

QLSJ
CANADIAN
NORTHERN QUEBEC
RAILWAY

Diary IX

Transcontinental Railway connected with that selected by C.N.Q.R. After some negotiations the difficulty was settled, and a new route surveyed for the line where the two lines previously came together. Starting from Garneau Junction, the line gradually works down to the St. Lawrence River, which is reached near Deschambault, and from that point to Cap Rouge, a distance of about 40 miles, it follows the river. There are concrete and steel bridges over Batiscan, Charest, Ste. Anne, Jacques Cartier, and Portneuf Rivers, while a smaller structure has been erected across the river at Cap Rouge. The line passes under the National Transcontinental Railway viaduct across Cap Rouge valley. The new line has been laid with 80 lb. steel rails, and is well ballasted.

In contemplation of the completion of this line the company has been replacing the 70 lb. rails on the section of the line between Montreal and St. Boniface, the section between St. Boniface and Garneau Jct., having already been relaid.

The grading on the 11 miles of line under construction from St. Jacques to Rawdon, Que., is reported to be well advanced. J. P. Mullarkey, the contractor, stated Aug. 7 that it was expected to have the track laid this fall.

Quebec and Lake St. John Ry.—The Quebec Legislature, at its last session, granted an extension of time for the construction of a number of branch lines. The branch line authorised to be constructed from Roberval to the north-western boundary of St. Felicien, are to be commenced by July 1 and completed before Jan. 1, 1911.

Canadian Northern Ontario Ry.—The Board of Railway Commissioners has approved of location plans of the line through Gloucester and Nepean tps., Ont., from mileage 51.91 to 57.42 west

1909

THE RAILWAY AND MARINE WORLD.

Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry.—The seven miles of line described as the Montmorency Branch, for the operation of which the Board of Railway Commissioners recently passed an order, is practically an industrial spur, connecting the Quebec and Lake St. John Ry. with the Montmorency Pulp Co.'s mills near the Montmorency Falls. Heretofore the company's logs were sent over the falls and floated out, and the spur was hurriedly constructed in the fall of 1909 in order to handle the traffic.

The work on the branch line to Rawdon, Que., has been closed down. Grading is practically completed, and some track has been laid. On the resumption of work a bridge will be constructed across the Quareau River and the branch completely.

W. D. Barclay, General Manager, is quoted as having stated in Montreal, Feb. 6, that plans had been prepared for the company's Montreal terminals, and that they are being considered by the executive at Toronto. According to what Mr. Barclay is reported to have said, the site will be a central one; the cost will be about \$5,000,000, and the work will be completed within two years.

Canadian Northern Ontario Ry.—A bill has been passed by the House of Commons authorizing the company to enter

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Canadian Northern Railway

Quebec and Lake St. John, Ry.—The old machine and other workshops at the rear of the Q. and L. St. J. Ry. station, St. Andrew St., Quebec, have been demolished, and the site is being laid out as additional yard room. The new tracks to be laid will give accommodation for 120 cars.

Canadian Northern Quebec, Ry.—Press reports state that in connection with the removed extension of the line easterly from Quebec to the Labrador coast, it is intended to build a line from Quebec to Sherbrooke, connecting with the line of the Boston and Maine Rd., which terminates there.

Canadian Northern Montreal Tunnel and Terminal Co.—Reviewing the work completed during the twelve months that have elapsed since the tunnel work was started, S. P. Brown is reported to have said, July 8:—"On July 8, 1912, the first shovelful of earth was removed, the work starting at the western portal. On July 31 the shaft at Maplewood avenue was commenced and driven downward for 240 ft. On Aug. 3 workmen commenced to dig the Dorchester St. shaft. Since then the western portal has been linked with the Maplewood avenue shaft and the tunnel driven further cityward until the men are working somewhere beneath the centre of the cemetery. A continuous boring, 7,350 ft. long, has been completed. From Dorchester St. also rapid progress has been made. A distance of 1,400 ft. has been completed in the terminal site between Cathcart and Latour streets. From Cathcart St. mountainward 3,700 ft. is the length of the hole to date, and the workmen are blasting almost directly under the high level reservoir. Nine feet by 12 are the dimensions of the excavation now being made, but in many places 'breakups' have been made. That is, the preliminary boring has been extended to its full height and width. 1,800 ft. have been gongolated in this manner and have attained the dimensions of the completed tunnel, 30 by 21½ ft. We expect to have the tunnel pierced from portal to portal by the middle of Jan., 1914, and by the end of Oct., 1914, the base will be extended to its full dimensions and the tunnel practically completed."

August 1913

