

ALGOMA
CENTRAL
RAILWAY

Railway Projects,

Algoma Central and Hudson Bay Ry's. coal dock at Michipicoten Harbor on Lake Superior, which was put under construction in March, 1929, has been completed. A description of it was given in Canadian Railway and Marine World for March, 1929, pg. 149.

Alma and Jonquiere Ry.—Application is being made to the Quebec Legislature for an extension of time for the completion of the company's projected railway. Its present line extends from Saguenay Power Jct., mile 199.5 from Quebec, on Jonquiere Subdivision, Saguenay Division, Quebec District, Canadian National Rys., to Ile Maligne in the Saguenay River, 11 miles. The company was incorporated by the Legislature in 1912 to build a line from near Hebertville, on the C.N.R., to Ile Maligne, and from St. Jean d'Alma, easterly to Jonquiere. The first section has been built, in connection with the Price Bros. and Co.'s power development project at Ile Maligne. Negotiations are reported to be in progress for the sale of the railway to the Quebec, Saguenay and Chibougamau Ry. Co., to form a link in the latter's railway under construction from Riverbend, on Ile Maligne, to the Grande Peribonka River and Mistassini.

February 1930

Algoma Eastern Railway Being Bought by Canadian Pacific Railway.

E. W. Beatty, Chairman & President, Canadian Pacific Ry., announced in Toronto, Feb. 27, that the company has arranged, subject to its shareholders' approval at the annual meeting on May 7, to buy the Algoma Eastern Ry., which runs from Sudbury, Ont., to Little Current on Manitoulin Island, 87.1 miles, and is a subsidiary of Lake Superior Corporation. In making the announcement Mr. Beatty said that the Algoma Eastern is a good property already connecting with the C.P.R., that the purchase should result in greater facility in handling both inbound and outbound traffic, particularly to and from the International Nickel Co.'s properties, and that the line could be operated better as a C.P.R. subsidiary and serve the nickel producing areas more effectively. He added that the relations between the C.P.R. and International Nickel Co. have been very close for years and pointed out that R. C. Stanley, President of the latter company, was elected a director of the C.P.R. Co. recently. Mr. Beatty stated that the \$1,000,000 of preferred shares and the \$2,000,000 of common shares of the Algoma Eastern will be bought by the C.P.R. for cash, and that the C.P.R. will assume the bonded indebtedness of \$2,226,600. The preferred stock is owned by Lake Superior Corporation, which has about half of the common stock, the two holdings giving it control. The Prime Minister of Ontario, speaking at the Good Roads Association's dinner in Toronto on Feb. 27, said that the purchase of the A.E.R. by the C.P.R. would be of almost incalculable benefit in Northern Ontario and that the capital which would be released thereby would enable the Lake Superior Corporation to further expand its iron industry.

The Algoma Eastern Ry. Co. was given a Dominion charter May 19, 1911, as successor to Manitoulin & North Shore Ry. Co. It connects at Sudbury with both Canadian Pacific and Canadian National Rys. and at Espanola with the C.P.R., by a span about 1.25 miles long. Following are Algoma Eastern Ry. statistics for the year ended Dec. 31, 1928, the last issued:—Operating revenues, passenger, \$52,924.30; freight and switching, \$796,025.76; other earnings from operation, \$53,326.54; total, \$805,276.54; operating expenses, maintenance of way and structures, \$154,391.93; maintenance of equipment, \$87,614.89; traffic, \$6,518.91; transportation rail line, \$175,843.89; gen-

Comptroller, Sault Ste. Marie; E. W. Shell, Treasurer, Sault Ste. Marie; C. Jones, Auditor of Traffic Accounts, Sault Ste. Marie; J. P. Mader, General Freight & Passenger Agent, Sudbury; F. N. Donagan, Superintendent, Sudbury; H. Brockway, Car Accountant, Sault Ste. Marie; H. P. McKeown, Purchasing Agent, Sudbury. The Algoma Eastern Ry. must not be confounded with the Algoma Central & Hudson Bay Ry., another Lake Superior Corporation subsidiary, which runs from Sault Ste. Marie to Hearst, Ont., 295.5 miles, with a branch of 26 miles to Michipicoten.

Freight and Passenger Traffic Notes.

Canadian Pacific Ry. will run a special train leaving Montreal July 6, and returning there on July 26, for the Montreal University continental tour. On the outward journey stops will be made at Winnipeg, Regina, Calgary, Banff and at Vancouver, where there will be a three day stop for a trip by one of the Princess steamships to Victoria. The return journey will include stops at Field, Lake Louise, Edmonton, Saskatoon, Kenora and Fort William, where the party will take one of the company's steamships to Port McNicoll.

Newfoundland Ry. carried 6,874 tons of paper and about 30,000 cords of pulpwood for Anglo-Newfoundland Development Co. and International Pulp and Paper Co., and approximately 73,000 tons of zinc-lead concentrates from the Buchanan's smelter, during 1929. It has arranged to carry 10,000 tons of paper during the three months ending March 31, from Anglo-Newfoundland Development Co.'s plant at Grand Falls to Heart's Content.

Canadian National Rys. will, from March 1 to Sept. 30, issue home seekers' tickets at low rates between eastern and western Canadian points. The return half of the ticket will have a limit of two months, but it may be extended. These tickets will also be issued from St. Paul, Duluth, Chicago and other points in the central United States to points on the C.N.R. in Manitoba, Saskatchewan and Alberta, also to points on Northern Alberta Rys.

Michigan Central Rd. has opened a downtown freight and passenger office, in Windsor, Ont. L. C. Wheeler is in charge of freight business and J. M. Francis in charge of passenger business.

The Timiskaming & Northern Ontario Ry. Commission's chairman, G. W. Lee, is reported to have stated that its passenger revenues decreased about \$150,000 last

Proposed Branch Lines, Canadian Pacific Railway.

Canadian Pacific Ry. Co. has applied to the Dominion Parliament for authority to build six branch lines, two in the Province of Quebec, three in Saskatchewan and one in Alberta. One of the lines in the Province of Quebec is proposed to be built from east of Vaudreuil station, in the parish of Ste. Jeanne de L'Île Perrot, on the Montreal-Toronto line, 23.7 miles west of Montreal, generally southeasterly to or near Windmill Point in the same parish. The other line in the Province of Quebec is proposed to be built from between Belair station, 13.3 miles west of Quebec, on the Quebec-Montreal line, and the terminus of the line in the City of Quebec, thence by the most feasible route by tunnel or otherwise to or near Wolfe's Cove on the River St. Lawrence.

We are advised officially in regard to the western lines as follows:—From or near tp. 46 or 47, range 14 or 15, west of 3rd meridian, generally easterly and northeasterly to or near Shellbrook, tp. 49, range 3 or 4, west of 3rd meridian, all in Saskatchewan, approximate distance 84 miles.

From at or near Duval, on Pheasant Hills Branch, in tp. 25, range 22, west of 2nd meridian, generally easterly to or near tp. 25, range 17 or 18, west of 2nd meridian, all in Saskatchewan, approximate distance 26 miles.

From or near Dunelm, on Swift Current Branch, in tp. 14, range 14, west of 3rd meridian, generally southwesterly and westerly to or near tp. 10, range 21, west of 3rd meridian, all in Saskatchewan, approximate distance 60 miles.

From or near Tempest, on Taber Sub-division, tp. 9, range 19, west of 4th meridian, generally southeasterly, to or near tp. 8, range 18, west of 4th meridian, all in Alberta, approximate distance 8 miles.

Peace River Valley Railway Surveys.—During 1929, the British Columbia Government in conjunction with Canadian National and Canadian Pacific Rys., undertook a series of surveys in the Peace River valley to determine the route or routes of railway lines which would best serve the area and connect with existing lines, and further surveys were made in connection with the land grants set aside by the B.C. Government for the completion and extension of the Pacific Great Eastern Ry. The Prime Minister of British Columbia gave the following

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The Algoma Eastern officers and officials are:—W. C. Franz, Vice President, Lake Superior Corporation, and President, Algoma Steel Corporation, President, Sault Ste. Marie; J. D. Jones, Vice President, Sault Ste. Marie; J. W. Gemmell, Vice President, Sault Ste. Marie; A. Taylor, Secretary, Montreal; A. A. Pinkney,

November 1930

Railway Projects, Col

Algoma Central and Hudson Bay Ry.
—The Board of Railway Commissioners passed order 45,390, Sept. 15, authorizing the installation of a 20 ft. deck plate girder across the Sand River. We are advised officially that the work involved is the replacement of a small timber trestle at mile 137.64, originally 42 ft. long and 9 ft. high, by a 20 ft. deck plate girder span on concrete abutments, the balance of the opening being filled. The trestle was erected in 1912, when the railway was built. While the volume of water passing down the river could have been taken care of by a smaller opening, the 20 ft. span was installed to provide ample clearance for log driving, as timber will be brought down the stream in future. Installation of the 20 ft. span was completed in September, the concrete abutments having been built by R. Lang and Sons, Sault Ste. Marie, Ont., and the steel having been supplied by Hamilton Bridge Co., and installed by A. C. and H.B.R. forces.

The Board of Railway Commissioners passed order 45,317, Sept. 3, authorizing the building of an extension to the coal dock at Michipicoten Harbor. We are advised officially that the work consists of extending the dock front 310 ft., but does not contemplate increasing its storage capacity by extension of the storage area. The extension of the dock front is made possible by dredging now being done in the vicinity by the Dominion Public Works Department, and is being undertaken so as to take advantage of the dredging in bringing ships to the dock and permitting a movement of them southerly of the extreme southerly end of the existing dock, permitting more advantageous unloading of ships. Construction of the dock face extension will be similar in detail to that of the existing dock, as described in the illustrated article in Canadian Railway and Marine World for April, pg. 223. The contract for extending the dock face was given A. B. McLean and Sons, Sault Ste. Marie, who built the dock, and who are also the contractors for the dredging for the Dominion Public Works Department. Work began Sept. 1; the contract calls for completion by July 30, 1931.

Hudson Bay Ry.—See account of Min-
Railway inspection trip else-

with steel column centers, with between floor and will be equipping crane of clearance of crane rails.

The machine comotive shop steel columns, but clear floor to truss 1 21 ft. wide and full length of equipped with cranes, from floor to pit tracks from extend through will continue boiler shop by machine shop in, will be a track extending motive shop; manufacturing pipefitters' a room enclosing brake shop; several brass for of the machine foreman's office, and the the side of the will be arranged including the wheel storage open shed, to join the shop age space. throughout the concrete; in An extension house a machine shop, equipment hammers, etc.

The tender located on the machine structure, but ter line of running long outside wall machine shop

The walls forced concrete at each wall of 2 3/4 in. n

November
1930

October, 1931

Railway Proj

Algoma Central and Hudson Bay Ry.— Board of Railway Commissioners' order 47,116, approving revised location of the portion of the line from mile 91.04 to mile 91.35, was mentioned in our September issue, pg. 576. This section of the line is on the Soo Subdivision, between Regent and Hubert, near the crossing of the Montreal River. The work approved by the order, which was done last year, involved shifting of the line through a ballast pit, to eliminate a 12° curve 977 ft. long and replace it by an 8° curve, and also effected a slight change in grade.

October 1931

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

The Alberta Oil, Coal and Wheat Ry. Co. was incorporated by an act passed by the Alberta Legislature at its first session in 1906, and the town of Pincher Creek has guaranteed bonds to the extent of \$25,000 towards the construction of a line from that place to the C.P.R. Crow's Nest Branch at or near Pincher station. It is said that construction will be proceeded with in the spring. J. E. Shultz is Vice-President of the company, and it is said that English capital is being provided to construct the line. (Jan., pg. 19).

Algoma Central and Hudson Bay Ry.—Replying to a question in the House of Commons Jan. 8, the Minister of Railways said: there had been completed 69.35 miles of main line, 20.29 miles of branch lines and 9.93 miles of side tracks, these figures having been supplied to the Government in a statement signed by and sworn to by J. S. Wynn, acting Manager, and A. H. Chitty, Assistant Treasurer. The total mileage subsidized and under construction was, on the main line, 200 miles; on branch lines 25 miles, total 225 miles. The subsidy was paid as follows: On main line, Dec. 17, 1901, \$240,624; on branch line, Feb. 24, 1902, \$76,800; on main line, June 17, 1902, \$63,200; on main and branch lines, Oct. 15, 1902, \$202,912; on main and branch lines, Oct. 4, 1904, \$331,378.76; on main and branch lines, April 12, 1905, \$10,061.24. Total subsidy paid, \$924,976, or \$4,111 per mile of the whole mileage stated, the payments having been made on progress estimates covering the whole distance under subsidy. These amounts were paid to the A.C. and H.B. Ry. Co. The Department was not aware of any other amounts claimed by the company on subsidy account. No special subsidies were applied for or granted on account of bridges or extra cost of construction. (See also Pacific and Atlantic Ry.). (Dec., 1907, pg. 889).

Atlantic, Quebec and Western Ry. Co.

February
1908

FEB., 1908]

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Respecting construction in British Columbia, Mr. Beck said work on the extension up the North Fork of the Kettle River had been completed from Grand Forks to Lynch Creek, that it was intended to carry this extension as far as Franklin Camp and that further construction would be gone on with during the coming summer. (Jan., pg. 21).

The section of the line from Grand Forks to Lynch Creek, B.C., 18.5 miles, has been completed and a regular train service is being operated over it.

Lothniere and Megawile Ry.—See Quebec Eastern Ry.

Mantoulin and North Shore Ry.—The Minister of Railways replying to a question in the house of Commons, Jan. 8, said there had been completed 13.53 miles of main line, and 1.54 miles of branch line, and on account of the subsidy there was paid \$32,000 on Jan. 23, 1903. The company had constructed 12.75 miles of line, commencing at Sudbury, towards Little Current, Ont., and by such construction claimed to have earned the full subsidy of \$6,400 a mile, or \$81,000, of which there had been paid the \$32,000 mentioned.

Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of the company's lines of railway. (Mar., 1907, pg. 161).

Newcastle Townsite Northwesterly.—The

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Newcastle Townsite Northwesterly.—The

February 1908

995. Mar. 16.—Approving location of the Niagara-Welland Power Co.'s proposed line of railway from near Preston to Guelph, Ont., 11.91 miles.

996. Mar. 16.—Approving location of the Niagara-Welland Power Co.'s proposed line of railway from Galt to Berlin, Ont., 13.72 miles.

997. Mar. 20.—Approving standard plans for 150 ft. through truss span, and general specifications for bridges for the C.P.R.

998. Mar. 16.—Approving location plan of the Niagara-Welland Power Co.'s proposed line of railway from Stamford tp. to the International boundary, Niagara River, 6.78 miles.

999. Mar. 19.—Sanctioning detail plans of bridges at mileage 31.98 Fort William section, and mileage 74.5 on the Ignace section, C.P.R., to provide for a second track.

1000. Mar. 23.—Authorizing the C.P.R. to construct a bridge across the Black River on the Toronto-Sudbury branch, and approving detail plans for the same.

1001. Mar. 19.—Sanctioning plans for the construction of two bridges over the Don River, about 4.80 miles from Toronto, for the James Bay Ry.

1002. Mar. 27.—Authorizing the G.T.R. to construct a branch line from the company's Lachine Canal bank branch to the Ogilvie Flour Milling Co.'s siding.

1003. Mar. 23.—Sanctioning location plans for the Walkerton and Lucknow Ry. from Proton station, on the C.P.R. Toronto, Grey and Bruce branch, to Walkerton, Ont., 36.44 miles.

1004. Mar. 24. Minimum carload weights of metallic shingles. See pg. 241.

1005. Mar. 24.—Amending Canadian Freight Classification no. 12. See pg. 241.

1006. Mar. 22.—Authorizing the G.T. Pacific Ry. to construct a branch line in Fort William, Ont.

1007. Mar. 23.—Authorizing the C.P.R. to construct a branch line at Liberty St., Toronto.

1008. Mar. 22.—Authorizing the Brandon, Saskatchewan and Hudson Bay Ry. to carry its telegraph lines across the Canadian Northern Ry. tracks at Wakopa, Man., upon terms and conditions named.

1009. Mar. 22.—Approving location of the Tillsonburg, Lake Erie and Pacific Ry., Zorra tp., Ont.

1010. Mar. 7. See pg. 243.

1011. Mar. 23.—Directing the C.P.R. to provide a farm crossing on lot 8, con. 10.

1018. Mar. 30.—Sanctioning plans for deviation from the constructed line of the C.P.R. between Gull Lake and Carmichael, Sask., mileage 36 to mileage 42.6.

1019. Mar. 30.—Sanctioning plans for deviation from constructed line of the C.P.R. between Seward and Antelope, Sask., mileage 15 to mileage 26.

1020. Mar. 30.—Approving location plans for the Canadian Northern Ry. Ridgeville branch from mileage 25.18 to mileage 72.7.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Rd.—The first 14 miles of this line from Seward, Alaska, have been reconstructed, the grade being reduced, and the line is in operation to mileage 45. Considerable work has been done between mileage 45 and mileage 105, including the partial construction of tunnels at mileage 52. The grade from mileage 75 to mileage 105 includes some of the heaviest work on the line. P. Welch & Co., Spokane, Wash., have the contract for this section of the line, and Rich & Harris are working at the tunnels. The contractors have great difficulty in keeping a sufficient force of men at work, as they go off prospecting or to the mines. Arrangements are being made to let further contracts for construction between mileage 105 and mileage 150. A contract has been let for the delivery of 5,000 tons of rails and fittings for delivery during the summer.

Application is being made for aid from Congress, and representatives of this and two other companies building railways in Alaska are at Washington negotiating with that object in view. (Sept., 1905, pg. 405.)

Algoma Central and Hudson Bay Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing the A.C. and H.B. Ry. to sell or lease its line in whole or in part to the Canada Central Ry., or to amalgamate with it, and to enter into agreements with the Manitoulin and North Shore Ry., the Ontario and Hudson Bay Ry., or the Canada Central Ry., for acquiring either or all of the lines in whole or in part. The Manitoulin and North Shore Ry. Co. is also applying for an act granting an extension of time within which it may construct its authorized lines, and authorizing it to sell its line to the Canada Central Ry., and to make agreements with the C. C. Ry., the A. C. and H.B. Ry., and the O. and H.B. Ry. (Mar., pg. 131.)

Burk's Falls and French River Ry.—Application will be made at the current session of

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and Ticket Agents, it was decided to ask W. E. Rispin, of Chatham, Ont., to attend that Association's meeting at Atlantic City, N.J., in Oct. next, as the representative of the C.T.A.A.

R. M. Roy, of Peterboro', Ont., was elected Honorary Photographer of the Association.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Northern Ry. and Coal Co.—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Lethbridge northwesterly to High River, thence northerly to Calgary, thence west of the Edmonton branch of the C.P.R. to Edmonton, with branch lines to Red Deer and Wetaskiwin, Alta., as well as to other points not named. Power is also asked to operate telegraph and telephone lines; to develop and sell electric power; to run steamboats and ferries, and to develop coal and other mines. A. J. Arnold, Windsor, Ont., is solicitor for the applicants.

Alberta Ry. and Irrigation Co.—The Dominion Parliament will be asked next session to pass an act extending the time within which it may construct and complete the railways and branches which it has been authorized to construct. (Aug., 1905, pg 349).

Algoma Central and Hudson Bay Ry.—A press report recently credited F. H. Clergue with stating that the line would be extended during the current year 25 miles to connect with the C.P.R. We were officially advised, Feb. 16, that the Board had not reached any definite decision with regard to intended extensions or betterments. The main line extends from Sault Ste. Marie to mileage 70, at the north branch of the Chippewa River; the grading is done through to Josephine Jet., which is 101 miles from the present track end. At Josephine Jet. the line will join the existing line from Michipicoten Harbor. The distance from Josephine Jet. to the C.P.R. main transcontinental line is 35 miles. (July, 1905, pg. 281.)

Brandon Transfer Ry.—The Dominion

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Toronto and York Radial Ry.—Application will be made next session of the Ontario Legislature for an act authorizing the company to construct and operate the railways, extensions and branches which the Toronto and Scarborough Electric Ry., Light and Power Co., the Toronto and Mimico Electric Ry. and Light Co., and the Metropolitan Ry. are empowered under their several acts to construct. It will also ask for authority to construct branches or extensions to the James Bay Ry., and to Stouffville, Whitby, Bowmanville and Cobourg; for a definition of the clauses of the Railway Act which apply to the company's lines; defining its bonding powers, its rights to hold land for market and park purposes; extending the time for the construction of the various lines, and ratifying agreements between the company and the municipalities of Scarborough, Pickering, Whitby (town and township), and Etobicoke. (Jan., pg. 37)

Western Central Ry.—Application will be made next session of the Ontario Legislature

February 1906

cerning the existence of this line of thought in all other parts of the country, and by deciding to adopt it and to forget the past.

Canadian Government Railways Supplementary Estimates.

The further supplementary estimates for the year ended March 31, 1921, submitted at the Dominion Parliament's recent session, contained the following item:—

Chargeable to collection of revenue to Canadian Government Railways for ward deficit of working expenses for 9 months ended March 31, 1920, the management of the railways being hereby authorized to apply the receipts and revenues toward payment of the working expenses, additional amount required \$2,000,000

The further supplementary estimates for the year ending March 31, 1922, contain the following items, chargeable to capital:—

Dartmouth to Deans Branch, balance due contractors \$3,000.00
Refund to St. Martins Ry. of amount overpaid \$1,405.39
Prince Edward Island, car ferry terminals, Cape Tormentine, to pay claims \$37,000.00

Railway Rolling Stock Orders and Deliveries.

The Eastern Car Co. has delivered 100 box cars, 60 tons capacity, to the C.P.R., completing a contract.

Canadian General Agencies, Quebec, is in the market for 25 second hand flat cars, of about 30 tons capacity.

Canadian National Rys. have received 29 express refrigerator cars, out of an order of 50, from Canadian Car & Foundry Co.

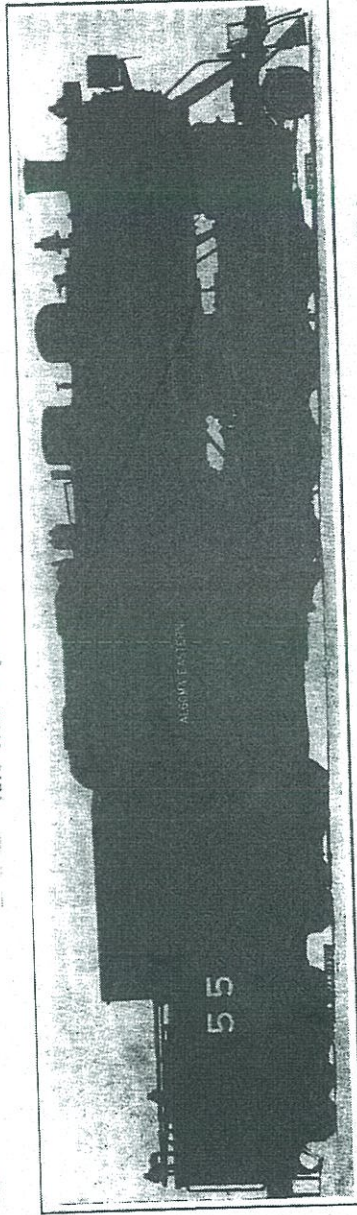
The C.P.R., between May 12 and June 12, received 8 steel sleeping cars from its Angus shops, Montreal, the frames of which were built by Canadian Car & Foundry Co.

The Alberta & Great Waterways Ry. is reported to have bought three passenger cars, one sleeping car, one combined sleeping and buffet car, one baggage car, 40 ballast cars and 2 locomotives in Chicago, Ill.

The G.T.R., between May 12 and June 14, received the following additions to rolling stock: 297 flat cars, 100,000 lb. capacity, from National Steel Car Corporation; 2 switching locomotives from its Montreal shops and 6 express horse cars from Osgood-Bradley Co.

pilot, of a design suitable for yard service without removal, is a feature worthy of note, as is also the specially designed cross-head wrist-pin, entering from the outside. The chief details are as follows:

Gauge	4 ft. 8½ in.
Cylinders	23½ x 30 in.
Valves, motion	14 in. diam.
Builder, type	Straight top
Diameter	72 7-16 in.
Working pressure	200 lb.
Firebox, length	109 in.
Firebox, width	64½ in.
Tubes, diameter	5½ and 2 in.
Tube, number	5½—34; 2 in.—208
Heating surface, length	14 ft. 2½ in.
Heating surface, firebox	1,538 sq. ft.
Arch tubes	1,538 sq. ft.
Flues	57 sq. ft.
Total	2,411 sq. ft.
Superheater	558 sq. ft.
Grate area	49 sq. ft.
Driving wheels, diameter	37 in. over tire
Journals, main, 11 x 24 in., others, 10 x 14 in.	
Engineer, truck wheels, diameter	33 in.
Wheel base, driving	6 x 12 in.
Total engine	15 ft. 10 in.
Total engine and tender	24 ft. 8 in.
Weight on drivers	169 ft. 0½ in.
On truck	218,160 lb.
Total, engine	24,350 lb.
	242,500 lb.



Locomotive, Algonia Eastern Railway, built by Montreal Locomotive Works.

Canadian Car & Foundry Co., between May 14 and June 16, delivered 2 business cars to Canadian National Rys., and 234 tank cars to Imperial Oil Ltd., and received an order from the Toronto Transportation Commission for 40 additional motor cars for operation on the street railway at Toronto. This making the order at present in hand 140 motor cars and 60 trailer cars.

Algonia Eastern Ry. Locomotives.

As stated in Canadian Railway and Marine World for June, the Algonia Eastern Ry. received recently two consolidation, 2-8-0, locomotives from Montreal Locomotive Works, an illustration of one of which is given herewith. They are of the highest design.

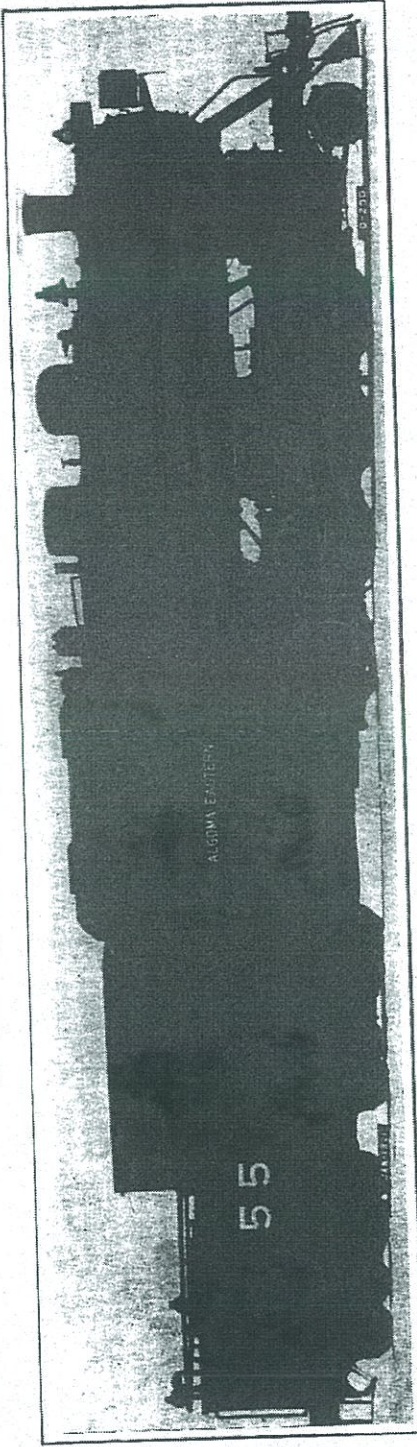
Total, engine and tender	242,500 lb.
Factor of adhesion	4.42
Weight of tender	154,800 lb.
Capacity, water	6,600 gal.
Capacity, coal	12 tons
Tender type, 8-wheel, gravity coal space, with Cardwell friction draft gear	
Valve gear	Schmidt, Type A
Superheater	American Arch type
Brick arch	Franklin automatic, butterfly type
Fire-door	Franklin, steam-operated
Grate shakers	Franklin, steam-operated
Driving box wedges	Franklin
Reverse gear	Algonia
Stay-bolts	Nathan, type T
Top check boxes	Nathan, type T
Cylinder cocks	Pyle-National
Electric headlights	Pyle-National
Main driving shaft	Cole extension type, equipped with Franklin automatic lubricator
Also Franklin unit safety-bar, laminated design and Franklin radial buffers.	

To provide for purchase, at prices not exceeding the amounts herein specified, of following railways (the debts of each railway to the Canadian Government Rys. to be cancelled), interest on the purchase price of each to be payable at the rate of 6 per cent annum from the date of taking possession in the said railways as title within the jurisdiction of the Parliament of Canada are hereby authorized to sell their respective assets and undertakings accordingly:—
York & Carleton Ry., \$18,000; revolve
Moncton & Buctouche Ry., \$70,000; revolve
Carleton & Gulf Shore Ry., \$200,000; revolve
Interest estimated, from date of taking possession to March 31, 1922, not exceeding (including revolve \$35,000) \$47,500.00
The following items are chargeable to

due contractors
 Refund to St. Martins Ry. of amount
 overpaid
 Prince Edward Island, car ferry terminals, Cape Tormentine, to pay claims

rolling stock: 29 1/2 nat cars, 100,000 lb. capacity, from National Steel Car Corporation; 2 switching locomotives from its Montreal shops and 6 express horse cars from Osgood-Bradley Co.

Wheels 24 ft. 8 in.
 Total engine 89 ft. 0 1/2 in.
 Total, engine and tender 218.150 lb.
 Weight on drivers 24,350 lb.
 On truck 242,500 lb.
 Total, engine



Consolidation, 2-8-0, Locomotive, Algoma Eastern Railway, built by Montreal Locomotive Works.

To provide for purchase, at prices not exceeding the amounts herein specified, of following railways (the debts of each railway to the Canadian Government Rys. to be cancelled), interest on the purchase price of each to be payable at the rate of 5% per annum from the date of taking possession to the date of transfer of title (such of the said railways as are within the jurisdiction of the Parliament of Canada are hereby authorized to sell their respective assets and undertakings accordingly):—
 York & Carleton Ry., \$18,000; revo-
 Moncton & Buctouche Ry., \$70,000; re-
 vote
 Carquet & Gulf Shore Ry., \$200,000;
 revo-
 Interest estimated, from date of taking possession to March 31, 1922, not ex-
 ceeding (including revo- \$39,000).... \$47,500.00
 The following items are chargeable to income:—
 To reimburse for expenditures incurred during fiscal year 1920-21 in settle-
 ment of claims arising out of military service overseas of employees of Can-
 adian Government Railways \$80,000.00
 To supplement pension allowances pay-
 able under the provisions of Inter-
 colonial and Prince Edward Island
 Railway Employees' Provident Fund
 Act so as to make the minimum pay-
 ment, during the fiscal year of \$80.00
 a month instead of \$20 as fixed by
 the act. \$50,000.00
 To pay for damages claimed by s.s. Har-
 lem not exceeding \$130,000.00

Canadian Car & Foundry Co. between May 14 and June 16, delivered 2 busi-
 ness cars to Canadian National Rys., and
 234 tank cars to Imperial Oil Ltd., and
 received an order from the Toronto
 Transportation Commission for 40 ad-
 ditional motor cars for operation on the
 street railway at Toronto, this making
 the order at present in hand 140 motor
 cars and 60 trailer cars.

Algoma Eastern Ry. Locomotives.
 As stated in Canadian Railway and
 Marine World for June, the Algoma
 Eastern Ry. received recently two con-
 solidation, 2-8-0, locomotives from Mont-
 real Locomotive Works, an illustration
 of one of which is given herewith. They
 are representative of the highest degree
 of development of the consolidation type
 for freight service, their tractive power
 of 49,400 lb. comparing favorably with
 that of many of the mikado type, with
 much longer wheel base. The frames
 are of vanadium cast steel of extra
 heavy section, securely panel-braced be-
 hind the cylinder castings. These, and
 the running gear, are designed for 24 x
 30 in. cylinders, with boiler pressure
 of 200 lb., although the cylinders at
 present are bushed to 23 1/2 in. diam.
 The straight top type boiler is equip-
 ped with a one-piece dome, of large pat-
 tern, to permit of convenient internal
 inspection. The cabs are of the vesti-
 bule type, steel and wood lined. A steel

Total, engine and tender..... 397,300 lb.
 Tractive effort..... 49,400 lb.
 Factor of adhesion..... 4.42
 Weight of tender..... 154,800 lb.
 Capacity, water..... 6,600 gall.
 " coal..... 12 tons
 Tender type, 8-wheel, gravity coal space, with
 Cardwell friction draft gear
 Valve gear..... Schmidt, Type A
 Superheater..... American Arch Co.
 Brick arch..... Franklin automatic, butterfly type
 Fire-door..... Franklin, steam-operated
 Grate shakers..... Franklin automatic
 Driving box wedges..... Franklin automatic
 Reverse gear..... Ragonet
 Stay-bolts..... Also flexible
 Top check boxes..... Nathan, type T
 Cylinder cocks..... Air-operated
 Electric headlights..... Pyle-National
 Main driving boxes..... Cole extension type, equipped
 with Franklin automatic lubricator
 Also Franklin unit safety-bar, laminated design,
 and Franklin radial buffers.

Railway News Agent Punished. — J. Caplan, news agent on a Canadian Na-
 tional Rys. transcontinental train, was
 fined \$1,000 and costs or six months im-
 prisonment, at South Porcupine, Ont.,
 recently, for selling whisky to Indians
 west of Cochrane. A fellow news agent
 was fined \$50 and costs for tampering
 with Crown witnesses in the case.
 The C.P.R. Land Department is re-
 ported to have let a contract for remov-
 ing 6,000,000 cubic yards of earth on 50
 miles of irrigation ditches in the Leth-
 bridge northern irrigation district in Al-
 berta at an estimated cost of \$1,680,273.
 The work will bring under irrigation
 105,267 acres of settled country.

Railway Fatalities.—During the three
 months ended March 31, 38 railway em-
 ployes were killed in the operation of
 Canadian railways.

5-1/1900

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central.—Arthur White, Division Freight Agent of the G.T.R. at Toronto, who recently visited the Algoma district, said in an interview on his return : The Algoma Central has already constructed & in operation a division of its system running from Michipicoton Harbor to the Helen mines, where it taps a mountain of the purest hematite brown ore, calculated to contain many million tons. This ore is being mined for smelting at Sault Ste. Marie, Midland, Hamilton, Deseronto, & also at Collingwood when smelters are put up at the latter point. Another branch of the A. C.R. is being constructed from a point near Sudbury, tapping the nickel belt of the district with a view of supplying the nickel ore via the C.P.R. to the smelting works & rolling mills at the Sault & to the smelting works on the G.T.R. from Little Current by water to the ports of Midland & Collingwood. The main line of the A.C.R. is under construction & 25 miles of it will be completed by July 1, & an additional 100 before the opening of navigation next year. This line traverses through one of the best portions of New Ontario, & there are already being erected on its right of way large lumber mills to saw both hard & pine lumber. It will bring to the pulp & paper mills at Sault Ste. Marie the almost unlimited supply of pulpwood in the vicinity, & also bring down for reduction purposes the nickel & other ores found in the vicinity of the country it passes through. These vast enterprises will undoubtedly quickly populate New Ontario. (May, pg. 143.)

B.C. Railways.—At a meeting at Clinton,

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Crow's Nest Pass Ry.—When at Nelson recently Manager Whyte made the following announcement as to the improvements to be made there. A large station & office building will be erected at the foot of Baker St. where it intersects Slocan St. The plans for the depot have not been finally decided upon. Superintendent Troup & Engineer Gutelius, as well as the train master & despatchers, will have offices in this building, & the telegraph, ticket & district freight agent's offices will be in an uptown block. All the other buildings will be north & west of the station, the latter being on the south side of the main line & the other buildings on the north. The public will, therefore, cross no tracks in visiting the station or offices. The freight shed will be as large as the Co. deems will be required for years to come & will be over twice as large as the present one. It will be located on the high ground across the flat from the station site. The round house will be nearer the lake & in it will be included a machine shop, which will be used for car repairing until such time as the traffic demands a building for this work alone. Coal pockets will also be erected. The sidetracks will cover the whole flat. They will be laid above the level of the flat in order to avoid trouble from high water. (Jan., pg. 7.)

Columbia & Western Ry.—The C.P.R. annual report for 1899 shows that during the year there was expended on the construction of the extension of this leased line from West Robson to Midway \$2,320,470.16.

On the extension from West Robson to Midway, stations have been built at Cascade, Grand Forks, Eholt & Greenwood, & are yet to be erected at Midway, Phoenix & Hartford Jct. (Mar., pg. 71.)

Pacific Division.—Large gangs are at work covering the line from Vancouver to Field, ballasting & otherwise improving the whole road in readiness for the Imperial Limited service which is expected to be reinaugurated this spring. (Feb., pg. 39.)

Shuswap Lakes.—It is said the management has decided to put some house-boats on these lakes for the accommodation of tourists.

The Vancouver & Lulu Island Ry. is to run directly south from Vancouver to the north arm of the Fraser River, a distance of $5\frac{1}{2}$ miles. The work will be very light, the grades not exceeding $2\frac{1}{2}\%$ & the curves not exceeding 5° . On Apr. 4 we were informed that the work of clearing had been let & that grading contracts were about being entered into. The ultimate destination of the railway will no doubt be Steveston, but it is only intended to build as far as the north arm of the Fraser this summer, & no decision has been come to as to the extension beyond that point. The road will be run by electricity at the outset & probably permanently. (Feb., pg. 40.)

Mineral Range.—Maps have been approved by the Railroad Commissioner of Michigan showing a proposed extension of this line in

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central Ry.—Contractor Conmee has commenced work on the main line at Sault Ste. Marie, his contract requiring the completion of 12 miles by June 1. This will carry the line to the township of Awaras. It is expected that the main line will be completed for 40 miles to the township of Gaudette by Nov. 1, & that the first 50 miles of the main line will be completed by Dec. 31. The point of connection between the main line & the Michipicoton branch cannot be given at present, as the region is entirely unsurveyed. (Mar., pg. 72.)

In speaking before the Toronto Board of Trade recently on "An instance of industrial evolution in northern Ontario," President Clergue, of the Algoma Central, said: "We have found there, as everybody finds, that you cannot get on without a railway. We found that the watershed of Hudson's Bay came down very close to the streams tributary to Lake Superior, which were, therefore, abrupt & rapid, & the region was so rocky as to be very unproductive of timber, & it is a fact that the pulp factory to-day is drawing wood by rail from North Bay. So you can see how necessary it is for an industrial enterprise of this character to be in close touch with its raw resources. We find plenty of wood there, but we cannot get it down the rivers through this inaccessible region. We found that it was necessary to have railway admittance into the region which furnishes our raw resources, so we conceived the idea of building a railway into that region, & began an investigation of the possible routes into the various reserves. We found it practicable, & we have now applied to the Government for certain concessions, under which we expect to build a railway during the next two years, about 300 miles into that country. I wish I had now before me a large map, illustrating what that region is like, for I have an opportunity now of impressing on the Board of Trade of Toronto the great importance to them, and to the citizens of the southern part of Ontario generally, of a railway system centering towards southern Ontario. With all due respect for the C.P.R., which I admire as the most important enterprise in Canada—so far as Ontario is concerned, it had better never have been built. The timber & minerals can never pay the long rail haul to Montreal. But there must be developments by systems running north & south. Yes, even so far north as Hudson's Bay there are the most valuable resources. And, what Toronto, & what the whole of Ontario should insist upon & urge night & day upon the Government, is not to allow a railway to be built in Ontario that does not come down to the lake system. * * * We found iron mines 12 miles from Lake

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Boundary & Rainy River. (Apl., pg. 72.)

Midland of Nova Scotia.—Contract has been let for the superstructures of the line between Windsor & Truro. There will be a bridge of 5 spans of 220 ft. & a 34-ft. lift over the Shubenacadie river, & two spans of 120 ft. & a 34-ft. lift draw over the St. Croix River. There will also be 9 spans, of lattice girders, 30 ft. to 100 ft. opening. The expected track laying will commence in June, & that the line will be opened for traffic this year. (Mar., pg. 72.)

In reporting on this line, Provincial Engineer Murphy says the work is being conducted in a very satisfactory manner. Work throughout last season was vigorously prosecuted. There have been no complaints respecting payment for wages or for material. Evidently, the works have not been slackened on with the object of completing short sections to enable the Co. to draw subvention on mile sections; operations extend throughout the year & payments are being promptly made as work proceeds. The line is favorably located for heavy freight traffic. It begins & terminates at about the same level, just above the littoral of the Bay of Fundy. Its greatest elevation is on the summit of the water divide dividing the Kennetcook & Five Mile Rivers & that is only 145 ft. above tide. Of 22 miles in its extent, 22 will be operated on single rails; there is no heavy gradient anywhere along the line. The curvature is also very favorable. Beginning within the station ground of the Dominion Atlantic Ry. at Windsor, the route follows the St. Croix River, crossing it at 3 $\frac{1}{4}$ miles. It follows the Hibert River valley from the 5th to the 8th mile. It follows the Kennetcook River from the 11th to the 14th mile, and from thence descends the valley of the Five Mile River to its confluence with the Shubenacadie River at the 18th mile, thence along the foot hills bounding the valley to near Black Rock; from here it descends through Clifton, following the Salmon River to Truro.

Musquodoboit.—This project, so long advocated & so frequently urged upon the consideration of both the Federal & Nova Scotia Governments, for constructing a line from Dartmouth through the settlements of Weymouth, Meagher's Grant, Little River, & Middle Musquodoboit, has been ag-

COVERING

Stationary Boilers

Ry. Co., M.C.Ry. Co., Boiler Inspector

Inductors = =

Algoma Central and Hudson's Bay Ry.

At a joint meeting of the Town Council and Board of Trade of Sault Ste. Marie, Ont., recently, it was arranged to send a joint deputation to the Ontario Government asking that steps be taken to provide additional railway accommodation for the district, particularly in the direction of the completion of the A.C. and H.B.R. to a junction with the G.T. Pacific Ry. It was decided to ask the Ontario Government to regrant 5,000 acres and \$20,000 a mile to construct the line from the projected junction with the C.P.R., to a junction with the G.T. Pacific. The deputation will also ask the Dominion Government to give a special cash subsidy to the A.C. and H.B.R., for the construction of the more northerly portion of the line.

A public meeting was held Mar. 16 at Sault Ste. Marie, at which a delegation was appointed to interview the Ontario Government with the object of obtaining a guarantee of the company's bonds upon the surrender of the land grant in order that the line might be completed to the National Transcontinental Ry., or for the Government to take over the railway and extend it as a colonization railway. After presenting their views Mar. 20, the Premier in reply said, while the Government believed that the time for stopping the general bonusing of railways had arrived, there were cases where exceptions might reasonably be made. In 1907, the Government renewed the money grant to the railway, and now it was asked to renew the land grant also. Good and strong reasons would have to be submitted before the Government could give a favorable consideration to the proposal. (Mar pg. 179.)

April 1908 p 243

RAILWAY DEVELOPMENT.**Projected Lines, Surveys, Construction,
Betterments, Etc.**

Algoma Central and Hudson's Bay Ry.-
The Superior Copper Co. proposes to construct a spur line from mileage 38.4 on the A.C. and H.B.R. main line, known as Superior Mine station, to its mining property, 4 $\frac{3}{4}$ miles. J. F. Wilde was reported recently to be making a survey, and it was stated that the Government would be asked to grant a right of way. The Lake Superior Corporation, owning the A.C. and H.B. Ry., it was stated, had consented to supply all labor and equipment, and to do all the work under the supervision of the directors for a percentage of the cost of the road. It is expected the road will be completed and in operation by Sept. 1, and will cost \$75,000. We were advised June 19 that it had not been decided who would undertake the work of constructing the line, but that it was quite likely that it would be done by the A.C. and H.B.R.

July 1907

7479

uation.

Algoma Central and Hudson's Bay Ry.

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April 1908
7243

Lake Superior Corporation.

Following are extracts from the report of the directors for the year ended June 30, 1907, presented at the annual meeting recently:

INCOME ACCOUNT.

*Interest and dividends received on securities of subsidiary companies.	\$ 527,982.79
Interest received and accrued on loans and bank balances, together with sundry rentals.	150,029.13
	\$ 678,011.92
LESS: Interest paid on loans, general expenses, taxes and balances of organization charges, and accounts written off.	148,381.52
	\$529,630.40
DEDUCT: Interest on corporation first mortgage bonds.	500,000.00
	\$29,630.40
Surplus for period.	\$591,682.62
UNDIVIDED SURPLUS: June 30, 1906.	29,630.40
Surplus for year ended June 30, 1907.	\$621,313.02

LESS: Paid 5% on income bonds, Oct., 1906.	150,000.00
UNDIVIDED SURPLUS, June 30, 1907.	\$471,313.02

*In addition to interest and dividends paid, as stated, the subsidiary companies have reserved \$342,000 from net earnings for the year for extensions and working capital.

ASSETS.

Investments and securities of subsidiary companies.	\$50,937,591.23
Loans to subsidiary companies.	1,954,362.57
Loans and accounts secured by bonds etc.	177,000.00
Treasury bonds with accrued interest.	1,114,270.83
Suspense and other items.	5,135.16
Cash on hand.	31,850.24
Cash provided for unpaid coupons (see Contra).	43,150.00
	\$54,263,360.03

In addition to the bonds in the treasury, and cash on hand, there is held for the account of the Algoma Central and Hudson Bay Ry. Co., to be used in the extension of its line, cash first mortgage bonds of the Lake Superior Corporation.

	\$76,336.66
	345,000.00

LIABILITIES.

Capital stock.	\$40,000,000.00
First mortgage 5% bonds.	10,000,000.00
Income bonds.	5,000,000.00
Accrued interest on bonds and loans.	42,865.65
Outstanding coupons due (See Contra).	43,150.00
Bills and accounts payable.	662,640.99
Suspense account.	43,390.37
Undivided surplus, June 30, 1907.	471,313.02
	\$54,263,360.03

The general business of the several subsidiary companies has been satisfactory. Most of the plants have been in operation throughout the year.

ALGOMA STEEL COMPANY, LTD.—The output of this company for the past year has been: pig iron, 129,442 tons; steel ingots, 222,705 tons; blooms, 193,985 tons; standard steel rails, 178,624 tons. The rail production for the year ended June 30, 1907, was 178,624 tons, compared with 98,822 for the year ended June 30, 1905, and 159,740 tons for the year ended June 30, 1906. The unfilled contracts for the supply of rails on June 30, 1907, amounted to 74,378 tons, as compared with 35,013 on June 30, 1905, and 89,330 on June 30, 1906. The demand for rails continues good, and the construction of several transcontinental railways assures that the rail mill will be continuously employed. The Dominion Government in Nov., 1906, passed an act extending the period within which bounties will be paid on pig iron and steel ingots manufactured in Canada, and the Algoma Steel Co. will be entitled to the benefit of the provisions of this act. The payments by the Dominion Government under this act will substantially increase the company's income. The larger of the blast furnaces was overhauled and relined during the year at a considerable expense, and is now in good condition. The output of the blast furnaces is not nearly sufficient to supply the rail mill with pig iron, and the balance required to keep the mill in continuous operation

must be purchased in the open market. During the year the extraordinary increase in the price of pig iron, without a corresponding increase in the selling price of rails, has materially reduced the profits of the company. An increase in blast furnace capacity of about 500 tons a day is urgently needed and must be provided if the best results are to be obtained in the company's operation. This will involve a capital expenditure of about \$1,000,000. Since June 30, 1907, blast furnace 1 has been enlarged and its capacity increased nearly 100 tons a day, and the directors have decided, so soon as the necessary financial arrangements can be made, to erect an additional blast furnace of sufficient capacity to make the company independent of the outside market. The benefits of the enlargement already made will appear in the earnings for the ensuing year.

THE LAKE SUPERIOR IRON AND STEEL CO., LTD., was incorporated during the past year for the purpose of owning and operating the open hearth furnaces referred to in the second annual report. All the issued stock of the company is held by the Lake Superior Corporation. The open hearth furnaces have been completed after a capital expenditure of \$284,000. These furnaces are now working satisfactorily, and their product during the ensuing year should very materially add to the income of the corporation.

THE LAKE SUPERIOR POWER CO.—Practically all the power at present developed on the Canadian side of the river is required for the operation of the various subsidiary companies of the corporation, and the Power Company has during the year supplied all the companies with power. Much development work has been done on the Helen Mine during the year, as well as working the mine itself. A substantial part of the output of the mine is used in the Steel Co.'s operations. A good market is available for all surplus ore as rapidly as it can be mined at prices profitable to the company. The unfilled contracts for ore on June 30, 1907, amounted to 154,576 tons, as compared with 120,612 on June 30, 1905, and 95,081 on June 30, 1906. Pyrites in quantity continues to be found in the mine, and a steady market for same is being supplied as fast as the pyrites is mined.

ALGOMA CENTRAL AND HUDSON BAY RY.—Manitoulin and North Shore Ry., and British-America Express Co.—The freight of the different subsidiary companies continues to be the principal source of revenue of these railways, particularly the Algoma Central and Hudson Bay Ry., constituting 76% thereof. Until these railways are extended so as to make connections with trunk lines, we cannot hope to secure either reasonable or adequate returns on the capital invested. At the last session of the Ontario legislature the land grant to the A.C. & H.B. Ry. of 7,400 acres per mile, for 225 miles, was renewed for two years from Sept. 1, 1907, so as to enable the company to complete construction and thereby earn the land grant. The extension of this railway to connections with the transcontinental railways to the north would open up a very extensive and valuable timber and mineral territory, and not only would the opening up of this territory be of very material advantage to the operating companies, but it should insure a large and profitable passenger and freight business for the railway. The loss of the Theano, one of the company's steamships, with a cargo of 2,000 tons rails (insured), and the delay of the contractors in the reconstruction of the barge Agawa into a steamship, thus laying it up for a part of the navigation season, have diminished the earnings of the fleet for the year.

INTERNATIONAL TRANSIT CO. AND TRANS-ST. MARY'S TRACTION CO.—The business done and the operating results of the street railways on the Canadian side and on the U.S. side of the St. Mary's River, and the ferry between, show an improvement over the preceding year.

CAPITAL EXPENDITURES.—The necessary expenditures on capital account of the different subsidiary companies for property, extensions and construction have been unusually heavy during the year. Over \$450,000 has been expended for these purposes, as follows:

Manitoulin & North Shore Ry. Co.	\$ 42,025.36
Trans-St. Mary's Traction Co.	8,186.90
Tagona Water & Light Co.	17,390.18
Sault Ste. Marie Pulp & Paper Co.	13,293.43
Lake Superior Power Co.	34,507.27
Algoma Commercial Co.	7,791.59
Algoma Steel Co.	43,006.70
Lake Superior Iron & Steel Co.	284,829.88
International Transit Co.	469.34

\$451,500.65

In order to secure the best results from the operations of the different plants, further extensions are absolutely necessary. To make partial provision for such extensions and for working capital, the subsidiary companies have set aside, out of their net earnings of the past year, the sum of \$342,000.

W. N. Sawyer, General Manager, retired from the employ of the company on Dec. 31, 1906, and the General Auditor, J. S. Wynn, has been acting Manager, pending the appointment of a new general manager. Efforts are being made to secure a general manager in all respects qualified for so important and responsible a position. Under all the circumstances the results of the year's operations have been reasonably satisfactory, but it is to be regretted that the earnings of the corporation have not warranted paying interest on the income bonds. When the extensions contemplated by the subsidiary companies are completed, the directors confidently expect that the earnings of the corporation will justify the resumption and continued payment of the interest on the income bonds.

February
1908

R91

y's Algoma Central and Hudson Bay Railway Operations, Etc.

The Lake Superior Corporation's report for the year ended June 30, contains the following references to two of its subsidiaries:—

Algoma Central & Hudson Bay Ry.—The year's operations of the railway company and Algoma Central Terminals resulted in net earnings, before bond interest, of \$37,998.04, against net loss for last fiscal year, before bond interest, of \$95,403.48.

Algoma Eastern Ry.—As predicted in the last report, the International Nickel Co. of Canada resumed mining and smelting operations in Sept., 1922, but the tonnage to begin with was not very great. The present output of about 100,000 tons a month was not reached until March, 1923. This traffic, together with the betterment in business conditions generally, enabled the railway company to reduce a net loss of \$213,716.74 in 1922 to a loss of \$43,523.12 in 1923. Now that the nickel companies are working to capacity, the company's prospects for the fiscal year 1924 are much improved. The line is being adequately maintained.

During the year an agreement was entered into for the sale of 543,738 acres of Algoma Eastern land grant lands for \$1,300,000, a price which your directors consider extremely satisfactory. Of the acreage mentioned 182,291 acres were owned by Lake Superior Corporation, being bought by the Corporation some years ago. The price is payable over a period of years, the last instalment being due on Sept. 24, 1926. When the price is fully paid the Corporation will realize a profit of about \$198,417.

Importance of Using Street

J. McMillan, General Manager of Telegraphs, C.P.R., Montreal, born at Liverpool, Eng., Nov. 2, 1866.

H. R. Mallison, Purchasing Agent and Secretary to President, Montreal Tramways Co., Montreal, born at Toronto, Nov. 14, 1873.

Oscar Masse, Trainmaster, Cornwall subdivision, St. Lawrence Division, Montreal District, Central Region, Canadian National Rys., Montreal, born at Montreal, Que., Nov. 7, 1884.

R. C. Morgan, Superintendent, Winnipeg Terminals Division, Manitoba District, C.P.R., Winnipeg, born at Missisquoi Bay, Que., Nov. 12, 1864.

C. Murphy, General Manager, Western Lines, C.P.R., Winnipeg, born at Prescott, Ont., Nov. 20, 1865.

G. H. Nowell, Master Mechanic, Lethbridge Division, Alberta District, C.P.R., Lethbridge, born at Montreal, Nov. 13, 1885.

G. Pelletier, Assistant Superintendent, Canadian National Rys., Levis, Que., born at Isle Verte, Que., Nov. 28, 1872.

W. J. Quinian, District Passenger Agent, Canadian National Rys., Winnipeg, born at Montreal, Nov. 21, 1883.

H. E. Whittenberger, General Manager

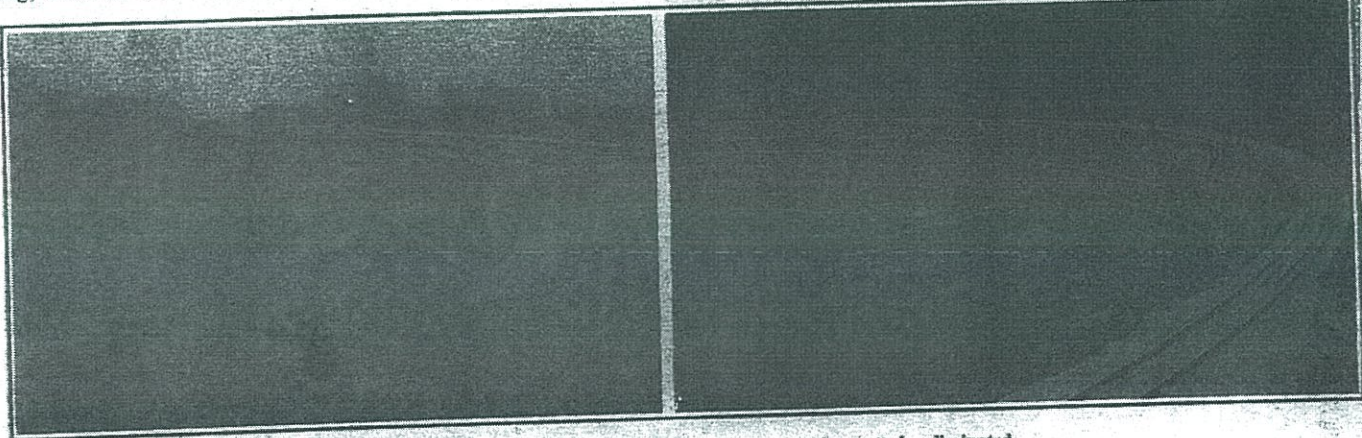
Algoma Central & Hudson Bay Railway Line Revision.

The Algoma Central & Hudson Bay Ry. extends from Sault Ste. Marie, Ont., to a junction with the National Transcontinental Ry. at Hearst, 296 miles, crossing the C.P.R. transcontinental line at Franz, mile 195; and the Canadian Northern Ry. at Oba, mile 246. At miles 104.09 and 104.67 there are 2 large frame trestles, which are shown in the accompanying illustrations. They are of standard construction, built in 1911-12. The first one, at mile 104.09, is 1,050 ft. long and 75 ft. high and is built on a 12 degree curve; the second one, at mile 104.67, is 520 ft. long, 65 ft. high and is mostly on tangent. Both trestles span coulees high up on a range of hills fronting Agawa Bay, the main line there being 750 ft. above Lake Superior and 4 miles from the shore. The maintenance of these trestles is very costly, and after considering the cost of filling them in, the management decided that it would

being done under the direct charge of B. E. Barnhill, Construction Engineer, with L. C. Maxwell, Engineer Maintenance of Way, under the general supervision of R. S. McCormick, General Superintendent and Chief Engineer, Algoma Central & Hudson Bay Ry., to whom we are indebted for the information on which the foregoing is based.

Freight Car Condition and Supply.

Any delay or congestion in the handling of the 1923 grain crop which may occur, will certainly not be caused by the condition of the Canadian railways' freight cars, as is evidenced by a report issued by the Railway Association of Canada, which shows that, on Oct. 1, there were only 5.8% of the total freight cars on lines in bad order, there being only 11,858 in need of heavy repairs out of a total on line of 201,974. The report



Trestles on Algoma Central & Hudson Bay Ry. which are to be eliminated. The trestle on the left is 104.67, looking south. The one on the right is 104.09, looking north.

J. W. Reid, Inspector of Railway Safety Appliances, Board of Railway Commissioners, Calgary, Alta., born at Harvey, N.B., Nov. 12, 1892.

J. L. Roberge, General Manager, Levis Ferry Ltd., Quebec, Que., born at Burlington, Vt., Nov. 25, 1874.

J. J. Rose, Passenger Department, Robert Reford Co., General Agents, Cunard, Anchor and Anchor-Donaldson Steamship Lines, Toronto, born there, Nov. 22, 1878.

G. H. Shaw, ex-General Traffic Manager, Canadian Northern Ry., Toronto, born at Smiths Falls, Ont., Nov. 25, 1859.

P. D. Sutherland, General Passenger Agent for the Orient, C.P.R., Hong Kong, China, born at Toronto, Nov. 2, 1879.

L. C. Thomson, Chief of Stores, Canadian National Rys., Montreal, born at Kingston, Ont., Nov. 25, 1882.

H. P. Timmerman, ex-Industrial Commissioner, Eastern Lines, C.P.R., Montreal, born at Odessa, Ont., Nov. 6, 1856.

Guy Tombs, ex-Assistant Freight Traffic Manager, Eastern Lines, Canadian National Rys., now of Guy Tombs Ltd., transportation agents, Montreal, born near Lachute, Que., Nov. 22, 1877.

T. D. Utley, Car Foreman, C.P.R., Hardisty, Alta., born at Leytonstone, London, Eng., Nov. 1, 1890.

T. W. White, District Engineer, Cana-

be more economical to eliminate these structures by building a deviation, the plans for which were approved by the Board of Railway Commissioners on Sept. 29.

The revised location is from mile 103.80 to mile 104.79. It will shorten the line about 500 ft., and will cut out five 12 degree curves, totalling 201 degrees 42 minutes of curvature. The revised line starts on an 8 degree curve, increasing to a 12 degree one, at the site of the first trestle, then a 6 degree curve, and will regain the present line on a 6 degree curve. The grading will be principally solid rock, in 3 big cuts, the estimated quantities being 18,000, 50,000 and 20,000 cu. yd., respectively, the excavated material being used in the fills, which aggregate about 120,000 cu. yd. The contractors for the grading are McNamara Bros. and Thornton, Sault Ste. Marie, Ont. The tracklaying will be done by the company's forces, and it is expected to have the revision completed and in operation in June, 1925. The old track and trestles will then be taken up. The complete work is estimated to cost \$137,000, which is approximately the same as it would have cost to fill in the trestles on the old line. The work is

states that there was, on Oct. 1, a car shortage of 502, compared with a shortage of 553 on Sept. 1; 543 on Aug. 1; 750 on July 1; and 350 on June 1. These figures show that traffic is so heavy as to tax the railways' facilities to handle it, and that the railways are handling it with only a minimum of car shortage present.

The American Railway Association's Car Service Division reports that, out of 2,256,765 freight cars on line on Sept. 15, there were 165,284, or 7.3%, in bad order, compared with 7.7% on Sept. 1. Out of 1,036,566 box cars, 73,621, or 7.1%, were in bad order, compared with 7.4% on Sept. 1; out of 45,098 refrigerator cars, 4,111, or 9.1%, were in bad order, compared with 9.6% on Sept. 1; out of 958,151 gondolas, 71,856, or 7.5%, were in bad order, compared with 8% on Sept. 1; out of 81,421 stock cars, 6,608, or 8.1%, were in bad order, compared with 8.6% on Sept. 1, and out of 91,381 flat cars, 6,704, or 7.3%, were in bad order, compared with 7.7% on Sept. 1. The U.S. class 1 railways are successfully handling the largest traffic in their history without car shortage. Total loadings have been running at a million cars a week or over for some time, and continue to do so.