 1913, pg. 51.

The line north of the C.P.R. main transcontinental line through to the N.T.R. at Hearst is 99.81 miles long, connecting with the N.T.R., one mile west of the station building. This line is built on 0.6 grade and maximum 6 degree curve, all curves being spiralled with serial spiral. The line is on modern standards in every respect, rock cuttings 20 ft. wide at subgrade, earth cuttings the same, excepting north of Oba in the rolling clay belt, where very light cuttings are common, they have been widened to provide additional drainage.

The line from the C.P.R. at the junction point, Franz, to a point half way to Oba, where it crosses the Canadian Northern Ry. is through the same sort of formation as along the C.P.R. in this district. At this point the line enters the clay belt and the country north of that point presents an entirely different formation, gradually verging from a rocky wilderness into rolling clay ridges and rich spruce low lands, which when drained will make excellent farm land. The line north of Oba has a maximum 3 degree curve, with the one exception where it connects with the N.T.R., which is a 4 degree curve. The maximum grade is the same as the section between Franz and Oba, namely, 0.6.

The Algoma Eastern Ry. is fully completed from Sudbury to Little Current, Ont., including the construction of a draw bridge over the channel at Little Current, together with terminal facilities on Goat Island, which lies just across this channel. This line is built to modern standards, but on heavier grades and curvature than the Algoma Central. They are 1.25 compensated and a maximum 11 degree curve. This line was opened for traffic about a year ago, the first train running through to Little Current, Oct. 1, 1913. The company has been busy since then on terminal work, which is now fully completed, and there is at this point, as at Sault Ste. Marie, a modern coal unloading plant, capable of handling coal from a vessel lying alongside the dock and depositing same in storage pile immediately adjacent at the rate of 200 tons an hour, including the cleaning up of the boat. The plant at Little Current is not as yet giving as good service as the one at Sault Ste. Marie. Both are on same design, but the one at Little Current is operated by steam, while the one at Sault Ste. Marie has electric power. The company is somewhat handicapped also at Little Current by the very bad channel approaching the dock from the east. Several boats have been aground in this channel, and it is quite apparent that it will be necessary to do some extensive dredging work to deepen it so that modern draught coal boats can get through. The government is doing considerable dredging work in the immediate vicinity of Little Current, and it is hoped the work will be extended east to take care of the condition noted. In connection with the coal dock at Little Current the company also has a commercial dock, and at both considerable dredging



Map showing location of Algoma Central and Hudson Bay Railway and Algoma Eastern Railway.

Rupert, connecting with the through trains to Winnipeg, and this is being well patronized and giving good service to the people. We are also running freight regularly through to Prince Rupert."

A press report states that work was started Oct. 9, on the building of a locomotive house, machine shop and other buildings at Fort George, B. C. The contractors are Carter, Hall and Aldinger, Winnipeg, who are also said to have secured the contracts for putting up the terminal buildings at Endako, Smithers and Pacific, B. C.

The Saskatchewan Legislature has extended the time within which the Grand Trunk Pacific Branch Lines Co., and G. T. P. Saskatchewan Ry. may build certain lines in the province, and for the laying out of terminals at Regina, Moose Jaw and other points, for both of which purposes there is a provincial guarantee of bonds. (Oct., pg. 469.)

November 1914

Railway Development

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central & Hudson Bay Ry.—Construction on the completion of this company's line to Hearst on the National Transcontinental Ry. is rapidly drawing to a close. Trains are being operated from Sault Ste. Marie to Franz, at the junction with the C. P. R., 195 miles north of Sault Ste. Marie, and to Michipicoten Harbor and the company's mines, branching off at Hawk Jct. This section was opened for traffic Dec. 1, 1912. North of Franz, grading is entirely completed through to Hearst on the National Transcontinental Ry. Track was laid to Oba at the junction with the Canadian Northern Ontario Ry. in Dec., 1912. This season this section is being ballasted, and by Oct. 1, will probably be taken over for operation. Tracklaying is progressing north of Oba, and steel is expected to reach Hearst by Nov. 1. By that time this section will be practically ballasted also, so that it is quite probable trains will be operating through to Hearst via the A.C. & H.B. Ry. by Dec. 1. Hearst is 295 miles north of Sault Ste. Marie. Oba is 50 miles south, or via the A. C. & H. B. R., it is an even 100 miles between the C. P. R. and the National Transcontinental Ry. By a rather peculiar coincidence this is the shortest distance these two railways are apart over any feasible route for the connecting line anywhere between Quebec and a point west of Fort William. It is also the only place where the Canadian Northern Ry. comes just midway between these railways, hence the A. C. & H. B. R. has secured the shortest and most direct route connecting by a cross line these three transcontinental railways with the Great Lakes. All new work on the line north of Hawk Jct., 164 miles north of Sault Ste. Marie, is constructed on a maximum 0.6% compensated grade with 6 degrees maximum curves. The Superior Construction Co., T. J. Kennedy, President and General Manager, has the contract for the work north of the C. P. R. R. S. McCormick, M. Am. Soc. C. E., is chief engineer and G. F. Horsey is District Engineer, having direct charge of the work on this section.

Burrard Inlet Tunnel and Bridge Co.

The revised estimates of the cost of this projected bridge place its total cost,

mer of 1914. The building of the substructure for this bridge was delayed considerably owing to the depth to which the foundations of one of the piers had to be carried in order to reach bed rock. (Feb. pg. 83.)

Esquimalt and Nanaimo Ry.—Tracklaying on the extension from McBride Jct., has been completed to the Little Qualicum River, eight miles. At this point an extensive trestle has to be built, for which the material is being taken in. Grading has been completed from this point to the Big Qualicum River, and there is a short piece of grading to be completed thence to Deep Bay. Grading has been completed from Deep Bay to Courtenay, and it is expected that as soon as the Little Qualicum River trestle has been built, everything will be ready for the track layers right through to Courtenay. (Aug. pg. 376.)

Fredericton and Grand Lake Coal and Ry. Co.—Tracklaying on this line between Gibson and Minto, N. B., was completed, July 30. Ballasting and other finishing up work is being pushed forward, and it is expected that the completed line will be taken over from the contractors, Sept. 30. The line is to be operated by the C. P. R., in conjunction with the New Brunswick Coal and Ry. Co.'s line, which has been taken over from the New Brunswick Government. The railway was projected by Sir Thomas Tait, for the development of the coal deposits in the Grand Lake district, and for the purpose of giving another outlet to the coalfields in the Minto district. Sir Thomas, together with D. McNicoll, Vice President, and other C. P. R. officials, made a brief inspection over the line Aug. 4. Mr. McNicoll said after the inspection: "The Gibson-Minto line will be a first class line when the contractors have finished their work and turned the road over to the company. But the other piece of line, known as the New Brunswick Coal and Ry. Co.'s line, which we have taken over from the Government wants a heap of touching up before we can say the same of it. The C. P. R. will use at least 100,000 tons of coal annually from the mines at Minto to start with, and probably as much more as can be produced." (July, pg. 331.)

is estimated to cost about \$2,000,000. F. C. Hitchcock, Vice-President and General Manager of the contracting firm, is reported to be in charge of the work, and to have established his headquarters at Hope. This section is to be built by the K. V. Lines, at the joint cost of itself and the Vancouver, Victoria and Eastern Ry., and will be used jointly by the two companies.

Construction on the uncompleted sections of the line is being pushed rapidly forward. It is expected that the substructure for the steel bridge at Trout Creek will be completed Sept. 1. This bridge will be 250 ft. long and will be at an elevation of 190 ft. Its completion will open up for the track-laying gang about 40 miles of completed grading.

The tender was accepted at a conference held, Aug. 6, between representatives of the two companies, the K. V. Lines being represented by J. J. Warren, President; A. McCulloch, Chief Engineer; and the Vancouver, Victoria and Eastern Ry. by J. H. Kennedy, its Chief Engineer, and A. Stewart, Assistant Chief Engineer, Great Northern Ry.

The contractors will start at once building a wagon road at each end of the section, at an estimated cost of \$200,000, for the purpose of getting in plant and supplies. In addition to these wagon roads, supplies will be taken by the 13 mile section of the K. V. Lines, now under construction by Twohy Bros., from Coldwater Jct. to the Hope Summit. This junction is the point at which the K. V. lines in the Nicola River Valley connect with the V. V. and E. Ry. from the Boundary and Okanagan districts. The section is to be operated jointly by the K. V. Lines and the V. V. and E. Ry., and at Hope the latter will switch off to its own route via New Westminster, while the K. V. line will go on to a junction with the C.P.R. by a bridge across the Fraser River.

Lake Erie and Northern Ry.—Work on the construction of this line from Brantford, Ont., northerly to Galt, and southerly to Port Dover, is proceeding at a rapid rate. Several hundred men are employed on grading, together with steam shovels, and very nearly half of the grading has been completed. The bridge work is also well advanced.

The Board of Railway Commissioners has approved of location plans of the line from Lorne Bridge, Brantford, station to station 450, in Brantford City. (Aug. pg. 376.)

London and Port Stanley Ry.—Press reports state that it is likely that a vote of the shareholders of London, Ont., will

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta and British Columbia Ry.— The Dominion Parliament has extended the time for building the projected line (April, pg. 271).

Alberta Central Ry.— We are officially advised that the route of this projected railway from Red Deer to Rocky Mountain House, Alta., approximately 63 miles has been approved by the Board of Railway Commissioners. The route, as it goes out across the Red Deer River, about six miles southwest of Red Deer, by a steel viaduct approximately 2,000 ft. long and 130 ft. above low water, proceeding north-westerly from the Red Deer River, it crosses the summit of the hills at Burnt Lake passes in the valley of Sylvan Lake, about 20 miles from Red Deer. The line crosses the valley of the Medicine River between Rivers and Eckville, and emerges from the Medicine and Horseguard Valleys about 10 miles further on, after which it crosses the plateau which extends to this point to the east bank of the Saskatchewan River. It will cross this river by a steel viaduct 800 ft. long and 100 ft. above low water. The line has been selected with low gradients, the maximum for both east and westbound traffic being not more than 0.40% and the steepest curve not more than 3 degrees. The character of the country through which the line will run is generally speaking open park prairie country, almost entirely settled. It is expected that construction will be started some time next year. J. G. MacGregor, Red Deer, is chief engineer. (May, pg. 271).

Alberta, Peace River and Eastern Ry.— The Dominion Parliament has incorporated a company with this title to build the lines mentioned in the notice of incorporation. The provisional directors are: A. J. Miller, Pembroke, Ont.; J. H. G. Montreal; R. L. Snowball, O.; and J. O. Cars, Ottawa. (April, pg. 271).

Algoma Central and Hudson Bay Ry.— We are officially advised that a contract has been let to Boyle Brothers Ltd., St. Marie, Ont. to build a spur line of 10 miles between mileage 75 and 85, Josephine branch and the Algoma Central Mining location. Work on this line has commenced and will be pushed as rapidly as possible, the completion of the line being for the completion of the line. A contract has also been let to Boyle Brothers Ltd. to build a line from Hawk Lake Jct. to a point midway between White Station and White Station on the C. P. R. line, 18 miles. Tenders were received to May 16 for clearing and construction of bridges, culverts and making up of embankments on the portion of the line already graded, between the Hawk Lake Jct. and Hawk Lake Jct., a distance of 100 miles. The grading of the line which will connect St. Marie with the Michipicoten branch was done in 1902. The company's construction program provides the expenditure of over \$1,000,000 and arrangements for financing were completed at a meeting of the shareholders of the Lake Superior and Algoma Central Ry. Co. held May 14, to authorize the issue of \$5,000,000 50 year gold bonds on the line constructed, and authorized to be secured by the amount of \$300,000 of the bonds to be secured by a first mortgage on the line constructed, to be

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end of July. (June, pg. 447.)

Algoma Central and Hudson Bay Ry.

—A contract has been let, we are officially advised, to the O'Boyle Construction Co., Sault Ste. Marie, Ont., for building the portion of the line from Hawke Lake Jct. to Hobon, on the C.P.R. transcontinental line, about 30 miles. This piece of line will connect up the Michipicoten branch with the C.P.R.

The work to be done on the line between Hawke Lake Jct. and Hobon, on the C.P.R., will be difficult, as the country is rocky and broken. The maximum gradient will be 0.6%, and the maximum curvature 12 degrees. There will be 17 trestle bridges on the 31 miles of line. The company will build a round house at Hobon.

London, Eng., cables state that arrangements have been completed for placing on the market £770,000 first mortgage 5% bonds, at an early date. The bonds are guaranteed, principal and interest by the Lake Superior Corporation.

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Carillon and Grenville Ry.

A press report states that Mackenzie, Mann & Co. interests have acquired, or are about to acquire, this railway. It is the only broad gauge railway now in Canada, the gauge being 5½ ft. It extends from Carillon to Grenville, Que., connecting at both ends with the steamers of the Ottawa River Navigation Co., and is operated only during navigation. The line is 13 miles long, and its construction was necessary in order to connect the upper and lower navigable reaches of the river. The line is owned by the Ottawa River Navigation Co. There is \$200,000 of common stock outstanding, which represents the entire capital obligations of the railway. No Government or municipal aid was given towards its construction. The gross earnings for the year ended June 30, 1910, were \$2,148.60, and the operating expenses \$4,701.21, showing a deficit of \$2,552.61. It carried in the same period 3,550 passengers, and 45 tons of revenue freight, and its trains ran a total of 2,418 miles. The rolling stock consists of two of the old Birkenhead locomotives, originally built for the G.T.R., five passenger cars, and three freight cars.

Canadian Wastinghouse Company, Ltd.