

INTERPROVINCIAL
AND
JAMES BAY
RAILWAY

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ls **Temiscamingue Ry.**—In the supplement-
is ary estimates, which were brought down in
ch the Ontario Legislature by the Premier on
April 2, \$10,000 was appropriated for the pur-
ig pose of surveys for the Temiscamingue Ry.
w which the Government proposes to build.
la The suggestion is that a line be constructed
:? from North Bay to Lake Temiscamingue, for
ch the purpose of opening up a large agricul-
tural territory upon which extensive settle-
ly ments have been made during the past two
years. Immediately north and east of North
is Bay, there is a large mineral belt, and
e- beyond this the agricultural settlement has
id sprung up. Some small villages have already
a been established on the shores of the lake,
o. and a large traffic is done by steamers which
connect with the C.P.R. Mattawa branch.

April 1901

the provisional directors.

Interprovincial and James Bay Ry. Co.
—T. Murray, Pembroke; A. Bourbonnais, North Temiscamingue; A. E. Guay and H. A. Riopelle, Pontiac; R. Prefontaine, J. W. Pouporè, T. A. Brisson, and L. J. Tarte, Montreal; E. T. Walsh, R. G. Chevrier, F. A. Gendron, A. W. Desjardins, and J. C. Dupont, Ottawa; and Alex. Ribout, Mattawa, are seeking incorporation from the Dominion Parliament under this title to construct a standard guage railway, to be propelled by steam, electricity, or other power, from a point on the C.P. R. between lakes Temiscamingue and Kippewa to Lake Abbitibi, thence to James Bay, following as nearly as possible the boundary line between Ontario and Quebec. The Co. also asks power to construct and operate railways and branch lines along

June 1901

and around Lakes Kippewa, Des Quinze, Ex-
panse, Abbitibi, and along the rivers Kippewa,
La Loutre, La Blanche, Des Quinze, Ottawa
and Abbitibi. The Co. also asks power to
own and operate vessels on any of the navi-
gable waters adjoining its line of railway; to
own docks and elevators, to acquire water
powers and generate electricity; to own and
operate mines, blast furnaces, etc.; and to
carry on the business of carriers, forwarders
and transportation agents, as well as to own
and operate telegraph and telephone lines.
The capital is named at \$100,000, but power
is asked to increase it to \$5,000,000, and to
issue bonds to the extent of \$20,000 a mile.
The Co. has power to issue bonds on its ves-
sels and property other than its railway, and
to pledge its tolls and revenues arising from
its property other than the railway. It is given
power to enter into agreements with the
C.P.R., the G.T.R., the Northern Coloniza-
tion Co., or the Nipissing and James Bay Ry.
Co., as to the leasing or conveying of its
undertaking either in whole or in part.

The Isandala, Bancroft and Ottawa Ry.

June 1901

Temiscamingue Ry.—T. Southworth, Director of Colonization for the Ontario Government, writing to the press in regard to this projected line, states that a railway must be constructed before further settlement takes place; that the people of southern Ontario should see that it is connected as directly as possible with Toronto, and that it should start from North Bay.

W. B. Russell, C.E., reports that he has located 25 miles from North bay, which will carry the line over the height of land north of Lake Nipissing. From North bay the proposed route skirts easterly along Trout lake, and turns to the north in the valley of the North river. The heaviest grade on this section is 1.25 per 100 ft. and with the exception of one short 9° curve the maximum curvature is 8°. Mr. Russell expects to have completed a reconnaissance survey to the head of Lake Temiscamingue, 100 miles, by the end of the year.

Hon. F. R. Latchford, Minister of Public Works for Ontario, stated in a recent interview that in view of the great rush of settlement into the Temiscamingue region during the present year, the Government would commence the work of building a railway northward from North bay next spring. The result of the surveyors' work so far had been most satisfactory, an easy route having been secured, and an excellent country alongside being discovered. Mr. Latchford said his personal view was in favor of letting contracts as early as possible, so that the work of making railway connection for the remote region could be completed the sooner. He thought that the whole line might possibly be built in one year, but that remained to be seen. In any event, he thought Lake Temiscamingue could be reached, which would then open the way for a great tourist traffic. The whole line to the head of Lake Temiscamingue would be about 100 miles long, and when completed it would reach about a third of the way from North bay to James bay. Lake Abittibi will probably be the next objective point in continuing the line northward. (Sep., pg. 233.)

Thunder Bay, Nipigon and St. Joe Ry.—

December
1901

construction will be commenced in April.

Temiscamingue Ry.—The Ontario Government is asking power from the Legislature at the current session to authorize the construction of a railway to be owned by the Province, from North Bay to Lake Temiscamingue, about 100 miles. The surveys for this projected line are being made by W. B. Russell, C.E., and 40 miles have been located. Mr. Russell and his staff are engaged in locating the remaining 60 miles. The party is reported to be working rapidly northward and to be doing better work on snowshoes than was possible under ordinary conditions in the summer. To meet the cost of the line it is proposed to set apart 20,000 acres of land per mile, debentures at $3\frac{1}{2}\%$ to be issued to be retired from the proceeds of the sale of the land. The work of construction, it is proposed to entrust to a commission of three or five who will have power to appoint all necessary officers. (Jan., pg. 5.)

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in tion therewith. (Feb., pg. 39.)

n- **Interprovincial and James Bay Ry.**—
ge Application will be made at the current ses-
he sion of the Dominion Parliament for an ex-
c- tension of the time limited for the commence-
p- ment and completion of the authorized line
an from Lumsden's Mills on the Kippawa branch
el. of the C.P.R., to Des Quinze river.

ir- **Kootenay Central Ry.**—We were officially
ne informed March 1st that T. T. McVittie, C.E.,

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MARCH 1903

branch line from the C. P. R. (Aug., pg. 471).

Temiscamingue Colonization Ry.—C. P. R. engineers are making a survey for an extension of this line now terminating at Temiscamingue, Que., to Ville Marie, Que., about 50 miles. The proposed route is along the shore of Lake Temiskaming to the Opemican River, and thence by the nearest route to Ville Marie. While this is the present objective point it is said that the line will be ultimately extended to the G.T. Pacific Ry.

Moose Jaw Northerly.—A despatch from Moose Jaw, Sask., dated Aug. 21, stated that

September 1906

not the intention to erect shops there.

Temiscamingue to Fort Temiskaming.—
The C.P.R. branch from Mattawa, Ont., running along the east bank of the Ottawa River now terminates at Temiscamingue, Que., at which point navigation on Lake Temiskaming begins. There is a charter giving the company power to extend this line, and it is reported that the surveys have been completed for the work. It is said that it is proposed to make an extension on the Quebec side of the river to Fort Temiskaming, about 50 miles; to construct a bridge to the Ontario side, and continue the line to Cobalt, Ont.

Construction.—The pro-

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expected that work will be commenced this year. (Nov., pg. 1035.)

Interprovincial and James Bay Ry.— Application is being made to the Dominion Parliament to revive the act of incorporation, extend the time for construction, and increase the bonding powers. An alternative notice asks for the incorporation of a company with this title to build a railway from near Lumsden's Mills, on the Lake Temiskaming Colonization Ry., to or towards the Des Quinze River, Que. Pringle, Thompson and Guthrie, Ottawa, are solicitors for applicants. (July, 1909, pg. 477.)

Joliette and Lake Manuan Colonization

December
1911

Timiskaming, Que., may be built.

Interprovincial and James Bay Ry.—The surveys being made on this railway are under the charge of C. W. P. Ramsay, Engineer of Construction, C.P.R., Montreal. (Nov., pg. 558.)

Campbellford. Lake Ontario and Western

January
1913

this year on the second track from St. John to Farnham Jct., Que.

Interprovincial and James Bay Ry.—We are officially advised that the only work in immediate construction on this projected railway, is on a 10 mile section northerly from Kipawa, Que., contract for which was let in Sept., 1912. The work is in charge of C. W. P. Ramsey, Engineer of Construction, C.P.R., Montreal. (Nov. 1912, pg. 558.)

Campbellford, Lake Ontario and Western

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April 1913

tions, a press report states, being made by the Foundation Co., Montreal.

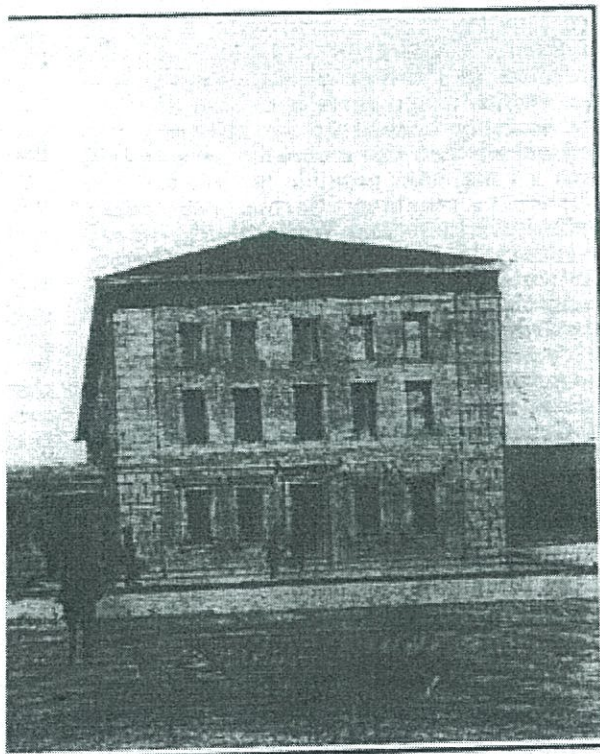
Interprovincial and James Bay Ry.—
In connection with the subsidy of \$1,600 a mile, and the special subsidy of \$6,400 a mile (the latter subsidy being payable in the event of the Dominion Government declining to grant any subsidy), voted by the Quebec Legislature in aid of the construction of a line from Timiskaming or Kipawa, Que., via Ville Marie to the Des Quinze River Falls, we are officially advised that the C.P.R. has already built a line from Kipawa to mile 10, Mercier Y., and has completed surveys to the crossing of the Kipawa River. A survey party in charge of W. H. Roberts, Assistant Engineer, is in the field locating a route for the line from the Kipawa River to the Des Quinze River at approximately mile 66 from Kipawa.

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1920

Betterments, Etc.

contract right to increase the number of its tracks over the St. Denis St., Montreal, viaduct, which is being widened.

Timiskaming-Des Quinze River Branch. A Haileybury, Ont., press report of May 13 stated that J. M. R. Fairbairn, City Engineer, and other C.P.R. officials had arrived at South Timiskaming and proceeded by steamboat to Ville Marie, Que., to look over the territory through which the proposed line to the Des Quinze River Falls would pass. The C.P.R. has in operation a branch line from Mattawa, Ont., to the foot of Lake Timiskaming, at the point formerly known as Lumsden's Mills, Que., and a branch line therefrom to Kipawa, Que., and under the Interprovincial & James Bay Ry. charter has built 10 miles of line from Kipawa to Mercier Y. Surveys have been completed for the extension of this line to Kipawa River, and we were recently officially advised recently that H. Roberts, Assistant Engineer, was in charge of a party making a survey of the Des Quinze River at



acific Railway.

approximately mile 66 from Kipawa. This is the line for which the Quebec Legislature recently voted a special subsidy of \$6,400 a mile (over and above a cash subsidy of \$1,600 a mile), in case the Dominion Parliament did not grant a Dominion subsidy in aid of its construction.

Canadian Pacific Railway Construction, Betterments, Etc.

Joliette Freight Sheds Burned.—The freight sheds at Joliette, Que., were destroyed by fire, together with seven cars and a quantity of freight, on July 10, the total loss being estimated at \$100,000. The passenger station was saved with difficulty.

Timiskaming District.—A press report states that a contract has been entered into between the C.P.R. and the Quebec Government for the construction of a line from near Timiskaming or Kipawa to the Des Quinze River, Que., and that it has been arranged that the line will pass through Ville Marie, instead of running at the foot of the hills near by, thus adding two miles to its proposed length, but bringing it considerable additional territory. Construction work, it is stated, will be started at once.

Under the Interprovincial & James Bay Ry. charter the C.P.R., some years ago, built about 10 miles of line from Kipawa towards the Quinze River, and completed surveys for its extension to the Kipawa River. The Quebec Legislature voted a subsidy of \$1,600 for a line from Timiskaming to Kipawa via Ville Marie to the Des Quinze River, 66 miles, and an additional subsidy of \$6,400 a mile for the same mileage in the event of the Dominion Parliament not voting a subsidy on the usual terms. H. Roberts, Assistant Engineer, was given charge of a party to complete the survey work on the line. April, pg. 174. See also C.P. R. Construction, June, pg. 291.)

Levis Siding.—A press report states that a contract has been let to W. H. Patterson, Belleville, Ont., for rock excavation at Levis, Ont. mileage 150.6 on

August
1920

of August.

Timiskaming-Kipawa Line. — We are officially advised that negotiations have been in progress for some time between the Quebec Government and the C.P.R. Co. with reference to the construction of a railway from Timiskaming to Kipawa, Que., under the Subsidy Act passed by the Legislature last session, but the agreement has not been signed at the date of our advice.

Islington Station.—The Board of Railway Commissioners has extended for three months the time within which the company shall erect a station at Islington, Ont.

Wellington Subdivision.—The Board of

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September
1920

at from \$100,000 to \$150,000.

Timiskaming, Que., District.—A press report states that the Quebec Government on Oct. 8 ratified a contract with the C.P.R. for the construction of a railway from Timiskaming, Que., the terminus of the C.P.R. Mattawa branch, to the Quinze River Falls, for which the Quebec Legislature voted a subsidy at its last session.

The Board of Railway Commissioners passed order 30,420, Oct. 22, approving Interprovincial & James Bay Ry. revised route map of general location, from terminus of its line already built, at mile 10, to mile 70, near Riviere des Quinze.

The C.P.R. owns the charter of the Interprovincial and James Bay Ry., under which 10 miles of track were laid from Kipawa, the terminus of a branch line from Timiskaming, northerly, and surveys were made for its construction to Ville Marie and the Quinze River Falls. The project remained in abeyance for some years until last spring. (Oct., pg. 551.)

The Board of Rail-

September 1920

with the Board of Railway Commissioners' order.

Timiskaming, Que., District.—We are officially advised that a contract has been signed by the Canadian Pacific Ry., Quebec Government, and the Interprovincial & James Bay Ry. Co. for the construction of a line as authorized by the statutes of 1920, chap. 2, sec. 1, par F, which provided for a grant of \$1,600 a mile, in addition to 4,000 acres of land a mile, authorized in 1919, towards the construction of a line from near Timiskaming or Kipawa to the Quinze River via Ville Marie, 66 miles, and a further subsidy of \$6,400 a mile in case the company does not receive a subsidy of the same amount from the Dominion Government. The contract provides that construction shall be started before Mar. 17, 1921, and completed subject to the terms fixed by the Government, under the statutes of 1912, chap. 5, sec. 9.

Under the Interprovincial & James Bay Ry. Co.'s charter, the C.P.R. graded and laid track on a 10 mile stretch of line from Kipawa to Mercier Y, some years ago, and completed surveys for its extension towards Quinze River. These surveys were resumed early last summer in order to locate the line to the proposed terminus at Quinze River rapids.

The Board of Railway Commissioners has passed the following orders recently: 30,420, Oct. 22.—Approving Interprovincial & James Bay Ry. revised route map of general location from terminus of its line already built, at mile 10, to mile 70, near the Quinze River. 30,292. Nov. 3. Authorizing Chief Commissioner to ap-

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CANADIAN RAILWAY AND MARINE WORKS way Construction, Betterments, Etc.

Board of
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prove route map showing general loca-
tion of Interprovincial & James Bay Ry.
branch line from mile 48.2 to Ville Marie,
8 miles.

Acme to Drumheller, Alta.—A press re-

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pany, it is said, will build a locomotive house and repair shop, etc.

Timiskaming, Que., District. — The Board of Railway Commissioners has approved location of the Interprovincial & James Bay Ry., from mile 48.2 on the main line from Kipawa to Quinze River falls, to mile 7.8 on the branch to Ville Marie, Que.

Galt Freight Shed.—The 200 ft. freight shed at Galt, Ont., has been removed 40 ft. from the former one to provide a

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from Labelle, westerly to ~~Montreal~~
and thence to Lake Timiskaming in Pon-
tiac County, Que.

Interprovincial & James Bay Ry. —
The Dominion Parliament will be asked
at its next session to extend the time
within which the company may complete
its partially built line from the C.P.R.
near Lumsden's Mills to the Des Quinze
River, Que.

Carleton Place Station.—Construction
Carleton Place

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1921

pg. 651, is practically completed.

Timiskaming District.—In opening the Quebec Legislature Jan. 11, the Lieut. Governor said:—"A railway will shortly be under construction which will connect the heart of the Timiskaming District with our great railway systems and hasten the development of that important district." This reference is to the line for the construction of which a contract has been entered into between the Quebec Government and the C.P.R., which

February
1921

long handled wrench. At present, however, these superheaters are being equipped with ball joints between the pipes and header pipe connections, as this type of joint is found to give better service. Another advantage is that whereas a new copper gasket has to be used every time a superheater joint is broken, necessitating a new set of gaskets every time the locomotive is shopped, and the superheaters gone over, the ball joint gasket can be used over and over again indefinitely.

In making the change, the pipe connection on the header must be tapered out, so as to accommodate the ball joint gasket, and the work is done as shown in the accompanying illustration. The tool used is a ratched rose-bit, in combination with a stand to keep it applied to the work. The stand is so made that it screws on the pipe connection which is

to be changed, and at the center of the inside of the top of the stand is a center for the ratchet, thus ensuring the bit keeping a good center and doing an accurate job. This job could be done with the superheater units in the front end of the locomotive, by uncoupling and moving to one side the pipe which is in the way of the tool stand, while changing any specified joint, but, as a matter of fact, the change is made when the locomotive is in for general repairs, and the superheater units would have to be taken out and gone over in any event.

A complete installation of the largest size can be changed in about 16 hours, and from a performance and maintenance standpoint the new type of joint is much superior to that in former use. We are indebted to H. Tod, Erecting Shop Foreman, C.P.R. West Toronto shops, for this information concerning the above.

Canadian Pacific Railway Construction, Betterments, Etc.

St. John River Bridge-Douglas Ave. Grade Separation.—These two works are related to each other and everything depends on the Board of Railway Commissioners' decision as to the height above water of the new bridge which the company is building across the St. John River at the reversible falls, St. John, N.B. Marine interests have asked the Board to direct the raising of the bridge by 9½ ft. above the level proposed by the railway, and we are advised that if this is done the overhead crossing of the highway over the railway tracks would be out of the question, and a subway to take the roadway under the tracks would be the only solution. The type of structure for the overhead crossing of the highway that is said to be mostly favored is a 90 ft. span reinforced concrete arch, and the location lends itself to such a structure with a minimum of grade on either side of the tracks.

A conference of engineers and representatives of local interests was held in St. John, Feb. 9, at which it is reported that the marine interests pressed for a bridge with as great a clearance as the highway bridge alongside—91½ ft. at slack water. It was pointed out that the new railway bridge as planned will give a greater clearance than the present one, and that no objection was taken by local interests until the piers for the new structure were 75% completed.

Interprovincial & James Bay Ry.—The C.P.R. has, for some years, had a branch line, starting from Mattawa, Ont., 314.4 miles west of Montreal, on the main line, and running to Timiskaming, Que., formerly Lumsdens Mills, on Lake Timiskaming, 37.5 miles, with another branch from Kipawa Jct., Que., 36.2 miles from Mattawa, to Kipawa, Que., 9.2 miles. In 1914 the latter branch was extended for 10 miles, but this extension has not been operated. As stated in previous issues, the C.P.R. has, on behalf of its subsidiary, the Interprovincial & James Bay Ry., entered into a contract with the Quebec Government for the construction of 66 miles of the line, to start from the present end of track 10 miles north of Kipawa, and 45.4 miles from Mattawa, and to run to the Quinze River, 60 miles from Kipawa, to Ville Marie, on the shore of Lake Timiskaming. This will make about 68 miles to be built, or two miles more than covered by the subsidy agreement with the Government, under which the company will receive a cash bonus of \$1,600 a mile, as provided for in the Que-

bec Statutes of 1920, in addition to 4,000 acres of land a mile authorized in 1919, and a further cash subsidy of \$6,400 a mile in case the company does not receive a subsidy of the same amount from the Dominion Government. The Board of Railway Commissioners has approved of the company's route maps, from mile 10 from Kipawa to mile 70 at the Quinze River, and from mile 48.2 on the line from Kipawa to Quinze River, to Ville Marie, 7.8 miles. Right of way is being bought and the clearing of it will start at an early date. (Feb., pg. 69.)

Montreal-Smiths Falls Track Relaying.—A press report states that about 100 miles of 100 lb. rails are being laid between Montreal and Smiths Falls, Ont.

London Division Betterments.—A press report states that approximately \$60,000 has been appropriated for general maintenance of way work to be done on this division during the year, that about 20 miles of 85 lb. rails will be laid on Port Burwell, St. Marys and St. Thomas branches; that 150,000 ties will be replaced; that about 20 miles of ballasting will be done between London and Chatham, and an additional 20 miles between Guelph and Goderich.

Western Lines Betterments.—D. C. Coleman, Vice President, Western Lines, is reported to have stated, on returning from Montreal to Winnipeg recently, that a considerable amount of bridge replacement, rail replacement and work of that character will be undertaken and that there will be certain improvements to terminal, shop and passing track facilities, to enable the grain crop to be handled with efficiency.

Milden-Empress Line.—D. C. Coleman, Vice President, Western Lines, is reported to have stated recently that the contracts for grading the first 59 miles of this line, were let in 1919 and 1920, and the work on them is only about half completed. When the grading is finished, the track on this 59 mile section will be laid. It is not the intention to let contracts for further grading on this line in 1921. The line will follow the amended route map as approved by the Board of Railway Commissioners.

Keppel-Kelfield Line.—D. C. Coleman, Vice President, Western Lines, is reported to have stated recently that no announcement could then be made as to the starting of construction on this line.

Coaling Plants.—The company has built recently a standard 280 ton double truck coaling station at Revelstoke, B.C.

and standard 100 ton stations at Sicomus, Notch Hill, Ruby Creek and Vancouver, B.C. A 50 ton addition is being built to the mechanical coaling plant at North Bend, B.C.

Port Coquitlam Line.—A press report states that a suggestion was made to Grant Hall, Vice President, while at New Westminster, B.C., recently, that the branch line from there to Port Coquitlam should be electrified, and operated by the British Columbia Electric Ry.

Vancouver Pier.—A press report states that it is expected that tenders will be asked for at an early date for the construction of the new pier, "B.C." some details of which were given in Canadian Railway and Marine World for Feb. 1920, pg. 75.

The Pacific Construction Co. is expected to complete its dredging and filling contract on the site by Mar. 1. (Feb., pg. 69.)

The Largest Locomotives on the Canadian Pacific Railway.

A Vancouver subscriber has written asking Canadian Railway and Marine World whether the decapod (2-10-0) is the largest locomotive operating on the C.P.R.'s British Columbia district. The C.P.R. Mechanical Department has provided us with the following information:

The largest locomotives on the British Columbia District are of the decapod (2-10-0) type, known as the R-3 class, locomotives of this class being in the 5700 series. Following are some of the principal details:—

Traction effort	54,000 lb.
Total weight of engine	240,000 lb.
Loaded weight of tender	189,000 lb.
Total weight of engine and tender combined	429,000 lb.

The largest locomotive in the Province of British Columbia, in fact on the C.P.R. system, is the Santa Fe (2-10-2) type, the locomotives of this class being in the 5800 series. Following are some of the principal details:—

Cylinders	24½ x 33 in.
Driving wheels	58 in.
Traction effort	65,870 lb.
Weight on drivers	275,500 lb.
Total weight of engine in working order	334,500 lb.
Loaded weight of tender	189,000 lb.
Total weight of engine and tender combined	523,500 lb.

The C.P.R. has 15 Santa Fe locomotives in service, 3 on the Quebec District and 12 on the Alberta District.

The dividing point between the Alberta and British Columbia districts is at Field, B.C., 2201.2 miles from Montreal and 505.3 from Vancouver. Field itself is in the B.C. District.

Rapid Coal Handling.—The Norfolk & Western Ry. has contracted for another car dumper which will have a tremendous capacity. It will take the largest road cars and overturn them into specially designed motor driven transfer cars having power operated bottom gates through which the coal will be distributed to the lines of coal loading bins on the piers. The ships coming alongside the piers will then be loaded rapidly by gravity with breakage of the coal reduced to the minimum. Mechanical trimmers, which are claimed to effect a wonderful saving by eliminating hand trimming, will be used. Could the road cars be supplied without interruption, this machine alone would have a capacity for loading into ships over 8,000,000 tons of coal a year when operated for eight hours during each working day. This represents 1,440 ocean going ship cargoes.

and until the piers for the new structure were 75% completed.

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at an early date. (Feb., pg. 69.)
Montreal-Smiths Falls Track Relaying.
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at one time was part of the ticket office. This space was converted into a service depot for the convenience of passengers coming off or going on trains.

Interprovincial & James Bay Ry.—We are officially advised that about two miles of grading has been completed on the 68 mile extension of the Interprovincial & James Bay Ry., from 10 miles beyond Kipawa towards the Des Quinze River, and the branch to Ville Marie, Que.

Peterborough Union Station.—A draft agreement with respect to the erection of a union station in Peterborough, Ont.

January 1922

Proposed Railway Construction to Rouyn Gold Area.

The question of transportation to the Rouyn gold mining area in the Province of Quebec is attracting considerable attention. When attention was first directed to this area, the most ready means of access was by the Canadian Pacific Ry. line via Mattawa and Kippawa, which terminates at the Quinze River, and thence by steam launches, which was added to subsequently by an airplane service from Angliers, Que., and Haileybury, Ont., and by the opening of a road from Makamik, on the National Transcontinental Ry. Three projects for railway construction have been suggested. The first is to extend the Canadian Pacific Ry's Interprovincial and James Bay Ry. from the present terminus at Angliers, Que., for 60 miles, which is reported to have the Quebec Government's approval. A deputation waited on the Premier at Quebec, on Jan. 22, in support of this line. The second project is an extension of the Nipissing Central Ry's Swastika-Larder Lake branch from Larder Lake to the Ontario-Quebec boundary, for about 40 miles, for which surveys were made in 1924. It was reported Jan. 11, that the Ontario Premier had stated the Government was determined that the Nipissing Central, which is owned by the Ontario Government, and operated by the Timiskaming and Northern Ontario Ry. Commission, would be the first to build a line into the Rouyn district. We were advised officially, on Jan. 14, that the reports on the surveys had been completed, and that a conference between the Premier and the commissioners would be held at an early date to decide what should be done.

Recent press reports stated that engineers associated with the projected Abitibi Southern Ry. were making surveys in the district with a view of running a line into the gold area. We are informed that the Abitibi Southern Ry. promoters have no connection with these surveys, but in the notice of application to the Québec Legislature for the incorpora-

MARCH
1922

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Recent press reports stated that engineers associated with the projected Abitibi Southern Ry. were making surveys in the district with a view of running a line into the gold area. We are informed that the Abitibi Southern Ry. promoter has no connection with these surveys but in the notice of application to the Quebec Legislature for the incorporation of the company, it is stated that power will be asked to build a line from Amos to four alternative terminals or a part of them, Temiscamingue, Que., being one of them. Such a line would run right through the Rouyn area. On Jan. 12, W. D. Robb, Vice President, Insurance, Lands, etc., Canadian National Ry., interviewed the Quebec Premier, when the project for building a line from Maskinongie, on the National Transcontinental Ry. to the Rouyn area was discussed. It is said that surveys for such a line have been, or are being, made by H. T. Morrison, Locating Engineer, Central Region C.N.R., Toronto.

MARCH
1922

Canal, southwesterly and easterly, to be used for passenger service.

Interprovincial and James Bay Ry.— The Dominion Parliament has granted an extension of time for the construction of the line from 10 miles out of Kipawa, Que., on the Des Quinze River, with a branch to Ville Marie, which is in progress.

Cobb's Creek Bridge—The Board of Railway Commissioners has authorized

April
1922

the reconstruction of the bridge over
the subway at Ontario St., Montreal.

Northern Colonization Ry. — The
Dominion Parliament has granted an ex-
tension of time within which the com-
pany, a C.P.R. subsidiary, may extend
its line westerly from the present ter-
minus, to a point on Lake Timiskaming
in Pontiac County, Que. It is held that
this extension will connect with the
Interprovincial and James Bay Ry., line
now under construction to the Quinze
River, at station 482, from which a
branch of 8 miles is being built to Ville
Marie on Lake Timiskaming.

Gatineau River Bridge — We are

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August, 1922.

Canadian Pacific R

St. John Overhead Crossing—The Board of Railway Commissioners has granted an extension of time for the construction of an overhead crossing of Douglas Ave., St. John, N.B., to Oct. 1, in consequence of the pending action of the New Brunswick Government against the C.P.R., and its subsidiary owning the railway bridge across the St. John River at the Reversing Falls. This action was set down for hearing at the Chancery Court sittings for April 18, then adjourned to April 25, and again to the July sittings. According to the decision to be arrived at, the bridge across the river will either remain as it is, in which case the Douglas Avenue crossing order will be carried out in accordance with present plans, or if the bridge should have to be raised in the supposed interests of navigation, new plans for the Douglas Ave. crossing will have to be made.

Moosehead Subdivision Bridge—The Board of Railway Commissioners has authorized the rebuilding of bridge 117.02, Moosehead Subdivision N.B.

Ontario St., Montreal—The Board of Railway Commissioners has authorized the reconstruction of the bridge over the subway at Ontario St., Montreal.

Northern Colonization Ry. — The Dominion Parliament has granted an extension of time within which the company, a C.P.R. subsidiary, may extend its line westerly from the present terminus, to a point on Lake Timiskaming in Pontiac County, Que. It is held that this extension will connect with the Interprovincial and James Bay Ry., line now under construction to the Quinze River, at station 482, from which a branch of 8 miles is being built to Ville Marie on Lake Timiskaming.

Gatineau River Bridge — We are officially advised that a contract has been let to the Dominion Bridge Co., for

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October, 1922.

Canadian Pacific

Chateau Frontenac, Quebec.—Work on the central tower has progressed as far as the 12th story, and the Dominion Bridge Co. is pushing forward the erection of the steel work for the other 8 stories. It is expected that the steel work will be completed by the end of the year, and that the tower will be fully completed by next summer.

Interprovincial and James Bay Ry.—A press report states that about 1,200 men are employed on the construction of the line from near Kipawa, Que., to the Quinz River falls, and the branch to Ville Marie. There is a considerable amount of rock work. The grading gangs are reported to be working east of Fabre, and expect to get into Ville Marie next spring.

The Board of Railway Commissioners has approved revised plans for the line from Lot 37, Range 1, Laveriaschere Tp. to Lot 51, Range 5, Baby Tp.; mile 52.12 to 67.78, Timiskaming County, Que.

St. Asathe Subdivision Bridge.—We are

October 1922

456.

The Interprovincial & James Bay Ry. starts from near Kipawa, Que., at the terminus of the C.P.R. Kipawa Branch, and the first 10 miles was completed in 1913. The construction of an extension to the Quinze River, with an 8-mile branch to Ville Marie, which will give the railway a total length of 78 miles, is in progress, and we are officially advised that about 40 miles of the grading has been completed, and that 17 miles of track has been laid. Some grading has been done beyond mile 40 from Kipawa, and the right of way to the Quinze River has been cleared.

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January 1923

ed- directed its being rebuilt on account of
ow- heavier railway traffic moving over it.
of a The estimated cost of the reconstruction
ated is \$225,000.
ure, Interprovincial & James Bay Ry.—We
les; are officially advised that there is no
50, foundation for the press reports that
nch, the C.P.R. was making a survey for a
branch from some point on the extension
and of the Interprovincial & James Bay Ry.
are to the Quinze Falls, into the Rouyn

MAY 1923

tion, Betterments, Etc.

view with
C.P.R., at
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mining area. The terminus of the line will be at the Quinze River, from which point it is expected that a connection will be given to the Rouyn area by steamboat via Lake des Quinze, Lake Expanse, Ottawa River and Kenojewis River. This steamboat service will be operated from Gillis Bay, instead of from the outlet of Quinze Lake, and will be independent of the railway. Some details of this service are given in the Marine Department further on in this issue, under "Province of Quebec."

The C.P.R. has announced that the stations on this extension will be named after Oblate priests, who were active in missionary work there in the early days. The stations from Kipawa to the Des Quinze River will be:—Gendron, Dozois, Tabaret, Beaudry, Fabre, Latulippe, Lorrainville, Laverlochere and Angliers. Latulippe is named after the first bishop of the district, and all the others after Oblate fathers.

Port McNicoll Bridge.—The bridge on the Georgian Bay & Seaboard Ry., just outside Port McNicoll, Ont., is, a press

MAY 1923

structure. Another view of the pier, from the water.

Interprovincial & James Bay Ry.—
 Tracklaying on the extension from near
 Kipawa, Que., to the Quinze River Falls,
 with the branch from Gaboury to Ville
 Marie, are reported to have been com-
 pleted, and the ballasting and other fin-
 ishing up work was expected to be fin-
 ished by Nov. 30. A spur line is being
 built at the Quinze River, in connection
 with a power plant which is under con-
 struction. It is reported that plans are
 in preparation for the extension of the
 line for 32 miles to the Rouyn gold min-
 ing area, so that work can be started on
 it as soon as the Quebec Legislature
 passes the necessary authority and sub-
 sidy. (Nov., pg. 452.)
 The Prince Albert Branch.—The

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November 1923

CANADIAN RAILWAY AND MARINE

Canadian Pacific Railway Con

Interprovincial & James Bay Ry.—The Board of Railway Commissioners has approved location plans for stations at Laniel and Agliers, Que., on the extension from near Kipawa, to the Quinze River, with branch to Ville Marie

A recent Cobalt, Ont., press report stated that so important were the discoveries being made in the Rouyn gold-bearing area of Quebec, that the C.P.R. would lose no time in extending its Kipawa-Quinze River line to the district. The Quebec Minister of Colonization, Mines and Fisheries is reported to have given orders for the preparation of good winter roads into the area, and it is stated that legislation will be introduced at the Legislature's next session, to grant a subsidy to the C.P.R. to build an extension of about 35 miles from the Quinze River to the centre of the Rouyn area

Sept., pg. 435.

Tuffnell-Prince Albert Line.—A press

November 1923

August, 1923

Canadian Pacific Railway Construction, Betterments, Etc.

Musquash River Bridge.—The Board of Railway Commissioners has approved plans for the reconstruction of bridge 86.22, over Musquash River, Shore Line Subdivision, New Brunswick District, by replacing a 120 ft. through Howe truss span with a 100 ft. through pony truss span.

Fredericton Station.—We are officially advised that a contract has been given to Messrs. Currie & Co., Amherst, N.S., to

into the Rouyn gold field, we are officially advised that Mr. Hillman, one of the company's engineers made a trip into the country recently, with the Quebec Minister of Lands, to obtain information. Nothing is being done by the company, either in making surveys or in preparing to start construction beyond the Quinze River.

Carberry Subdivision Third Track.—The Board of Railway Commissioners has authorized the building of a third track

for July mentioned a Winnipeg press report which credited D. C. Coleman, Vice President, Western Lines, with having stated that surveys were being made of the water power available on the Columbia River, in British Columbia, in the vicinity of the main transcontinental line, and that if the traffic demands and financial conditions warrant it, a start might be made next year in electrifying sections of the main line through the mountains. We are advised that the latter portion of the report was incorrect,

given notice of its application to the Quebec Legislature for ratification of the agreement.

Interprovincial and James Bay Ry.—
The Board of Railway Commissioners has authorized the opening for traffic of the extension of the line from mile 53 to 69.05, and of the Ville Marie spur, mile 0 to 7.64. The line just completed extends from the end of the 10 mile section out of Kipawa, built several years ago, but never operated, to Angliers, at the site of the power dam, at the Quinze River Falls, in Guerin Tp., and the branch to Ville Marie starts from near mile 48. I. Valee, Inspector for the Quebec Public Works Department completed his inspection Nov. 27, and a train service was reported to be in operation Dec. 12. The terminus of the line at the Quinze River is about 40 miles from the Rouyn gold fields, and it is reported that arrangements are being made for a regular motor boat service on the waterways, with a connecting tramway between the two stretches of navigation. A press report of Dec. 19 stated that this tramway is to be built at once. (Dec. 1923, pg. 575.)

Western Lines Construction.— We

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June, 1923, pg. 211.

Interprovincial and James Bay Ry.—
The official opening of the extension to
Quinze River, at Angliers, Que., will take
place early in June. The Quebec Gov-
ernment had arranged for a celebration
on the completion of the line in 1923, but
it was postponed owing to the illness of
the member for Timiskaming in the
Legislative Assembly. It is expected
that the Premier of Quebec will make a
definite announcement as to the exten-
sion of the line to the Rouyn mining
area, about 40 miles. Laurentide Air
Services, Ltd., began operating an air
service from Angliers to Rouyn towards
the end of May. (May, pg. 224.)

Tuffnell-Prince Albert Branch.—The
Board of Railway Commissioners has

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give his views.

Railway, Aerial and Boat Services to Rouyn Gold Fields.

The Canadian Pacific is said to be the first railway to advertise an aearoplane service in operation with its regular train service. This service is provided in connection with the recently completed extension of its Interprovincial and James Bay Ry., to Angliers, Que., and extends from Angliers to the Rouyn gold areas of Quebec, which are attracting considerable attention. The service, which is being provided by Laurentide Air Service Ltd., was opened May 23, on the arrival of the train from Mattawa, at Angliers, 7.15 p.m. The present schedule is for a trip from Angliers, on Mondays, Wednesdays and Fridays, returning there in time for the 6.30 a.m. train to Mattawa, on Tuesdays, Thursday and Saturdays. The scheduled service is to Lake Fortune, in Boischatel Tp., and Lake Rouyn Tp., at present, but other trips will be arranged later on. The service is given by a hydroplane, fitted with a 330 h.p. Liberty motor, landing and taking off water, with a speed of 85 miles an hour, and 70 miles an hour cruising. It has accommodation for 5 passengers, including pilot. The fares are arranged in zones, and according to the number of passengers carried. The zones are 32, 48, 64 and 80 miles radius respectively, from Angliers, and the rental of the machine for the exclusive use of an individual or party is \$150, \$200, \$250 and \$300 for the respective zones. Some express matter is also carried, at from 25c to 40c per pound.

In addition to the hydroplane service from Angliers, there is being operated in connection with the C.P.R., a steamboat service on the rivers and lakes to the Rouyn gold areas. Another motorboat service is being given from Amos, on the Canadian National Ry., along the Harricana River, to the mining districts. The rates vary from \$2 to \$5 for the single trip, with 50c per 100 lb. for freight.

Logging Railway Destroyed.—A forest

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Air Service to Rouyn Gold Fields.

The Canadian Pacific Ry., in co-operation with the Laurentide Air Service Co., as stated in Canadian Railway and Marine World for July, pg. 352, put in operation, on May 23, a through railway and air service from Angliers, Que., the terminus of the Interprovincial and James Bay Ry., to the Rouyn gold fields, on Mondays, Wednesdays, and Fridays, returning on Tuesdays, Thursdays and Saturdays. The service met with so much success that the Laurentide Air Service Co. has arranged for its extension, and its operation in conjunction not only with the C.P.R. at Angliers, but with the Canadian National Ry. Continental Limited trains operated over the Timiskaming and Northern Ontario Ry., from North Bay to Cochrane, at Haileybury, 108 miles from North Bay. The air service from Angliers leaves there at 8 a.m., daily, arriving Osisko Lake at 9 a.m., and Lake Fortune, at 10 a.m., leaving there half an hour later, and arriving at Angliers at 11.30. The fare from Angliers is \$40 single, and \$75 return, with 25 lb. of baggage free.

The other air service leaves Haileybury at 8 a.m., daily, arriving Osisko at 9.15 a.m., and Lake Fortune, 10.15 a.m., leaving there half an hour later, and arriving Haileybury at 12 noon. The single fare is \$60, with 25 lb. of baggage free. Excess baggage for both routes is charged at 20c per lb. Freight is carried at 20c per lb. for parcels not exceeding 100 lb., the minimum charge being \$2.50 with reductions for larger quantities. The new service from Angliers was put in operation at the end of June, and from Haileybury on July 15.

August
1924

waiting room, \$20,419.11; total cost to Government \$164,216.07.

Interprovincial and James Bay Ry.—
The Dominion Parliament has passed an act authorizing the extension of the line from either Angliers, the present terminus on the Ottawa River, or from Ville Marie, the terminus of the branch on Lake Timiskaming, northerly or northeasterly to the headquarters of the Nottaway River, Que. This would extend the railway through the Rouyn gold fields, towards which the Quebec Government is reported to favor the granting of a special subsidy. (June, pg. 287.)

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August
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Rouyn District Extensions.—A press report of Aug. 9 stated that the company was investigating the possibility of getting into the Rouyn gold mining area, by an extension of its branch line from Montreal now terminating at Mount Laurier, Que., instead of by an extension of the Interprovincial and James Bay Ry. from its terminus at Angliers. The same report states that it is also proposed to extend the line from Ottawa, along the Gatineau River valley, now terminating at Maniwaki, Que., into the Rouyn district. H. K. Wicksteed, at one time connected with the C.P.R. engineering staff, and for a number of years connected with Mackenzie, Mann and Co., chiefly as Locating Engineer, is reported to be in charge of the surveys. (Aug., pg. 405.)

Timiskaming Subdivision Bridges.—The Board of Railway Commissioners has authorized the rebuilding of bridge 11.10 over Snake River, and bridge 25.53, Timiskaming Subdivision, Quebec District.

Havelock Subdivision Bridges. — We are advised officially in regard to the reconstruction of bridges 83.8 and 83.9, Havelock Subdivision, Ontario District, that the existing bridges were built in 1883, and consist of through pin connected truss spans of 132½ ft. and 132 ft. 5 in., respectively, on masonry abutments. The new structures will utilize the present abutments, but will be provided with new concrete bridge seats 18 in. thick, and the addition of a central pier for each structure, 28 ft. long, 17 ft. wide and 17 ft. high. The superstructures will each consist of 2 through plate girder spans, 67 ft. 2 in. long. The concrete work is being done by the company's bridge gang, and the new spans will be erected by Dominion Bridge Co. The work is expected to be completed by Sept. 15.

Kingston Subdivision Bridges. — The Board of Railway Commissioners has authorized the rebuilding of bridges 44.38 and 44.77 over Black Creek, and bridge 10.23, Kingston Subdivision.

Bobcaygeon Subdivision Bridges.—The Board of Railway Commissioners has authorized the rebuilding of bridges 20.3 and 30.5, Bobcaygeon Subdivision, On-

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August
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of the locomotive pits having been completed, and the roofing of the extension being put on.

Rouyn District Extensions.—With reference to the press report quoted in Canadian Railway and Marine World for August, pg. 463, that the C.P.R. was investigating the possibility of getting into the Rouyn gold mining area by an extension of its branch line from Montreal, now terminating at Mont Laurier, Que., instead of an extension of the Interprovincial and James Bay Ry. from its terminus at Angliers, also that it was proposed to extend the C.P.R. line from Ottawa along the Gatineau River Valley, now terminating at Maniwaki, Que., into the Rouyn district, and that H. K. Wicksteed was in charge of the surveys, we are officially advised from C.P.R. headquarters, in Montreal, that nothing is known of any project to extend any branch line to the Rouyn gold fields, except the proposed extension of the Interprovincial and James Bay Ry. from Angliers, that any other project would be out of the question, and that Mr. Wicksteed is not making any surveys for the C.P.R. in this connection.

Montreal to Toronto.—The reballasting

and Grandes Piles.

Interprovincial and James Bay Ry.—
Track was laid on this line to mile 27
from Kipawa, at the end of 1922, and
during 1923, the line was completed to
the Quinze River, at mile 42.3 northerly
from Kipawa, together with the Ville
Marie Spur 7.7 miles.

West Toronto Station.—A press report

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Steam Railway Track Laid in 1922.

Revised and completed returns received by Canadian Railway and Marine World, show that the total mileage of new single track, exclusive of second track, laid in Canada in 1922 was 160.25 miles, as follows:—

	Miles	Miles
Canadian National Ry.—		
Magnolia, Alta., connection with Grand Trunk Pacific Ry.	0.85	
Battle-Duhamel, Alta., connection with G.T.P. Ry.	3.51	
Lampman extension	1.52	
Regina connection	3.67	9.55
Canadian Pacific Ry.—		
La Salle loop line, Highlands to Cote, St. Paul, Que.	4.50	
Interprovincial & James Bay Ry., from mile 10 from Kipawa, Que., to track end	17.00	
Russell branch, Man., Cracknell to Inglis	5.80	
Moose Jaw s.w.	30.00	
Leader s. easterly	1.00	
Weyburn-Lethbridge line, Bain to Manyberries, Alta.	17.39	
Acme-Empress line, Kirkpatrick to Knee Hill	1.23	78.92
Esquimalt & Nanaimo Ry.—		
Great Central Lake branch		0.30
Kettle Valley Ry.—		
Dog Lake south to Experimental Farm, B.C.	16.60	
Lacombe & North Western Ry.—		
Mile 36.7 near Rimbey, to mile 49.2	12.50	
Timiskaming & Northern Ont. Ry.—		
From Cochrane to Abitibi River	44.40	
Total	160.25	

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November 1923

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Interprovincial and James Bay Ry.—The Quebec Government, according to replies to questions in the Legislature recently, has been considering arranging with the Interprovincial and James Bay Ry. Co., a C.P.R. subsidiary, to build an extension northerly from the present terminus at Angliers towards the mineral belt in northwest Quebec. The company is applying to the Dominion Parliament for authority to extend the line from Angliers, northerly, or northeasterly, to the head waters of the Nottaway River, and to issue securities for \$50,000 a mile. (Feb., pg. 78).

Fort William Terminal Tracks.—Work

Railways for the Rouyn Gold Area.

From the time when the Rouyn gold bearing area of Quebec began to show signs that it was going to turn out to be an important center of mining development, the question of railway transportation for it has been under discussion. The first proposition was for the extension of the Canadian Pacific Ry. subsidiary, the Interprovincial and James Bay Ry., from Kipawa to Angliers. The earliest development was the establishment of river and lake steamboat route from Angliers to the center of the Rouyn district, which was shortly afterwards followed by a road and river route from Amos on the Canadian National Ry's National Transcontinental line; and still later by the starting of hydroplane communication from Angliers, Que., and from Haileybury, on the Timiskaming and Northern Ontario Ry. The Angliers-Rouyn route for a railway was discussed with the Quebec Government, but it has been overshadowed by subsequent events. The Ontario Government, which owns the charter of the Nipissing Central Ry. Co., which was incorporated by the Dominion Parliament to build railway lines on both sides of the Ontario-Quebec boundary, took up the matter on representations from mining and business men, with the result that the Timiskaming & Northern Ontario Railway Commission, which operates the Nipissing Central Ry., had surveys made during 1924, for the extension of the Swastika-Larder Lake section of the line opened last autumn, to Osisko Lake, in the center of the Rouyn field. The construction of such an extension would give a continuous line through the northern Ontario and west Quebec mining areas, and give mining operators in the nearby opening region, the advantage of direct connection with the more developed northern Ontario region. Meanwhile, the Canadian National Ry. looked into the matter and as a result Sir Henry Thornton, President, announced on Feb. 6, that the C.N.R. was ready to ask the Dominion Parliament for authority to build a line into the gold area. A third project was introduced by the promoters of the Abitibi Southern Ry.; among the lines which it is asking authority from the Quebec Legislature to build, is one from Amos, Que., 140.7 miles east of Cochrane, Ont., easterly and southerly to a connection with the Canadian Pacific Ry. at Temiscamingue, Que., and which would pass through a considerable section of the Rouyn area.

The Ontario Prime Minister, Mr. Ferguson, announced in the Legislature on March 10, that it had been decided to proceed immediately with the construction of an extension of the Nipissing Central Ry's Swastika Branch from the present terminus near Larder Lake, 22.5 miles from Swastika, for approximately 37 miles into the Rouyn gold area, at an estimated cost of \$1,750,000, the work to be finished this year. He pointed out that about 90% of the development being done in the Rouyn field is by Ontario men, and that in building the line the Government was showing no rivalry towards Quebec. A press report of March 11 stated that a contract had been let to the H. F. McLean Co., Toronto, for the construction of the line; that plant for the work was being dispatched from Merrickville, Toronto and Ottawa, and that the clearing of the right of way would be started on March 16. We were advised officially on March 19 that no contract had been let, but that tenders were invited to be sent in by April 6,

for grading and completing the roadbed, with the exception of the steel superstructures for bridges, ready for the ties and rails, and the tracklaying and ballasting, of an extension from Larder Lake to Osisko Lake, approximately 37 miles. We are further advised that the extension has been located easterly through McVittie and McGarry Tps., Ont., entering Quebec, south and east of Lake Hauteville, then southerly in Dasserat Tp., to the existing roadway, which is pretty closely followed, through Boischatel Tp., to Osisko Lake in Rouyn Tp. There are no striking engineering features along the route, the work to be done being very similar to that on the line from Swastika to Larder Lake. The engineering staff which will have charge of construction under S. B. Clement, Chief Engineer, are:—W. R. Maher, and A. L. McDougall, divisional engineers; A. A. Fraser, C. H. Stalker, J. Paris and W. J. Bishop, resident engineers.

Following the announcement made at Quebec, Feb. 6, by Sir Henry Thornton, as already mentioned, W. D. Robb, one of the Canadian National Vice Presidents, had a conference with the Premier of Quebec, on Feb. 23, in regard to the construction of a line from near O'Brien, on the National Transcontinental Ry., southerly to Osisko Lake. Subsequently, Sir Henry Thornton announced at Quebec, on March 4, that the construction of a branch line from Makamik on the National Transcontinental Ry., 96.8 miles east of Cochrane, Ont., to Rouyn Tp., would be started without delay. The branch will be about 40 miles long, and is estimated to cost about \$40,000 a mile. A bill for the incorporation of Rouyn Mines Ry. Co. was introduced in the Quebec Legislature March 9, all rules of order being suspended to permit this to be done. The bill authorizes the construction of a railway from near O'Brien, 15.8 miles east of Makamik, southerly through Privat, Poularies, Destor and Dufresnoy Tps. to Rouyn Tp., thence westerly to a point on the interprovincial boundary and easterly to Grand Victoria Lake or a point on the National Transcontinental Ry., west of Parent, which is 251.6 miles west of Quebec, with power to operate steamboats, etc., on navigable waters reached by its railways; to develop water powers, and to enter into agreements with other railways for leasing, selling or transferring the whole, or any part of its railway. The persons named as incorporators are five Montreal clerks. The bill was read a third time in the Legislative Assembly on March 19, and sent on to the Legislative Council. In moving the third reading the Quebec Premier stated that the object was to keep the traffic of the Rouyn area for Quebec which otherwise would be diverted to Ontario.

Answering a question by Sir Henry Drayton in the House of Commons on March 19, the Minister of Railways, Mr. Graham, said: "The Canadian National Ry. Co. think it advisable that they should have a line into that very promising territory, which I think is even more promising than the public fully understand. It is in the Canadian National territory. I understand from the President that they have suggested to capitalists that if they would build a branch line between two points to be named by the Canadian National, one of them being Rouyn, the company would be prepared to lease the line for a number of years, provided it was constructed pro-

perly and at a reasonable price, on terms to be arrived at between the company constructing the line and the C.N.R. In that lease I presume there would be a provision that the C.N.R. Co. could within a term of years buy the line if they so desired." In answer to further questions by Sir Henry Drayton and Mr. Meighen, the Minister said that the Government had practically approved of the suggestion, but not by order in council. Parliament would have every facility to discuss anything that comes within its purview, but the Canadian National has by statute a right to lease properties with the consent of the Governor in council.

As stated previously in Canadian Railway and Marine World, H. T. Morrison, Locating Engineer, Central Region, Canadian National, has been engaged for some time in making surveys for the branch line. We were advised officially March 12 that only reconnaissance surveys had been made, and that nothing definite could at present be stated as to the route which will be followed.

Old Time Railway Men's Dinner.—Members of Division 32, Brotherhood of Locomotive Engineers, gave a dinner to old time railway men at Vancouver, recently, among the guests being Grant Hall, Vice President, Canadian Pacific Ry., 1883; J. J. Scully, General Manager, Eastern Lines, C.P.R.; C. H. Temple, Chief of Motive Power, C.P.R., 1881; F. W. Peters, General Superintendent, British Columbia District, C.P.R., 1885; Dr. D. A. Proctor, C.P.R., medical service, 1872; C. S. Maharg, Superintendent, C.P.R., 1885; C. A. Cottrell, Assistant General Superintendent, C.P.R., 1892; W. H. Evans, Division Master Mechanic, 1881; and W. J. Rennix, Master Mechanic, Pacific Division. Other guests included locomotive men, conductors, etc., whose railway service dated back for many years.

Toronto Island Bridge.—A delegation consisting of Toronto members of Parliament, city controllers and aldermen, harbor commission members and officials and a representative of the Toronto Liberal Association, interviewed the Ministers of Public Works and of Trade and Commerce, in Ottawa, on March 12, and urged that the Dominion Government provide in the estimates sufficient for a bridge across the western entrance to Toronto harbor, to connect the mainland with Toronto Island, or at least sufficient to enable the piers to be built this year. The ministers admitted the desirability of a bridge being built, but pointed out that it was only one of several public works which the Government lacked funds to proceed with, and that it would be impossible to do anything this year.

Canadian National Ry. Parliamentary Committee.—Canadian Railway and Marine World for March, in dealing with the estimates for Canadian National financial requirements for the year ending March 31, 1926, gave, on pg. 129, the names of the members of the committee to consider Canadian National Ry. and Canadian Government Merchant Marine matters. W. D. Euler, Liberal, North Waterloo, Ont., who was chairman of a similar committee in 1924, has been re-elected chairman. Sir Henry Thornton, President, C.N.R., will probably appear before the committee at an early date to give details of Canadian National and C.G.M.M. requirements.

Rouyn Mining Area Railway Projects.

Canadian Railway and Marine World for July stated that the Dominion Prime Minister had announced that the question of the Ontario Government's right to secure Crown lands in the Province of Quebec for the extension of the Nipissing Central Ry. branch from Larder Lake to the Rouyn mining area would be submitted to the Supreme Court of Canada. The following minute of a meeting of the Privy Council's committee was approved by the Governor-General on June 11, and passed as order in council 913. The committee of the Privy Council have had before them a report, dated June 8, 1925, from the Minister of Justice, submitting, with reference to the Nipissing Central Ry's application for the consent of your excellency in council under the Railway Act, 1919, sec. 189, to take possession of, use and occupy Crown lands of the Province of Quebec for the purposes of a proposed extension of its Larder Lake Branch into Rouyn Mining District, that the Government of the Province of Quebec is vigorously opposed to any such consent being given, and in support of its objection has furnished a copy of the considered opinion of its Deputy Attorney General to the effect that the said sec. 189 has reference only to Dominion Crown lands, and that, if not so limited, it is ultra vires Parliament in so far as it purports to affect Crown lands of the province. On the other hand, counsel for the applicant and the Ontario Government apparently entertains an opposite view, and furthermore has advised the Ontario Government that the applicant railway is entitled as a matter of right to the consent applied for, subject only to such terms as your Excellency in council may prescribe under the provisions of said section. Having in view the diverse representations made by the respective provincial governments in the matter, and the important bearing which the solution of the legal questions referred to must have upon the disposition of the present application, as well as all future applications under the said section, the Minister is of opinion that it is desirable in the public interest that in the administration of the said section your Excellency in council should be fortified with the Supreme Court of Canada's opinion upon the several legal questions involved. The Minister therefore recommends that the following questions be referred to the Supreme Court for hearing and consideration under the provisions of the Supreme Court Act, sec. 60. 1. Is it within the competence of Parliament to enact the provisions of the Railway Act, 1919, sec. 189, with regard to provincial Crown lands? 2. If the answer to question 1 be in the affirmative, is said sec. 189 as it now stands applicable to provincial Crown lands? 3. Is it obligatory upon the Governor in council to give his consent under the provisions of subsec. 2 of said section upon any proper application therefor, or has he discretion to grant or refuse such consent as he may see fit? The committee concur in the foregoing recommendation and submit the same for approval.

The Railway Act, 1919, sec. 189, referred to above, is as follows:—"189. (1) No company shall take possession of, use or occupy any lands vested in the Crown, without the consent of the Governor in council. (2) Any railway company may, with such consent, upon such terms as the Governor in council prescribes, take and appropriate, for the

use of its railway and works, so much of the lands of the Crown lying on the route of the railway which have not been granted or sold, as is necessary for such railway, and also so much of the public beach, or bed of any lake, river or stream, or of the land so vested covered with the waters of any such lake, river or stream as is necessary for making and completing and using its said railway and works. (3) The company may not alienate any such lands so taken used or occupied. (4) Whenever any such lands are vested in the Crown for any special purpose, or subject to any trust, the compensation money which the company pays therefor shall be held or applied by the Governor in council for the like purpose or trust."

A press report of July 7 stated it was understood that the Quebec Government and the Canadian Pacific Ry. had come to terms and that the C.P.R. had negotiated an arrangement with the Nipissing Central Ry., under which the C.P.R. would extend its line, now terminating at Angliers, to the Rouyn mining area and to the Quebec, Ontario, border where it would meet the Nipissing Central Ry., the section from the provincial border line to Rouyn to be the first to be built, that the C.P.R. would have running powers over the Timiskaming and Northern Ontario Ry's Nipissing Central extension, and that T. & N. O. Ry. would have running powers over the C.P.R. line from the provincial border to Rouyn. A subsidy of \$40,000 a mile for the C.P.R. line was mentioned. W. Beatty, K.C., Chairman and President, C.P.R., is reported as having said on July 9:—"There is no statement to make. A meeting of the Quebec Cabinet to consider the whole matter was called for July 8, but it is stated that it was not discussed until the following day. A press report stated that the Quebec Premier had received an assurance from Sir Henry Thornton that the Rouyn Mines Ry., from O'Brien to Rouyn, would be started immediately, and the cabinet had discussed the matter, but had not arrived at any satisfactory solution of the difficulty. A press report July 16 stated that the Quebec Government had assured Sir Henry Thornton that at the next session of the Legislature provision will be made for a grant of \$250,000 in aid of the construction of the O'Brien-Rouyn line. Canadian Railway and Marine World was advised officially on July 22 that the Quebec Government had offered to make a grant of \$250,000 towards the construction and operation of a railway to the Rouyn mining area, to be paid in 5 annual installments of \$50,000 each.

Alberta Coal Transportation.—Details of the arrangements made for the transportation of 25,000 tons of Alberta domestic coal to Ontario by Canadian National Ry. were given in Canadian Railway and Marine World for July a preceding month. The first trainload arrived in Toronto July 19, and another on July 21, making a total of 88 cars delivered to that date. We were advised on July 21 that despite some labor trouble in the Drumheller fields the balance was expected to be delivered without undue delay. While a large part of the coal is being shipped to Toronto for consumption there and for further movement to western Ontario points, that for eastern Ontario points is being diverted at junction north of Toronto direct to destination.

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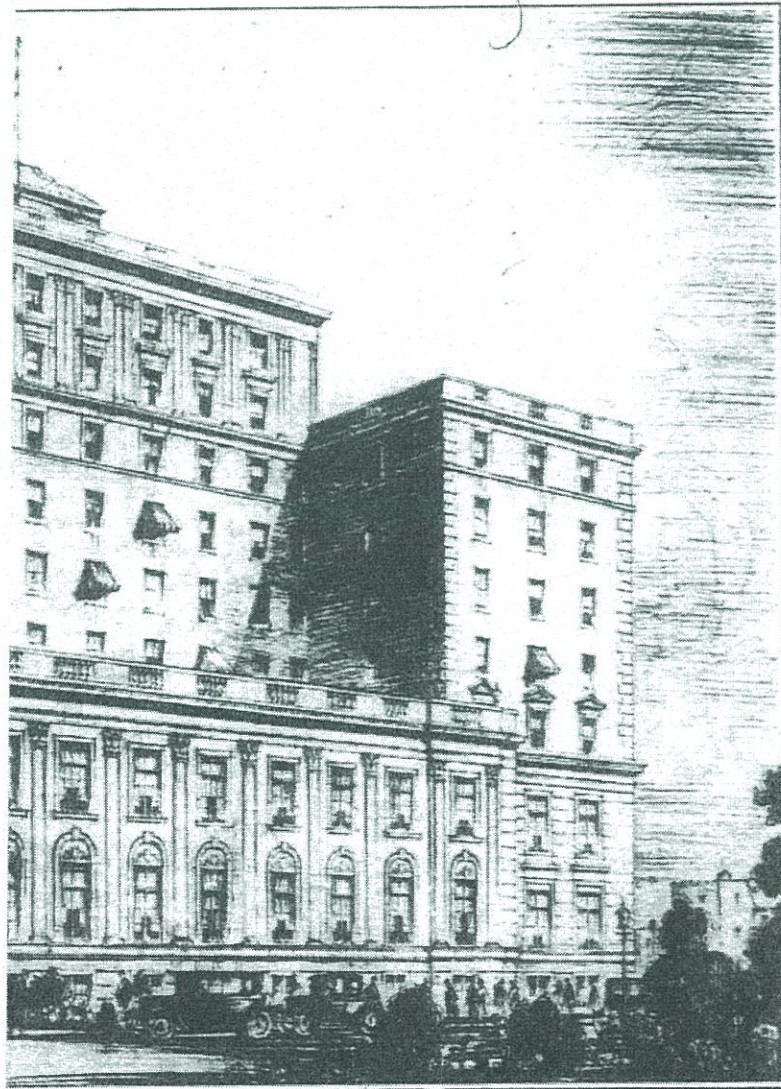
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ction, Betterments, Etc.

Notre Dame alongside its Montreal, to placed gates ng them to he Board of in January, idges within has issued a the original crossing, and of the track had used it, always tried

posed deviations. A contract has been let to the Dominion Construction Co. for the work, on which a start has been made. It is expected that it will be completed in November.

Interprovincial and James Bay Ry.—The bill granting an extension of time for the construction of an extension of the line now terminating at Angliers, or from Ville Marie, the terminus of a branch generally northerly and northeasterly to the headwaters of the Nottaway River, Abitibi County, Que., which passed the House of Commons April 23, was read a third time



Canadian Pacific Railway.

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bridge being
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in the Senate, without amendment, June 7.
(June, pg. 298.)

London, Ont., Station.—Work is reported to have been started on the erection of a building, 70 x 30 ft., about 100 ft. from

single track through open country.
ture. The contractors are the Founda-
tion Co. of Canada.

Interprovincial and James Bay Ry.—A
press report credits the C.P.R. with plan-
ning to extend this line from Angliers,
Que., the present terminus, along the
Quebec Government's colonization road
to the center of the Rouyn mining area.
(Nov., pg. 556.)

Huronario St. Subway.—The Board
of Railway Commissioners passed order

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ply. Included in the bridge replacements were a considerable number of wooden trestles, which have either been filled, or replaced by concrete culverts and fills, or by steel structures. The filling of the Kootenay Landing trestle, which had been in progress for some time, was completed this year. The concrete pile pier at Vancouver, on which work was commenced some time ago, has made steady progress.

Automatic signal protection has been installed at various places between Winnipeg and Fort William, and west of Winnipeg between Austin and Sidney on the Carberry Subdivision, as well as on the Broadview Subdivision, and on heavy grade portions of the line near the Connaught tunnel on the Mountain Subdivision.

In addition to the work on the railway proper, the company completed early in 1925 a 280 room extension to Chateau Lake Louise, to replace the old portion of the building which was burned in 1924. The construction of a 100 room annex to Banff Springs Hotel, also a 100 x 100 ft. garage has been commenced this autumn. A swimming pool is also being built at Lake Louise, and building alterations are being made at some of the company's mountain camps and hotels. The work at Lake Louise and Banff, which was started this autumn after the hotels were closed, will be completed in time for the opening of the 1926 season. A crystal garden, built at Victoria, B.C., and opened last summer, was described and illustrated in Canadian Railway and Marine World for August, pg. 389.

Rock ballasting on the Quebec-Montreal line has been completed. The work was finished on the Montreal-Ottawa short line in the autumn of 1924, and on the Montreal-Toronto line (Lake Ontario shore line) during the summer of 1924. Rock ballasting has gone on for some years between MacTier and Sudbury and between North Bay, Sudbury and Cartier. This year 32 miles was done on Parry Sound Subdivision, extending the rock ballast from Sudbury to Shawanaga (41.6 miles north of MacTier), and about 3 miles double track was done between Sudbury and Cartier, which completed the work between North Bay and Cartier, 113 miles.

Riviere des Prairies Bridge.—The Board of Railway Commissioners passed order 36,946, Oct. 20, authorizing the C.P.R. to rebuild bridge 10.1. Lachute Subdivision, Laurentian Division, Quebec District. We are advised officially that this work, which was started in the spring, and is about completed, consists of repairs to subaqueous portions of two piers carrying the 150 ft. and 200 ft. single track through spans of the structure. The contractors are the Foundation Co. of Canada.

Interprovincial and James Bay Ry.—A press report credits the C.P.R. with planning to extend this line from Angliers, Que., the present terminus, along the Quebec Government's colonization road

remainder of the cost of construction and maintenance be borne by the Ontario Highways Department. We are advised officially that the subway will provide a clear width and opening of 42 ft., with headroom of 14 ft. The width of the opening will be sufficient for a 34-ft. roadway with a 4-ft. sidewalk on each side. The abutments will be plain concrete, according to C.P.R. standard design. The grade to the tracks from the south is rising so that the subway will be self-drained, but in order to provide for freshets catch basins and tile drainage will be provided where the flow of water goes into the approach cutting to the north of the girders. The superstructure will consist of through plate girders, with floor beams and reinforced concrete deck waterproofed with membrane and bitumen. The lateness of the season prevents the early starting of this work, as the cold weather would ruin the concrete, but it will be commenced as early as possible in 1926.

Nepawin northerly survey.—D. C. Coleman, Vice President, Western Lines, is reported to have stated in Winnipeg, Nov. 4, that the C.P.R. has no intention of building a line through the Pas mineral area to Fort Churchill, Hudson Bay. The company has made a survey for a proposed line from Prince Albert, Sask., to the Herb Lake district, in the vicinity of Pas, Man., but construction is not contemplated at present. (July, pg. 348.)

Cut Knife-Whitford Lake Branch.—We are advised officially that the bridge under construction across the Battle River, at mile 45.7, consists of 2 standard 80 ft. deck plate girders on 2 concrete abutments and one center concrete pier. The substructure was erected by W. A. Dutton, and the superstructure is being fabricated and will be erected by Dominion Bridge Co. It is expected that the bridge will be completed by Dec. 31. It will connect the track on the branch now laid to the river, with the grading completed beyond the river through Lloydminster, Sask. (Nov., pg. 551.)

Banff Springs Hotel.—We are advised officially that a contract has been given Bennett and White Construction Co., Calgary, Alta., for the erection of an annex close to the main building. It will contain 100 rooms with 100 baths, and will be ready for occupation next spring. (Nov., pg. 551.)

Rossland Foot Bridge.—The Board of Railway Commissioners passed order 36,972, Oct. 23, authorizing the C.P.R. to build a foot bridge over its railway at Washington St., Rossland, B.C. It will be built as soon as possible, entirely of timber, and will be 104 ft. long and 6 ft. wide.

Trail, B.C., Station, etc.—Trail Board of Trade is reported to have asked the C.P.R. to enlarge the station there, to erect larger freight sheds, and to provide additional yard tracks.

Vancouver B-C Pier.—Work is reported to be progressing rapidly on the B-C pier under construction at Vancouver. The old ramp leading to the pier which

and the city. The estimated cost is reported as \$1,700,000.

Upper Steel Arch Bridge, Niagara Falls.

A report on the condition of the upper steel arch bridge at Niagara Falls has been made to the Board of Railway Commissioners by C. N. Monsarrat, of Monsarrat and Pratley, consulting engineers, Montreal. The examination was made owing to representations by the Niagara Falls, Ont., Chamber of Commerce that there were fears as to the instability of the bridge. Another inspection of the bridge was made by H. W. Middlemist, consulting engineer for the Ontario Railway and Municipal Board. Mr. Monsarrat's report states that a thorough inspection was made in September after communication with the Queen Victoria Park Commission and the International Ry. Co., Buffalo, N.Y., which operates its electric cars over the bridge. The inspection occupied 19 days, and the observations showed that neither the traffic on the deck, nor the force of the wind produces more than $\frac{1}{4}$ in. to 1 in. sway or deflection of the structure, which figures are perfectly normal or natural for a long span steel arch. The local statements as to the sway of the bridge were that it was anything up to 2 or 3 ft. The examination showed that "the steelwork was in a very satisfactory condition, bearing every sign of continual inspection for maintenance, and a recent renewal of rivets and small parts." The report recommends a stiffer connection for the trolley poles to the floor beams by which they are supported, the present connection being rather loose jointed and permitting any slight local deflection to be multiplied severalfold at the top of the poles and to be transmitted to the wires there suspended, causing the latter to swing visibly for a long distance on either side of the pole shaken. Although not dangerous, this is a condition to be remedied, and the alterations suggested in a sketch attached to the report can be made without much expense or interference with traffic. Some small matters requiring attention were pointed out and are being given attention. The report concludes:—"The list of permitted traffic was studied with regard to the stresses imposed on the structure, and comparisons were instituted between these loadings and those for which the stringers and floor beams were designed. It was found that in no case is the design inadequate, and it is therefore my opinion that, with these traffic restrictions enforced, the operation of the bridge is perfectly safe, under the efficient inspection surveillance which seems to be in force. With the replacement of the broken bracing rod, and the revision of the trolley pole supports, I believe that no cause for anxiety exists, and that a considerable period of useful life still remains for this important structure."

Board of Railway Commissioners' Western Sitzings.—Assistant Chief Commissioner McLean and Commissioner