

ALGOMA  
CENTRAL  
RAILWAY

C. H. RIFF

January, 1926

## Railway Development, Project

**Alberta and Great Waterways Ry.—**  
The service from Edmonton to the new terminus at Hanging Creek consists of a train from Edmonton reaching the terminus at 10.30 a.m. every Wednesday, and leaving there on the return trip at 10.30 a.m. every Thursday. The terminal buildings, warehouses and other trading structures at Waterways have been removed to the new terminus and re-erected there. The distance from Waterways to the new terminus is 3.8 miles. We were advised officially, Dec. 14, 1925, that a 32 x 64 ft. station was being erected at the new terminus which has been named Waterways. (Dec. 1925, pg. 594.)

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

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### Algoma Central and Hudson's Bay Ry.

—There has been completed and is in operation 43 miles of the main line of this railway from Sault Ste. Marie, the present terminus being at Achigan. There is under construction a further distance of 128 miles which will carry the line to Park Lake Jct., the point at which the Michipicoten branch will join the main line. It is expected that rails will be laid on 28 miles of this 128 by the end of Nov., carrying the track to or a little beyond Chippewa river. Grading on the remaining 100 miles will be proceeded with as rapidly as possible, and it is expected that it will be completed by Aug., 1902. Track laying on this portion of the line will be done as fast as the grade is turned over to the Co. The contractors are Fauquier Bros. and Conmee & Bowman. W. Z. Earle is Chief Engineer. The sectional engineers from Goulais to Chippewa river are: C. R. Boucher, E. Force, H. Brunnell, and G. L. Mattice. From Chippewa river to Park Lane Jct. there are division engineers C. Gardin, C. Mitchell, and C. Perry, with J. L. Boyd, F. J. Mackie, G. L. Law, W. V. Taylor, J. Davidson, and W. J. Clifford in charge of sections. H. M. Stone is Bridge Engineer and C. H. Morse is his assistant.

No further contracts have been let, but location surveys are being made for the continuation of the line from Park Lake Jct. to the C.P.R. transcontinental line, by F. E. Simar and A. True, and northerly from the C.P.R. line to James Bay, the survey is in charge of C. F. Hannington.

The Michipicoten branch from Michipicoten harbor to the Helen Mine is 11 miles long and is open for traffic, one train a day being run in each direction.

Track has been laid for 3 miles on the Josephine branch from its junction with the Michipicoten branch, and we were recently informed that track laying on the remaining 7½ miles would be completed by the end of Aug.

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August 1901



## The Clergue Enterprises.

## Railw

At a dinner given to the Dominion Minister of Public Works and F. H. Clergue, President of the Algoma Central and Hudson Bay Ry. Co. and allied concerns, at Owen Sound, June 7, the latter made some remarks in connection with the railways now under construction in Algoma, and the other industries being developed in connection with it. Having a surplus of iron from the Helen mine, said Mr. Clergue, it was decided to manufacture steel rails, and a satisfactory contract was made with the Dominion Government. This year they were expending \$2,000,000 for the erection of a steel plant, which will be the most improved one of the kind under one control in the world, and he took pleasure in announcing that since that contract had been made the shareholders of his company had paid in \$20,000,000 in cash to be expended in developing the industries.

Owen Sound has not the iron deposits and forest wealth which exist at Sault Ste. Marie, but it has the best harbor on the Georgian Bay, and through that it can have a large share of the benefits to be derived from handling the products of the works at Sault Ste. Marie and the country tributary to it. At present it can only avail itself of that trade for eight months in the year, but he hoped that before the end of two years, by the completion of the Manitoulin & North Shore Ry., Owen Sound would become a twelvemonths town, and be open for trade the whole year. The Governments, both at Ottawa and Toronto, had at last recognized the necessities of Sault Ste. Marie and had assisted to provide the necessary means of transportation. He justified the action of the Government in giving land grants to encourage capital to develop the country. He denied that he is a railway promoter, but insisted that he is an industrial manufacturer, and that it is necessary to have a railway to get into the country and develop the country, and the manufacturers of older Ontario must have a railway to send in their supplies.

The next industry on his mind was that of steel shipbuilding. There were great opportunities for the ports on the Georgian Bay, and he assured those contemplating the establishment of such an industry that before four months the works at Sault Ste. Marie would be turning out all the material necessary for the construction of ships. If a shipbuilding plant is established at Owen Sound with capacity to turn out 500-ft. vessels similar to those on Lake Erie, his company will be ready to encourage it to the extent of \$200,000.

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OLD SERIES, No. 128.  
NEW SERIES, No. 46.

TORONTO, CANADA, DECEMBER, 1901.

## RAILWAY DEVELOPMENT.

### Projected Lines, Surveys, Construction, Betterments, Etc.

**Algoma Central and Hudson's Bay Ry.**—Up to Nov. 13 track had been laid to Achigan, 43 miles from Sault Ste. Marie, and grading has been completed to the 71st mile post. Foley Bros., Porter and Whalen have a contract for grading and bridging for 100 miles further, which will carry the line to Park lake, the junction with the Michipicoten branch, and within 30 miles of the C.P.R. transcontinental line. They have about 2,000 men working practically all over their contract, and will probably increase this number to 2,400 during the winter. They will continue work right through the winter, principally rock work, and their contract is expected to be completed ready for tracklaying next summer.

The track on the Josephine branch has been laid to about 7 miles from Josephine Jct., and the branch, which will be 16½ miles long, was expected to be completed by the end of Nov. (Nov., pgs. 332-333.)

**Atlantic and Lake Superior.**—A contract has been entered into between the Dominion Government and the trustees of the bondholders to

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cil a plan prepared by R. C. Stewart, C.E., of a proposed terminal at Toronto for its line from Collingwood, and asks the Council to carry out its improvements between the eastern channel and Ashbridge's bay in such a way that when the Co. is ready to proceed with its terminals it may not be put to any unnecessary expense. The Co. wants about 150 acres on the lake side of the Keating cut, at the foot of Cherry st., on which it proposes to establish a railway yard, inside the present breakwater, with docks and warehouses, and a basin, to be dredged to





Alberta Ry. and Canada Ry.  
Falls and Canada Ry.

**Algoma Central and Hudson's Bay Ry.**—  
Hon. J. S. Stratton, Provincial Secretary,  
and other members of the Ontario Cabinet,  
have been visiting Northwest Ontario, and  
recently made a trip over the main line for  
about 30 miles from Sault Ste. Marie. At that  
time 67 miles of the Co.'s lines were in opera-  
tion, viz: 43 miles from Sault Ste. Marie  
northerly; and 24 miles on the Michipicoten  
branch, which will join the main line at Park  
Lake Jct. The track has been laid with 85  
lb. steel rails and the bridges and culverts  
have been built in a most substantial manner.

We were recently officially informed that it  
is expected that track-laying will be comple-  
ted to the 71st mile before snow comes. This  
will bring the track to a little beyond the Chip-  
pewa river, 100 miles south of Park Lake Jct.

The Josephine branch is  $10\frac{1}{2}$  miles in  
length from the line from Michipicoten har-  
bor to Park Lake Jct., to the Josephine Mine.  
Of this 3 miles had been completed in Aug.,  
and, at our last advices, tracklaying was be-  
ing pushed on the remaining  $7\frac{1}{2}$  miles, which  
was expected to be in operation early in Oct.  
(Sept., pg. 271.)



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recently sold to the Great Northern Ry., U.S.A. This line to Great Falls is also being widened to standard gauge. (Feb., pg. 54.)

#### Algoma Central and Hudson's Bay Ry.

The agreement between the Clergue companies and the town of Sault Ste. Marie, Ont., dated July 6, 1900, provides, so far as the A.C. and H.B. Ry. is concerned, that the line will be completed to a junction with the C.P.R., at or near Missanabie, within four years, and that for 25 years the Co. will maintain its terminals in Sault Ste. Marie, Ont. Certain lands in the town are granted for railway purposes, and the amount of taxes on the whole of the Co.'s properties is fixed.

The Co. has recently been given permission by the town council to lay a new track into the Bruce st. station, Sault Ste. Marie, across certain streets. A stone station is to be built at Bruce st. at a cost of \$40,000.

A spur about 3 miles in length has been completed from the main line to the Breitung Iron Co.'s mine.

The main line has now been completed to Pangissin, 70 miles from Sault Ste. Marie, and a daily train is being run. The work is being pushed on beyond this point, and it is reported that it is the intention of the Co. to complete the line so that trains can run

through from Sault Ste. Marie to Michipicoten harbour this year. This will carry the main line to Park Lake Jct., about 80 miles from Pangissin, to which point the construction of 5 miles of line from Josephine mine, will bring the Michipicoten branch. The principal feature in the construction of the main line will be the bridging of the Montreal river, 20 miles north of Pangissin. The bridge, which will be 1,500 ft. in length, will cross the river at an elevation of 130 ft., and will cost \$200,000. (April, pg. 121.)

By an act passed at the recent session of the Dominion Parliament, the A.C. and H.B. Ry. Co. is authorized to issue bonds to the extent of \$30,000 a mile, instead of \$20,000 allowed by former acts.

**Atlantic and Lake Superior Ry.**—The trustees of the bondholders asked at the recent session of the Dominion Parliament that all the powers of the original company in regard to the construction and operation of the line be conferred on them for a period not to continue beyond Dec. 31, 1907. The bill was presented in the Senate and passed there, but it was dropped in the House of Commons after having been read a second time. (April, pg. 121.)

**The Battleford and Lake Lenore Ry.** Co. was incorporated with the powers