

compared with 76.7% in the previous year.

Dominion Government Railway to Hudson Bay.

The acting Minister of Railways in the course of a statement presenting the annual report of the department to the House of Commons recently said the mileage of the line from Pas, Man., to Port Nelson is 418 miles; the whole line is under contract to J. D. McArthur & Co. The work on the terminals is being carried on by day labor under the Department. Steel has been laid to about mile 90. Grading is practically completed to mile 130, and the work is well manned to about mile 240, where the first crossing of the Nelson River occurs, which involves a span of over 400 ft. Between this first crossing of the Nelson at Manitou Rapids, and the second crossing near Kettle Rapids, about 90 miles, the contractors have been equipping their camps, and getting in supplies to enable them to proceed with grading during the year. The progress being made is more satisfactory than hitherto, and gives reason for hope that the line will be completed to Port Nelson in 1916.

At Port Nelson buildings and warehouses

Engineers Dominion Government Railway to Hudson Bay.

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Replying to a question in the House of Commons, Feb. 2, the Minister of Railways said the length of this railway from Pas to Port Nelson, Man., is 418.5 miles. The whole mileage is under contract, viz.—Pas to Thicket Portage, 185.5 miles; Thicket Portage to Split Lake Jct., 68 miles; Split Lake Jct., to Port Nelson, 165 miles. The state of construction is,—Miles of steel laid, 86; miles surfaced, 56; grading fairly completed with the exception of a few cuts at miles, 110, 121 and 133 and some cross lay-

ing, 137.

In a discussion on the project in the House of Commons, Feb. 11, the Minister of Railways stated that while Port Nelson is not an ideal harbor for the seaport terminal of the railway, it is superior to Fort Churchill. To reach the latter port it would be necessary to carry the line across 70 miles of "badlands." The misadventures of

(Section 4).

man, vessels during the last season of navigation
, in were due to various causes but the loss and
ohn- damage had not been anything like so seri-
ence ous as was reported. As much progress has
also been made with the terminal work as could
oyal reasonably be expected. It is intended to
send in a strong force of men overland, so
as to make an early start on the work, and
t.— make as much progress as possible during
an the open season this year. (Feb., pg. 70.)
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The Canadian Northern Ex Co has open-

for the working forces had been erected, and also a wireless telegraph station which is in communication with Ottawa, through the wireless station erected by the Department at Pas. A fair amount of plant, including a large suction dredge, is ready for operation on the work there. Ties and lumber are being got out for the work. By the opening of navigation the temporary wharf will have been extended so as to adequately deal with the 20,000 tons of freight which will be shipped in during this year. The Department has under construction three small steamboats for lighters, so that no further difficulty in the way of handling freight is expected.

The choice of Port Nelson was made after very careful investigation, and not until after a consideration of the very exhaustive report prepared by H. T. Hazen, who was sent in at the opening of navigation in 1912, and who did not come out until late in the winter. It will be necessary, of course, to supply aids to navigation so that vessels may be able to locate the proper channel. In a new port this is to be expected, and when the wireless station at Nelson is augmented by one in the Straits, much of the difficulty of navigating the Straits and the bay will be overcome.

The Dominion Parliament has voted \$750,000 on account of the construction of railway terminals and elevators. (April, pg. 175.)

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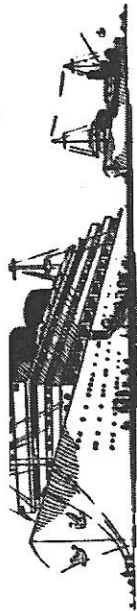
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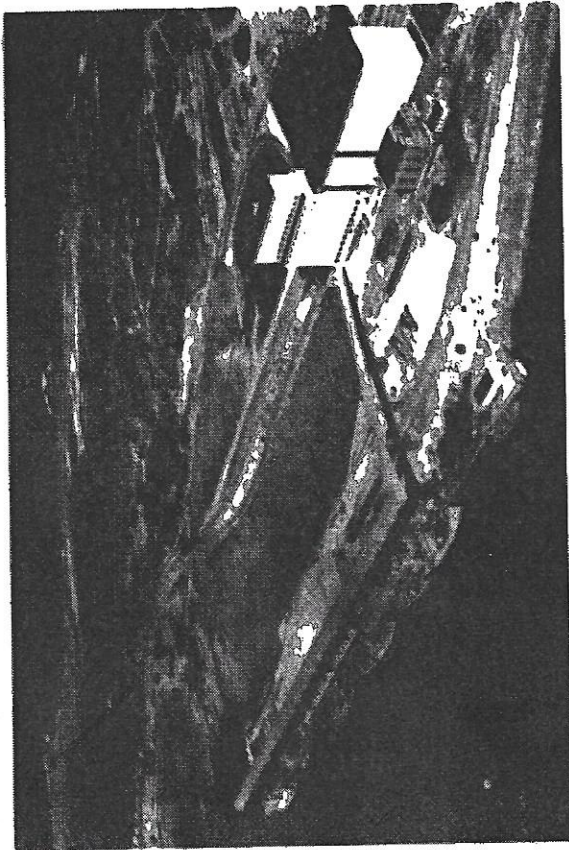
Transport Minister On Hudson Bay Route

In an address at Saskatoon, recently, before the convention of the Saskatchewan Association of Rural Municipalities, the Minister of Transport, Mr. Chevrier, referred to a prior announcement that the elevator capacity at Churchill, the Hudson Bay Ry terminus on Hudson Bay, is to be increased from 2,500,000 bush to 5 million bush. He noted that the people of Saskatchewan have long taken the closest interest in the Hudson Bay route, and stated: "It will be gratifying for them to know that all the evidence of recent years indicate that the Hudson Bay route is now coming into its own—it is to an increasing degree fulfilling the hopes and expectations of those who have long been its most faithful supporters. If from one point of view, it has seemed a long time for this state of affairs to arrive, the daring nature of the original enterprise must not be overlooked. A five-hundred-mile railway and a first class ocean port have been built up in the face of the severest difficulties—geographic, climatic and navigational. Some \$34,000,000 has been invested in the railway and \$13,600,000 in the port by the Government of Canada.

"The comparatively slow progress made by the route during its early period was due largely to a combination of extraneous factors. The route was opened for commercial traffic in 1931, but conditions of depression and drought did not encourage the development of a new wheat port. During the war, the overseas movement of wheat was heavy, but the

gradually but soon gathered momentum—every postwar year has been a record-breaking year. Since 1946 the tonnage handled on the railway

period of storage and shipping bottlenecks, the Hudson Bay Route has functioned as a safety valve; it has helped to ease the pressure on the



Harbour and Dock at Churchill, Man., with Grain Elevator at Right.

(Capacity of present elevator is 2,500,000 bush and the proposed addition will have similar capacity to bring total capacity to 5,000,000 bush.)

has grown from 80,000 tons to nearly 420,000 tons.

"The water shipping record at the Port of Churchill is equally impressive. In 1946, nearly three million bushels of grain were exported from Churchill; in 1953, nearly eleven million. In 1946, 12 ocean-going ships left Churchill; in 1953, the number

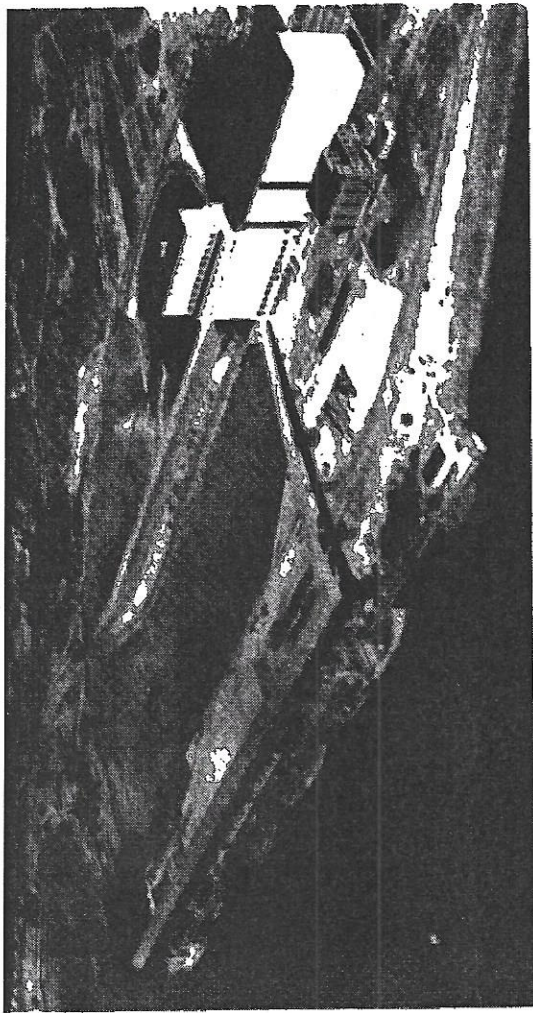
heavily-taxed routes that pass through the Lakehead. Its importance is such that we have already announced plans to expand elevator capacity at Churchill, the work to get underway this year. The elevator capacity at the port is to be raised from 2,500,000 bushels to 5,000,000 bushels at an estimated cost of

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"The comparatively slow progress made by the route during its early period was due largely to a combination of extraneous factors. The route was opened for commercial traffic in 1931, but conditions of depression and drought did not encourage the development of a new wheat port. During the war, the overseas movement of wheat was heavy, but the Port of Churchill had to be left aside because of the need to conserve available shipping space by having ships move in large convoys over the shortest possible water routes. The saving of distance by land—the strong point of the Hudson Bay Route in peacetime—was a disadvantage in wartime.

"As a result, the Hudson Bay Route had to make an entirely fresh start after 1945. Recovery began

CANADIAN TRANSPORTATION, MAY, 1954



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(Capacity of present elevator is 2,500,000 bushels, and the proposed addition will have similar capacity to bring total capacity to 5,000,000 bushels.)

has grown from 80,000 tons to nearly 420,000 tons.

"The water shipping record at the Port of Churchill is equally impressive. In 1946, nearly three million bushels of grain were exported from Churchill; in 1953, nearly eleven million. In 1946, 12 ocean-going ships left Churchill; in 1953, the number was 31. It must be recalled that at this port all shipping activity takes place within a period of about 12 weeks, so that the port is a much busier place during the shipping season than statistics might at first suggest.

"Our experiences in the marketing of the large Western grain crops of the last few years have been such as to impress upon us the real value of the Port of Churchill. During a

heavily-taxed routes that pass through the Lakehead. Its importance is such that we have already announced plans to expand elevator capacity at Churchill, the work to get underway this year. The elevator capacity at the port is to be raised from 2,500,000 bushels to 5,000,000 bushels at an estimated cost of \$2,000,000. Without any increase in grain handling and loading facilities this additional capacity should enable the port to clear as much as 20,000,000 bushels in a season. This would enable Churchill to become a strong contender for third rank as a grain exporting port in Canada behind Montreal and Vancouver. Its effectiveness as an aid to the orderly marketing of Western grain would be correspondingly increased."

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locomotives, from Canadian Locomotive Co.

J. D. McArthur and Co., contractors for so
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UPDATE ON C.N No. 417

In the January 1982 issue of Canadian Rail we printed an article entitled "WHERE IS CN 417?". This engine is shown in C.N.'s official records as lost in Armstrong Lake. The question was which Armstrong Lake. Since then, as a result of this article, the story has gradually unfolded and now the mystery of 417 has been solved as can be seen from the following correspondence.

The Mystery of CN 417

Due to the persistent research of Jacques Messier in reviewing possible locations of "Armstrong Lake", the authors of "Canadian National Steam Power" believe we have located the lake from which "CN 417", as the J.D. McArthur 2-6-0 No. 22, was reported as being in, and not recoverable, in the CN Motive Power retirement record of October 1920.

Mr. Messier redirected our attention to the lake in Manitoba on the Hudson Bay Railway. While several of this class of locomotive were used on McArthur contracts on the NAR, the company also had the contract for construction of the first 214 miles of the HBR to Pikwitonei, about 10 miles south (before) Armstrong Lake.

When this possibility was examined a few years ago, the writer's research led him to dismiss it, since the account of the HBR construction stated the line got to Pikwitonei and then construction ceased in 1917.

But now a more definitive account consulted indicates the rails had reached mile 333, but when work ceased and the McArthur contract was closed, the CGR operated a service to mile 214.

Hence by at least 1917, McArthur was constructing over the arm of Armstrong Lake. After 1917 it is likely locomotives ventured beyond mile 214, either operated by McArthur or the CGR, to close camps, take in materials, etc. On Sept. 1919 the McArthur locomotives were officially accepted into the CN roster.

Thus the locomotive could have been lost by McArthur, or the CGR/CN, in the period up to October 1920, and only "written off" on the latter date.

Further research suggests starting at that date and working backwards, and the assistance of CN Archives, and the Manitoba Archives, on construction history of the HBR, and McArthur, will be sought. In addition to determining the date, we may also learn what was the nature of the incident (washout, collision, speed, etc.).

Our thanks to Mr. Messier for redirecting our attention to this location.

R.F. Corley
May 12, 1982

Railway Projects, Construction, Betterments, Etc.

Hudson Bay Ry.—It was reported from The Pas, Man., Jan. 8, that it had been learned definitely that the Manitoba Government has no intention of opening Churchill townsite to the public during the coming spring, and that until construction of all harbor and terminal facilities is completed, the restriction against unauthorized persons proceeding to the port, or past mile 412 on the H.B. R., will be continued. The report said that Churchill will be opened for the

issue had invariably prevented an agreement being reached, the government's attitude having been that if it would be called upon to guarantee securities it might as well retain the property. Following a visit of some days in Victoria in Dec., 1931, during which he conferred at length with several members of the government, Mr. Jamieson returned to Seattle, and nothing further had been made public concerning the negotiations between the government and

delay for a small bungalow hotel for the terminal, to be built on a site commanding a good view of the Moose River; also that plans for the laying out of a townsite are to be discussed by S. B. Clement, Chief Engineer, T. and N.O.R., and a town planning authority.

Owing to the favorable weather prevalent to the end of 1931, and to the fact that advantage was taken of it to prolong ballasting, the track from the Moose River crossing north has been

February 1932

Railway Project

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The Dominion Minister of Railways

January 1933

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The Dominion Minister of Railways and Canals, Dr. Manion, was reported, Jan. 11, as having stated, with reference to the alleged Dominion Government request that the townsite be not opened this year, that the Dominion Government is making no effort to keep Churchill closed to the public, and that the Manitoba Government is at liberty to open the townsite whenever it is ready to do so. The Manitoba Minister of Natural Resources, Mr. McKenzie, was reported, Jan. 11, as having stated that the Manitoba Government had come to no decision on the townsite matter. (Jan., pg. 7.)

New York Central Rd.—In connection

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Churchill, Man., Train Service

By placing an extra train in service in each direction between The Pas and Churchill, on the Hudson Bay Ry., operated by Canadian National Rys., the service between Winnipeg and Churchill has been increased to a tri-weekly one, effective Jan. 23 from Winnipeg and Jan. 29 from Churchill. Trains leave Winnipeg Mondays, Wednesdays and Fridays, with arrival at Churchill Wednesdays, Fridays and Sundays. Departures from Churchill are on Sundays, Tuesdays and Thursdays, with arrival at Winnipeg on Tuesdays, Thursdays and Saturdays.