

PRINCE EDWARD
ISLAND
RAILWAY

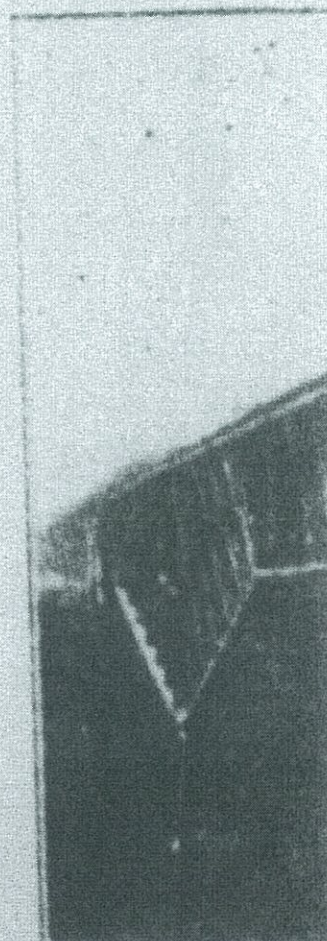
shops.

Prince Edward Island Ry.—See under
"Intercolonial Ry.," on pg. 134, respect-
ing rails, etc., for this line.

The Dominion estimates for 1899-1900 pro-
vide \$16,000 to shorten main line by removal
of curves, against \$15,000 in 1898-9.

The Provincial Government is prepared to
enter into an arrangement with the Dominion
Government for the building of a bridge for
railway & vehicles across the Hillsboro River
at Charlottetown. If the Dominion Govern-
ment will build the bridge the P.E.I. Govern-
ment will pay \$12,000 annually towards the
interest on its cost. The bridge would be a
toll bridge, & would serve for the
proposed branch of the P. E.
I. R. to Murray Harbor. In the
House of Commons, May 1, Mr.
Martin, M.P., made a strong
speech in favor of the construc-
tion of this branch. Sir Louis
Davies said he was not without
hope that the Government would
make some proposition on the
subject this session, but he was
not prepared to promise anything
definite. Mr. Macdonald, M.P.,
opposed the construction of a
short branch to Elmira.

Pontiac Pacific Jet.—Work is
about to commence on the ex-



have not yet been let.

On the Prince Edward Island Division a mile of track is being built between Colville & North Wiltshire, which will save $\frac{1}{2}$ of a mile in distance, reduce the curvature from $9\frac{1}{2}^{\circ}$ to 4° & save about 2 miles of snow fencing. Part of the work is across a ravine, necessitating some 100,000 yards of earth work. The cost altogether will be between \$20,000 & \$25,000. Several other bad curves will also be taken out this season & the North Wiltshire station-yard will be improved.

The steel rails for the Intercolonial & P.E.I. Divisions, advertisement inviting tenders for which appeared in our June issue, are to be delivered in June, 1899, instead of April, 1899, as originally intended. For the Intercolonial there will be 5,000 tons of 2,240 lbs. of 80 lbs. rails with 300 pairs of angle fish plates, & 5,000 bolts & nuts to be delivered at St. John, N.B. For the P.E.I. Division there will be 1,000 tons of 2,240 lbs. of 50 lbs. rails without fastenings, to be delivered at Summerside. (Official.)

1899.]

New Southern.—It is said J. J. Taylor, C. E., is about to start a survey for this line from Shelburne via Liverpool to New Germany on the N. S. Central Ry. The Co. was incorporated by the N. S. Legislature in 1888 as the Annapolis & Atlantic Ry. Co., the name being changed to the N. S. Southern in 1894.

By the Dominion Subsidy Act of 1892 a subsidy, taking the place of one previously granted, was authorized for 75 miles from Second Point, Shelburne Harbor, to Annapolis Royal and to a junction with the N. S. Central Ry. at near New Germany, the subsidy limit being \$240,000.

(Dec. 99, P. 835)

Prince Edward Island. — W. B. Mackenzie, Chief Engineer of the I.C.R., has reported on the proposed bridge over the Hillsborough River, at Charlottetown, for the Murray Harbor branch of this line. Borings & surveys were made opposite Cumberland St., also on the shipyard & Mutch's Point site. It is proposed to build a bridge for both railway, vehicular & foot traffic. The width of the bridge will be 17 ft., exclusive of the sidewalks. It is proposed to support 7 piers on piles driven to the rock, & to extend 4 others down to bed-rock by the pneumatic process, as at these 4 places the mud is not sufficiently deep or firm to warrant the use of piles. The piers

Prince Edward Island.—On May 16, the wife of the Lieut.-Governor turned the first sod on the Belfast & Murray Harbor branch, on Mutch's Point on the south side of Hillsboro river directly opposite Charlottetown. (April, pg. 115).

Quebec Bridge.—The Quebec despatch

MAY 1900

was revived and the Co. was given two years within which to commence work. An addition to the lines to be constructed is authorized, viz., from Parker's Corners into and through the county of Guysborough by the St. Mary's valley, to St. Mary's village, where the main line of the Nova Scotia Eastern Ry. will intersect the M.R. Co.'s line ; with power to construct a branch line to Sheet harbor.

Organization work has not been completed, and although considerable surveying is being done, nothing in the way of a contract has been signed with the N.S. Government for the construction of the lines authorized. Premier Murray, in his recent address to the electors, said: "Attention has been directed to a proposition to construct a line of railway through the Musquodoboit valley, a portion of Pictou county and the county of Guysborough, in order to give railway facilities to these important sections of the Province. Under existing legislation we are in a position to provide a subsidy of \$3,200 a mile. If experience should prove that the subsidies available are insufficient to secure the building of the line, the question of devising other means of supplying the needs of these sections will have to be considered."

Nova Scotia Steel and Iron Co.—The cost

THE RAILWAY AND SHIPPING WORLD.

that the Government had not decided as regards proceeding with the survey of the cross line from Cardigan, passing at or near Montague bridge & Caledonia, as proposed by the late Government in 1896, that the placing under construction before June 30 next, of any further distance beyond the 11½ miles now under contract would depend upon the Department obtaining the information necessary to enable it to do so, & that no materials had been purchased for construction. (Mar., pg.

74.)

1900

site would be expensive, delaying railway & increasing the shipyard site, & the ship-room of the harbor way traffic, & the ship-room of the harbor would be much reduced. The report therefore condemns the Cumberland St. site & recommends the adoption of the shipyard one. The report was very fully considered at two meetings of the business men of Charlottetown held recently, & while there appeared to be a preponderance of opinion in favor of the Cumberland St. site from the city's standpoint, it was decided to recommend the Government to proceed on Mr. Mackenzie's report & to have the work gone on with at the earliest possible date.

The Minister of Railways recently stated in the House of Commons that the following amounts had been expended on the construction of the Belfast & Murray Harbor branch since June 30, 1899: Construction, \$12,693.20; surveys, \$3,031.37; right of way, \$2,864.54, & that \$9,938.19 had been expended altogether for surveys & location. He further stated that 11 1/2 miles had been surveyed & located,

Legislature. (Aug., 1900, pg. 241).

Prince Edward Island.—A branch line in connection with the P.E.I.R. is now under construction from Charlottetown to Murray Harbor, and will probably extend to Beach Point. This branch will pass through a fine farming district and will be a great benefit to the farmers in the southern portion of the Island. W. Kitchen has the contract for grading the first 15 miles and surveys have been made for the remaining portions. This branch will be connected to the main line by a combination railway and highway bridge

JUNE 1901

across the Hillsborough river, which is about a mile wide. It will consist of an approach of 1,486 ft. on the north end, 12 spans of 210 ft. each, and an approach of 490 ft. on the south end, making a total of 4,496 ft. from shore to shore; 4 of the piers will have to be built in pneumatic caissons, the deepest will have to be carried 92 ft. below high water to bed rock. The Provincial Government of P.E. Island share in the cost of construction. M. J. Haney, of Toronto, has the contract for the substructure and approaches of the bridge. M. J. Butler is his engineer, and A. A. Stewart, of New York, is consulting engineer. It is expected that the branch line will be over 50 miles in length and with the bridge will be ready for traffic by the autumn of 1902. W. B. MacKenzie, Chief Engineer of the I.C.R., is Chief Engineer of work, and H. J. MacKenzie is the engineer in charge of the branch line. (Aug., 1900, pg. 241.)

The appropriations voted for this railway by the Dominion Parliament

had the time within which its works might be constructed, extended in 1889 and again in 1891 and 1896. The last extension expired this year and by an act passed last session the Dominion Parliament granted an extension of five years for the construction of the railway and of seven years in respect of the bridge.

Temiscamingue.—W. Russell, of Pembroke, is to have charge of the survey party to lay out a route for the proposed Ontario Government railway through the Temiscamingue country. It is estimated that it will take the party 10 months to do the work, and that the report will be submitted at the next session of the Legislature. (Apl., pg. 113.)

Thunder Bay, Lake Nipigon and St. Joe.

R. H. Wickham is engaged in locating a route for the construction of the first section of this line. After fixing the route by which the line will leave Port Arthur, Mr. Wickham will start northward following the valleys of

Dec. 1. (Sept., PG. 473.)

Prince Edward Island Ry.—Extensions
are being made to the roundhouse at Charlottetown to provide stalls for two more engines. The work includes the lengthening of the present ashpits, which are too small to accommodate the new engines.

November 1901

PG. 209.)

Prince Edward Island Ry.—Tracklaying
is being proceeded with on the Murray Har-

JULY
1903

Prince Edward Island Ry.—Local press reports state that the Superintendent has recommended to the Minister of Railways that an appropriation of about \$60,000 be made to build an up-to-date station at Charlottetown, the present building being altogether inadequate.

A branch is projected from the Murray harbor branch line, now under construction, from Kinross to Montague, 9 miles.

A description of the sub-structure of the bridge over the Hillsboro' river at Charlottetown, on the Murray harbor branch, appears on pg. 53.

Prince Edward Central Ry. obtained a char-

Power Co. (Nov., 1902, pg. 385.)

Prince Edward Island Ry.—Tenders have been invited for the erection of a crib wharf at Murray river in connection with the branch railway now under construction from Charlottetown across the Hillsboro' river. Work on the line, as well as on the bridge over the Hillsboro' river has been closed and will not be resumed until about April. Track has been laid from Murray river to Montague Cross, 21 miles, and part of the ballasting has been completed. Nearly all the grading on the branch, which is 44 miles in length, has been completed. The country through which the branch passes is a difficult one to work in—rocky and rough. There has been a lot of blasting, but no tunnelling. Up to date some 200 ft. of iron spans with stone abutments have been erected. It is expected that the whole work will be completed by the end of the year. W. Kitchen, Fredericton, N.B., is the contractor.

The new station and freight shed at Georgetown has been completed. H. Creamer, North Tryon, was the contractor. (Nov., 1902, pg. 385.)

Quebec and Lake Huron Ry.—Press reports that surveys will be commenced

JANUARY 1903

Prince Edward Island Ry. A survey is reported to have been recently started by T. May, C.E., with a view of doing away with a curve at Milton. Press reports state that the work will be done this year. (June, pg. 217.)

Quatsino Ry.—The act incorporating a

1903 June

Prince Edward Island Ry. We were recently advised that the grading on the Murray Harbor branch was practically completed. Ballasting the 20 miles on which track was laid in 1902, will be gone on with, and on its completion tracklaying will be resumed. It is expected that the line will be completed this year to Southport, the southern end of the bridge over the Hillsboro river now under construction. It is expected that tenders will be asked for placing sidings and erecting stations on the branch during the summer. (May, pg. 151.)

October 1903

August 1903

it to and from the

Prince Edward Island Ry.—During the season the construction of the north abutment for the bridge over the Hillsboro river for the Murray Harbor branch has been completed. This finishes the substructure, and leaves to be completed the earth approaches at each end of the bridge. The work on these approaches could not be gone on with until the substructure was finished, owing to the fact that the channel has been contracted fully 50%, which has greatly increased the strength of the current. The Dominion Bridge Co. has the contract for the erection of the swing portion of the superstructure. H. MacDonald has the contract for the erection of the balance of the superstructure, which will consist of the spans moved from the Miramichi bridges on the Intercolonial Ry., recently reconstructed.

Track was laid on 21 miles of the Murray Harbor branch in 1902 between Montague

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January 1904

light work; the gradients are easy, except a small piece of 1.25%. There is considerable curvature, which at one point is particularly heavy to make the crossing of the Brudenell River. There will be two bridges, one at Brudenell River to consist of two spans of 150 ft. each, resting on concrete pier and abutments; and the other consisting of a 168 ft. span crossing Vishey's Creek, resting on one concrete abutment, founded on rock, and one on piles.

Tenders were received to Oct. 21, for the construction of a branch line from the Murray Harbor branch to Vernon River Bridge, 4.59 miles. Surveys were made for this line in 1903 by H. Laurence. This line will extend from Village Green to Vernon River Bridge. It is almost entirely surface work, and there are no structures of any importance.

At Curtis Creek, about 10 miles from Summerville, there has practically been completed about a mile of new line, which will shorten

December
1904

other transportation companies.

Prince Edward Island Bridge.—It has been announced from Ottawa that the Deputy Minister of Railways has prepared a report favoring the construction of a bridge across Northumberland Strait, connecting P.E.I. and the mainland. The project is not regarded favorably by people on the Island, as it is stated that a bridge, which would be 7½ miles long, would not be practicable, and during a south-east or north-west gale traffic would be impossible, while in winter the bridge would be in danger of being swept away by ice.

The Dominion

JUNE 1907

so that the falling tide would drop the
the piers. The centre swing span is being con-
structed by the Dominion Bridge Co., and is
expected to be completed this year. Since
the above was written we have been further
advised that when the masonry at pier 5 had
been taken down to the footing course a
coffer dam was placed round the pier and
sealed. The rebuilding of the pier was to be
gone on with immediately thereafter. The
work under M. J. Haney's contract for the
substructure will be completed this year.
The filling of the approaches is also expected
to be completed this year. Four spans of the
superstructure had been placed in position
on the north side in Oct., and the fifth was
expected to be completed during Nov. The
whole of the ironwork had been delivered
from Miramichi, N.B., as well as material for

Bridge and Ry. Extension

Prince Edward Island Ry. We were recently advised that the grading on the Murray Harbor branch was practically completed. Ballasting the 20 miles on which track was laid in 1902, will be gone on with, and on its completion tracklaying will be resumed. It is expected that the line will be completed this year to Southport, the southern end of the bridge over the Hillsboro river now under construction. It is expected that tenders will be asked for placing sidings and erecting stations on the branch during the summer. (May, pg. 151.)

WORLD.

way
Aug., Cross and Murray Harbor, and track has
been laid for the remaining distance, about 23
miles, between Montague Cross to Southport,
at the south approach of the bridge over the
Hillsboro river. (Oct., 1903, pg. 345.)

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Quebec and Lake St. John Ry.—Surveys
for the direction of A. E.

January 1904

pg. 89.)

Prince Edward Island Ry.—Tenders are under consideration for the erection of a brick freight shed at Charlottetown, P.E.I. The building is to be 179 ft. long and 35 ft. wide, walls of brick on reinforced concrete beams and piers. The roof is to be of wood with a special covering. There is to be erected adjoining an office building about 50 ft. in length, and two stories in height. It is expected to have the building completed in the fall. An extension of similar dimensions will be constructed at some future period. (May, pg. 327).

August 1907

(Aug., 1906, pg. 455).

Prince Edward Island Ry.—Replying to a question in the House of Commons recently, the Minister of Railways said the contract price for the new station at Charlottetown was \$58,900, with schedule prices for such other items as were not capable of being determined accurately in advance; E. A. Walberg was the contractor; \$66,784.99 had already been paid on account of the work; the Department was unable to say how much was yet payable to the contractor, as the final estimate had not been made. Up to date \$7,884.98 had been paid for extras. There were no extras under the schedule, the amount named was for additional work in foundations, drains, sewers, flooring, and waterproofing casement with concrete, grading for and laying reinforced concrete platforms, all of which was done at schedule prices as stipulated in the contract. (Dec., 1907, pg. 889).

Quebec Central Ry.—No new construction

February
1908

Robertson, Victoria, are solicitors for the applicants.

Prince Edward Island Ry.—The Premier in reply to a question in the House of Commons, Jan. 22, said the total cost of the Hillsborough River bridge to date had been \$1,363,085.57, which included the substructure and the superstructure of the bridge, also the approaches and completion of roads and floor for highway purposes. There was a claim outstanding from M. J. Haney, the contractor for the substructure and approaches, amounting to \$393,821.04, and from Hugh MacDonald, for work on the superstructure amounting to \$16,081.39. Mr. Haney's claim had been submitted to arbitration, Collingwood Schreiber, Consulting Engineer to the Department, having been appointed sole arbitrator. (Feb., pg. 99).

In the course of a discussion in the House of Commons, Feb. 17, respecting a motion for papers as to the construction of branch lines in P.E.I., it was stated that the present Government had practically reconstructed the line, and had built 60 miles of new railways. The Minister of Railways said that since 1875 there had been expended upon construction, renewals and operating expenses \$12,041,000. Since that year the railway had not come within \$2,500,000 of paying operating expenses. In the past 11 years the Government had expended \$3,550,000 in construction works on the line. The railway, it appeared, could not be made to pay, but notwithstanding that the transportation claims of the Island would be given due consideration by the Government. (Feb., pg. 99.)

Quebec Bridge and Ry. Co.—The Minister

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MARCH
1908

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pg. 177.)

Prince Edward Island Ry.—We are advised that the branch line which it is proposed to construct, to be known as the Elmira Branch, will start from Harmony, a station on the P.E.I.R., about five miles west of Souris. It will run easterly for about 10 miles to Elmira at the eastern end of the province, passing through the districts of Harmony, Baltic and Elmira. The construction of the branch line will enable the agricultural and fishing interests of these districts to secure an outlet for their produce, etc. The construction will be of the usual character, and without any work

December 1908

DEC., 1908]

THE R

of exceptional difficulty. Of the total length of the branch 23.6% will be on curves; the maximum curvature being 4°. The maximum gradient is 1.2%. There are several large cuttings on the line, but no bridges. (Nov., pg. 793.)

During his recent visit of inspection to Prince Edward Island, M. J. Butler, Deputy Minister of Railways, said the construction of an up-to-date roundhouse at Charlottetown, larger and better equipped than the present one, is being discussed, but the money for its construction had not been voted.

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Quebec Bridge and Ry. Co.—The connec-

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acting other business. The notice is signed by H. Roy, R. Balfour, J. J. Fleust, E. Hoffman, and J. J. Gosselin. (July, pg. 479.)

Ottawa Valley Ry.—The Dominion Parliament is being asked to authorize and confirm agreements with other companies, to increase the bonding powers and to acquire, use and dispose of electric and other power. A Langlois, Montreal, is Secretary. (May, 1904, pg. 145.)

Pacific and Atlantic Ry.—The Dominion Parliament is being asked to extend the time for the construction of the lines authorized by sec. 1, chap. 138 of the statutes of 1906. (April, 1908, pg. 245.)

Prince Edward Island Ry.—We are advised that a contract was let to Whitehead Bros., Fredericton, N.B., for the construction of the branch line from Harmony to Elmira. The right of way has been cleared, and the culverts, which are of concrete, have been completed. Some little grading has been done, but owing to heavy rains construction has been closed down for the winter. The branch will be 10 miles long, mostly through a heavily wooded country. The maximum gradient is 1.2% and the maximum curvature four degrees. H. F. Laurence is engineer in charge of construction. (Aug., pg. 575.)

Prince Edward Island Tunnel.—The Premier of Prince Edward Island returned to Charlottetown from a visit to Ottawa, Nov. 5. In an interview he said the Dominion Government had promised to make a survey to determine the feasibility of a tunnel between the island and the mainland, and to estimate the cost. This was the next step, and the result of the enquiry was being awaited. The tunnel would have far-reaching consequences and advantages. The Island was pressing for it, and it should be constructed if the cost was reasonable. He did not believe it should be constructed if the cost was found to be unreasonable. (July, pg. 479.)

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December
1909

pletion of the lines. (Nov., 1909, pg. 829).

Prince Edward Island Tunnel.—A copy of all memorials, reports, correspondence and documents in the Government's possession not already brought down, relating to a survey of a route for a tunnel under the Northumberland Straits between the mainland and Prince Edward Island, and also relating to the construction of such a tunnel has been ordered to be made for the House of Commons. The object of the motion calling for the return was, that a case might be made out for the ordering of a survey which would finally settle the practicability or otherwise of the construction of a tunnel. It was pointed out that previous surveys showed the possibility of construction, but that before final estimates were made borings from the bed of the strait should be taken to ascertain definitely the geological formation, and the quantity of water likely to be encountered. (Dec., 1909, pg. 805).

January 1910

Pass.

Prince Edward Island Ry.—The branch line under construction between Harmony and Elmira, P.E.I., will be 10 miles long. The contractors are Whitehead Bros., Grand Falls, N.B. (Dec., 1909, pg. 885.)

Quebec Central Ry.—The new line from St. George to St. Justine, Que., was recently inspected by the Director of Railways for the Provincial Government, and a certificate was issued authorising its opening for traffic Jan. 1. (Jan., pg. 23.)

Reid Newfoundland Ry.—The principal

February 1910

pany, assented to May 17, the words, "thence crossing the Saskatchewan River and" are struck out of sec. 7, chap. 122 of the statutes of 1909. The company is authorized to construct an extension of its projected railway from its westerly terminus near Prince Albert, Sask., southerly and westerly to Calgary, Alta., and a branch southerly from its previously authorized line to Melfort, Sask. Its bonding powers are increased from \$25,000 to \$40,000 a mile, and it is given an extension of time for construction. (Mar., pg. 187).

Prince Edward Island Ry.—We are advised that work on the construction on the Harmony-Elmira branch will be resumed at an early date. When work was suspended at the end of the construction season of 1909 the contractor had completed the clearing of the right of way for its entire length, 9.9 miles, and had practically completed the culvert work. These culverts were all of concrete. Grading will be the first work taken in hand this spring. Whitehead Brothers, Grand Falls, N.B., are the contractors. (Feb., pg. 111).

Newfoundland Ry.—The Legislature has given a second reading to the

pletion of the lines. (Nov., 1909, pg. 829).

Prince Edward Island Tunnel.—A copy of all memorials, reports, correspondence and documents in the Government's possession not already brought down, relating to a survey of a route for a tunnel under the Northumberland Straits between the mainland and Prince Edward Island, and also relating to the construction of such a tunnel has been ordered to be made for the House of Commons. The object of the motion calling for the return was, that a case might be made out for the ordering of a survey which would finally settle the practicability or otherwise of the construction of a tunnel. It was pointed out that previous surveys showed the possibility of construction, but that before final estimates were made borings from the bed of the strait should be taken to ascertain definitely the geological formation, and the quantity of water likely to be encountered. (Dec., 1909, pg. 805).

January 1910

1 Thomas, Ont., is under consideration.
7 (Mar., 1909, pg. 175.)

- **Prince Edward Island Ry.** A Char-
- lottetown, P.E.I., press report states that
1 the building of what is known as the
- North Shore branch will be proceeded
s with at an early date. This line will, it
e is said, connect Kensington and New
d London, a distance of about 12 miles.
f (Feb., pg. 113, and Dec., 1910, pg. 1015.)
g

- **Prince Edward Island Tunnel.**—In a
- discussion in the House of Commons
e with respect to the possibility of build-
s ing a tunnel between Prince Edward
y Island and New Brunswick, the Minis-
ter of Public Works stated, Jan. 23, that
e he intended to submit a motion during
the present session to have a survey
made. (Oct., 1910, pg. 831.)

MARCH 1911

SEPTEMBER, 1911.]

THE RAILWAY AND MARINE WORLD

the Managing Board, it was announced that it had been decided to recommend the carrying out of considerable improvements. These will include the building of a second track at leading points, and particularly the stretch between Chaudiere Jct. and Levis, Que., and the building of subways at various points, particularly in St. Flavie, Que., and in Moncton, N.B. The details of the recommendations will probably be announced in the near future.

tendency of T. Sefton, formerly bridge inspector, Intercolonial Ry. (Aug., pg. 733.)

Prince Edward Island Ry.—Good progress is reported on the Elmira branch, and it is expected to have it completed by Sept. 30.

Press reports state that construction will be started on what is known as the New London and North Shore line as soon as the engineers can prepare the specifications. (June, pg. 507.)

Quebec and Saguenay Ry.—Plans and

applicants.

Prince Edward Island Ry.—Tenders are under consideration by the Department of Railways for the construction of a branch line from O'Leary to West Point, and tenders have been asked for building of a line from Stanley Bridge to New London, P.E.I. and for a line from Clifton highway bridge to Stanley bridge, about 3.75 miles. Votes on account of the construction of these lines were made last session of the Dominion Parliament. (Sept., pg. 855.)

Quebec and Saguenay Ry.—We are

October 1911

pg. 11.)

Prince Edward Island Ry.—The amounts chargeable to capital for which estimates have been submitted to Parliament for this year are:—Original construction, \$800 (revote \$200); to strengthen bridges, \$10,000; power plants, \$125; surveys and inspections, \$10,400; to increase accommodation and facilities along the line, \$17,600 (revote \$1,800); to provide car ferry, construct terminals and necessary connections, \$1,900,000 (revote \$800,000). (Jan., pg. 11.)

Great North Western Ry.—The Do-

1915

(April, 1914, p. 544.)
Prince Edward Island Ry.—The House of Commons has voted the following sums: To strengthen bridges, \$10,000; original construction, \$800; power plants, \$125; surveys and inspection, \$10,400; to increase accommodation and facilities along the line, \$17,600; to provide car ferry, construct terminals and necessary connections, \$1,900,000.

In the House of Commons recently the Minister of Railways stated that the car ferry was completed, but the piers on the island and on the mainland were not ready. Owing to this, and the fact that there was a difference of \$5,000 between summer and winter insurance, the builders were holding the ferry until spring. Considerable difficulty had been met with in building the piers, particularly at Carleton Point, P.E.I. There was no doubt that the piers would be sufficiently completed by September to enable them to be used, although they might not be fully completed. It was intended to operate the car ferry during the winter, the contract calling for ability to make half a mile an hour in the worst ice conditions. (Dec., 1914, pg. 544.)

Simcoe, Grey and Bruce Ry.—The Dominion Parliament has granted an extension of time for the building of this project from Southampton to Col-

Ry. betterments, etc., June, 1910. pg. 231.)

Pacific Great Eastern Ry.—The British Columbia Minister of Finance informed the Legislature recently that \$1,085,290.35 had been paid by the government on account of its guarantee of the company's bonds, viz., on account of interest, Jan. 15, \$422,443.08; July 15, 423,175.01; and on account of construction, Jan. 12, \$67,116.57; Jan. 22, \$74,145.34; Feb. 9, \$64,558.14, and Mar. 7, \$33,852.21. (Sept. pg. 351.)

Prince Edward Island Ry. The Roger Miller Co., contractors, entertained a number of Maritime Provinces business men for an inspection of the practically completed car ferry terminals at Cape Tormentine, N.B., and Port Borden, P.E.I. Sept. 7.

The car ferry reached the ferry terminal at Cape Tormentine, N.B., Sept. 17. No announcement had been made to Sept. 22 as to when the ferry service to Port Borden, P.E.I., would be started.

C. A. Hayes, General Manager, and other officials of the Canadian Government Railways, have been visiting the terminals, and arranging for the operation of the car ferry, which is undergoing an inspection at Montreal. It is expected the ferry will be put in operation Oct. 10 and that two round trips will be made every 24 hours. Freight will be transferred from the standard to the narrow gauge cars and vice versa at Port Borden. The transfer sheds for this purpose are in course of erection. (Sept., pg. 351.)

Quebec and Saguenay Ry.—The House

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Mass., are said to be interested.

Prince Edward Island Ry.—In reply to questions at a meeting of the Charlottetown Board of Trade, April 3, the Minister of Railways is reported to have said that cars for the P.E.I. Ry. should be built in the shops at Charlottetown, but that cars for mainland lines could not be built there until the gauge of the railway was altered to standard. This work would be undertaken at the earliest possible date. It is reported that the car ferry service between Port Borden, P.E.I., and Cape Tormentine, N.B., will be inaugurated early in May. (April, pg. 136.)

St. John and Quebec Ry.—We are of-

King's Birthday Honors for Canadian Transportation Men.

The customary list of honors in celebration of the King's birthday, June 3, contained the names of several Canadians, of whom the following are associated with transportation interests:

George Bury, Vice President and director, C.P.R., Knight Bachelor, on the recommendation of the Prime Minister of Great Britain and Ireland.

Augustus M. Nanton, director, C.P.R., and Vice President, Winnipeg Electric Ry.; Knight Bachelor.

Temporary Brigadier General A. D. Macrae, formerly one of the land commissioners, Canadian Northern Ry., Companion of the Order of the Bath.

Temporary Brigadier General F. S. Meighen, director, C. P. R., Companion of the Order of St. Michael and St. George.

G. A. Bell, Financial Comptroller, Department of Railways and Canals, Companion of the Order of St. Michael and St. George.

Lieutenant Colonel C. H. Mitchell, a civil engineer, Companion of the Order of St. Michael and St. George.

Sir George Bury was born at Montreal, Mar. 6, 1866, and entered C.P.R. service in 1883, since when he has been, to 1887, clerk in Purchasing Department, and in General Manager's office; 1887 to 1889, secretary to Vice President, and afterwards to President; 1889 to Mar. 1890, acting Superintendent, Sleeping Dining and Parlor Car Service; Mar. 1890 to Sept. 1899, successively, Assistant Superintendent, Chalk River, Ont., and Superintendent, North Bay, Ont.; Sept. 1899 to Feb. 1901, Superintendent, Fort William, Ont.; Feb. 1901 to Feb. 1902, Superintendent, Crownest Pass Line, Cranbrook, B.C.; Feb. to May 1902, Assistant

the firm of Davidson and Macrae, Toronto, who were at one time Land Commissioners, Canadian Northern Ry. He lived in Vancouver prior to the outbreak of war, being largely interested in lumber and other business. Since going to England he has performed various services for the Canadian military forces.

Temporary Brigadier General F. S. Meighen, C.M.G., was born at Montreal, Dec. 24, 1869. He is President, Lake of the Woods Milling Co., director, C.P.R., New Brunswick Land and Ry. Co., Canadian Northwest Land Co., and is associated with several industrial and charitable organizations. Prior to the war he was Lieutenant-Colonel commanding the 5th Royal Highlanders, and volunteered



Prince Edward Island Car Ferry Terminal.

The Minister of Railways made the following statement in the House of Commons recently: "At Cape Tormentine, N.B., the landing pier and the bridges for transferring cars between pier and steamship deck are completed, some adjustment of machinery in the power house, and the installation of electric light plant, being all that is required to render this terminal available for service. Additional stone is yet to be added to the breakwater, and the capping stone placed, but the structure in its present condition affords good protection to the steamer berth and turning basin. At Point Borden, P.E.I., progress during the season suffered through shortage of labor and the occurrence of violent storms. The railway connection between the ferry landing and the existing lines of the P.E.I.R. has been completed, together with the terminal yard and buildings at Point Borden. Some additional facilities for handling freight at this point will be added as business develops. About a week's dredging is required to clean up some high spots to give a workable turning basin for the steamer, although considerable dredging will be required to enlarge the basin to specifications. This, however, can be done during the summer. Taken altogether, the landing at Point Borden is now usable, except for the lack of a spring fender. The work on this is well forward, and the placing of the fender should be completed in June, and the work in all respects completed this season. The total estimated cost of the work is \$2,910,000, of which we have expended to date \$2,600,000."

Railway Lands Patented.—Letters patent were issued during May, in respect of Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:

Acres.
8,740,517

Canadian National

Prince Edward Island Car Ferry Service.

In connection with the building of an additional car ferry steamship for service between the mainland at Cape Tormentine, N.B., and Borden, P.E.I., the railway is reconstructing the car ferry terminals at each place to provide the accommodation required, owing to the fact that the new car ferry will be built so as to enable motor cars to be run direct on to the ship's deck, instead of being loaded on to flat cars, before being taken on the ship as at present. In order to provide for this a roadway 20 ft. wide at the top is being built at each ferry terminus, with a ramp 300 ft. long, protected by cribwork. The roadway at Cape Tormentine will be 2,200 ft. long, and that at Borden 1,500 ft. long, both being of the most substantial construction. About 30,000 tons of stone is estimated as being required for the roadway at Cape Tormentine, and some 50,000 tons at Borden. It has been found necessary to widen a long cutting at the approach to the ferry dock at Borden for about half a mile, which involves the shifting of the pipe line, carrying water to the ferry. At Cape Tormentine a number of alterations are being made in order to facilitate the handling of general traffic. About 1,000-000 ft. of timber will be used in the crib, wharf, and other work, the greater part of which will be creosoted. (Nov., pg. 636).

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