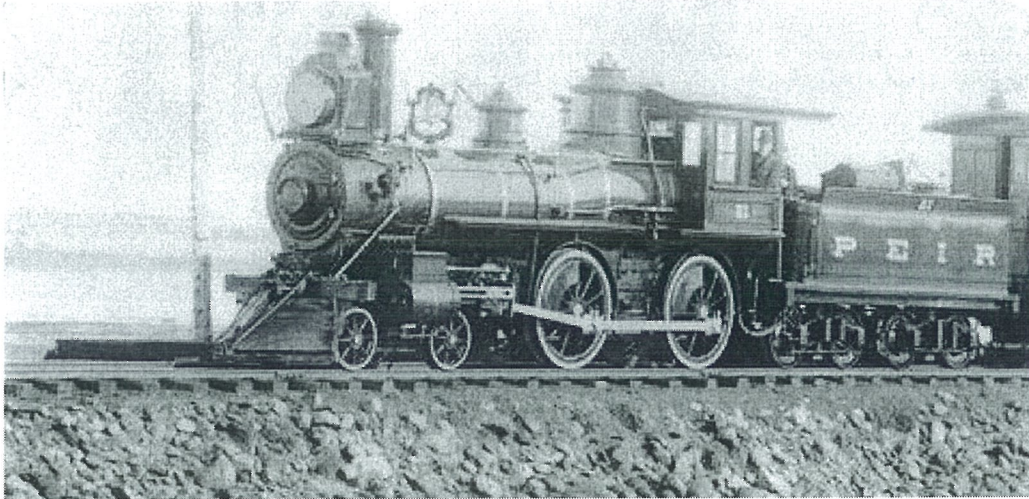


PRINCE EDWARD  
ISLAND  
RAILWAY

C. H. RIFF

- Locomotives and ships album
- [P.E.I.R. locomotive No. 21]



## Title and statement of responsibility area

### Title proper

[P.E.I.R. locomotive No. 21]

### General material designation

- Photograph

### Level of description

Item

### Reference code

AM256-S3-3---: CVA 770-124.6

## Dates of creation area

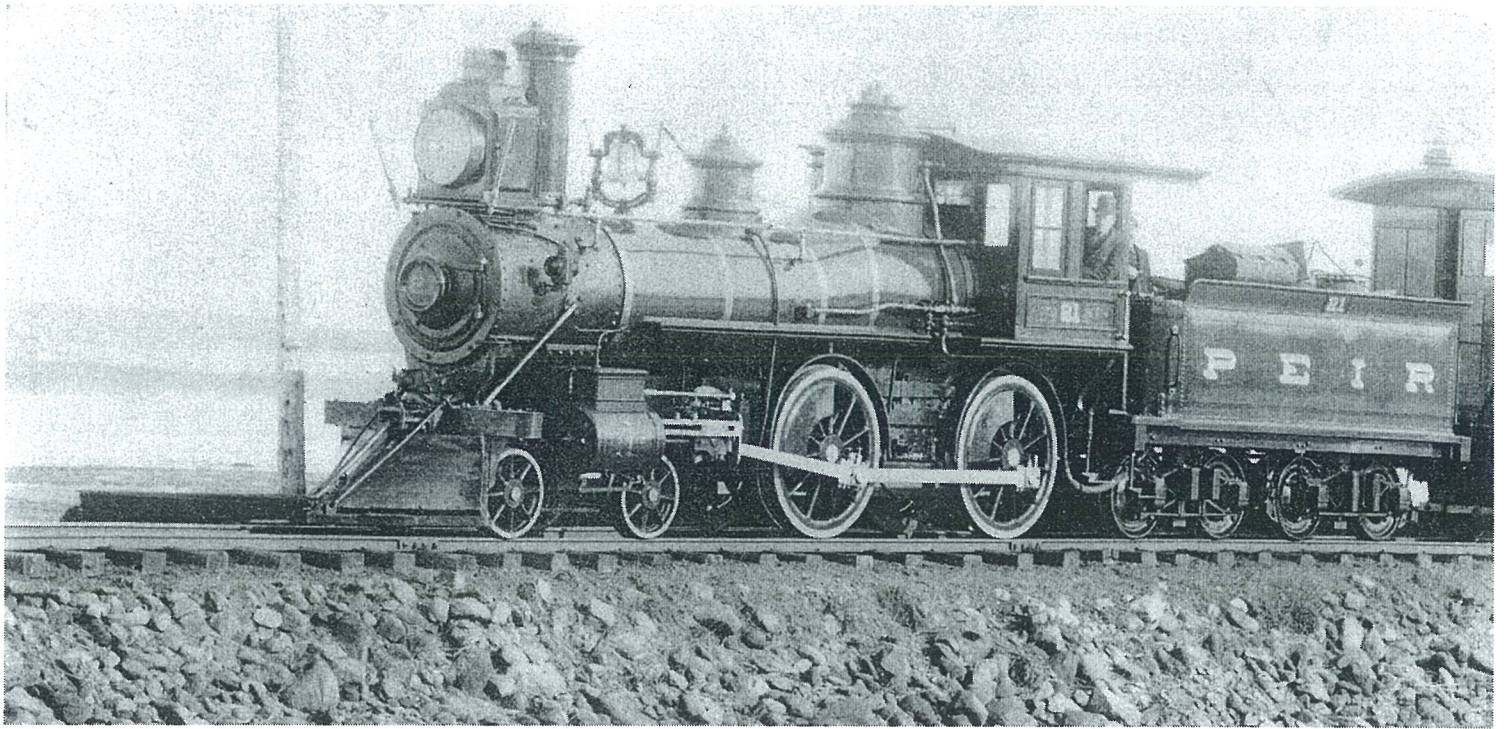
### Date(s)

- [189-?] (Creation)

## Physical description area

### Physical description

1 photograph : albumen print ; 10 x 12 cm





project. (Nov., pg. 911.)

**Pontiac Central Ry.**—An extension of time for the building of this projected railway is being asked from the Dominion Parliament. J. M. Wilson, Montreal, is President. (Dec., 1907, pg. 923.)

**Porcupine District, Ontario.**—The line to the Porcupine district, for which the Government has entered into an arrangement with a syndicate, of which E. A. Walberg is head, starts from the Temiskaming & Northern Ontario Ry., near mileage 225, and runs east of the lake to Frederickhouse. Several gangs of men were reported, Nov. 14, to be engaged in cutting out the right of way. J. R. Nichols is superintendent in charge of construction. The line will be operated by steam at first, but it is expected to arrange for its operation by electricity later on. The Ontario Government will facilitate the application for a charter of incorporation next session of the Legislature. (Nov., pg. 913.)

**Prince Edward Island Ry.**—A deputation from Prince Edward Island recently waited on the Dominion Government at Ottawa to urge the building of a railway from New London along the north shore. This branch would start from Emerald or Kensington, on the main line, and pass through Clifton to Stanley Bridge in New London, about 12 miles, but those interested in promoting the building of the line suggest that it should be extended from New London to a junction with the main line between Mount Stewart and Royalty Junction, 23 miles, making the total length of the line about 35 miles. (Oct., pg. 831.)

**Quebec Central Ry.**—The Chaudiere Valley extension from St. George, Beauce, to St. Justine, Que., 23 miles, was passed for traffic by E. V. Johnson, inspecting engineer of the Department of Railways, Ottawa, Oct. 26. The line runs through a good farming country, and opens up considerable timber areas. The stations on the section now opened for traffic are at Morisset, Ste. Rose, St. Germaine, and St. Justine. At this point the line is only eight miles from the International boundary between Quebec and Maine. Track has been laid beyond St. Justine for about a mile, and it is expected that the line will be completed to St. Sabine road by the end of the year. The extension will ultimately effect a junction with the Temiscouata Ry. at Cabano, Que. (Oct., pg. 831.)

**Queen Charlotte Island Ry.**—R. C. Brown, one of the provisional directors, returned to Prince Rupert, B.C., recently from Queen Charlotte Island, where he had been inspecting some coal areas on Skidegate Inlet, in which he is interested. The route of the proposed railway is from between Skidegate and Queen Charlotte City to Masset Inlet, through an area in which there are extensive deposits of coal, and adjacent to which there are large areas of timber. (May, pg. 353.)

**Reid Newfoundland Ry.**—The 700 ft. trestle across Gott's Cove, on the Bona-

December  
1910



line about 35 miles. (Oct., pg. 831.)

**Quebec Central Ry.**—The Chaudiere Valley extension from St. George, Beauce, to St. Justine, Que., 28 miles, was passed for traffic by E. V. Johnson, inspecting engineer of the Department of Railways, Ottawa, Oct. 26. The line runs through a good farming country, and opens up considerable timber areas. The stations on the section now opened for traffic are at Morisset, Ste. Rose, St. Germaine, and St. Justine. At this point the line is only eight miles from the International boundary between Quebec and Maine. Track has been laid beyond St. Justine for about a mile, and it is expected that the line will be completed to St. Sabine road by the end of the year. The extension will ultimately effect a junction with the Temiscouata Ry., at Cabano, Que. (Oct., pg. 831.)

**Queen Charlotte Island Ry.**—R. C.

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arrangement has cost the province \$55,-  
00.

**Algoma Central and Hudson's Bay Ry.**  
Tenders were received to July 30 for 250,000 ties to be delivered on the main line between the crossing of the Montreal River and the Michipicoten River. Good progress is being made with the building of the connection between the Michipicoten branch at Hawk Lake Jct., and Hobon, Ont., on the C.P.R. trans-continental line. The work has been pretty well opened up, clearing gangs are making good progress and contractors are constructing their camps at various points. It is hoped to have 1,000 men at work by Sept. 1.

We are officially advised that 150,000 of these ties are to be used for the completion of the main line, the contract for which has been let to the O'Boyle Bros. Construction Co., and is now under way. Track laying from the north and south ends was expected to be started before the end of July. From the south end track will be laid through to the crossing of the Batchewana River, between which point and the Montreal River there are several structures to be built. The object is to push through to the Montreal River in order that the construction of that bridge may be got under way. Meanwhile, the track will be going down from the north, and it is hoped to have reach the Montreal River by the time the bridge is completed, so that there be no delay in construction. The other 100,000 ties will be used for the Hawk Lake-Hobon section. (July, pg.

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1910

**British Columbia and Alaska Ry.—A**



end of July.

### **Algoma Central and Hudson Bay Ry.**

—A contract has been let, we are officially advised, to the O'Boyle Construction Co., Sault Ste. Marie, Ont., for building the portion of the line from Hawke Lake Jct., to Hobon, on the C.P.R. transcontinental line, about 30 miles. This piece of line will connect up the Michipicoten branch with the C.P.R.

The work to be done on the line between Hawke Lake Jct., and Hobon, on the C.P.R., will be difficult, as the country is rocky and broken. The maximum gradient will be 0.6%, and the maximum curvature 12 degrees. There will be 17 trestle bridges on the 31 miles of line. The company will build a round house at Hobon.

London, Eng., cables state that arrangements have been completed for placing on the market £770,000 first mortgage 5% bonds, at an early date. The bonds are guaranteed, principal and interest by the Lake Superior Corporation.

we are advised

November 1910

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pany's engineers, who are expected shortly.

**Tillsonburg, Lake Erie and Pacific Ry.—St. Marys and Western Ontario Ry.—**The Board of Railway Commissioners has authorized the opening for traffic of that portion of the Ingersoll branch from Ingersoll Jct., mileage 0 to 4.8. This piece of line was built during 1910, and the official report gives the location and mileage as Code Jct. to Ingersoll 4.68 miles. Ingersoll was the terminal of the old T., L.E. and P. Ry., and Code Jct. is the point where the St. Marys and Western Ontario Ry. joins the C.P.R. main line. By the building of this line a direct connection is given between Port Burwell and St. Marys. Instead of the previous connection via Woodstock.

**Nipigon to Savanne, Ont.—**Press reports state that there is under consideration a plan for building a cut off starting from Nipigon and joining the main line again near Savanne, Ont.,

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**Vancouver and Nicola Valley Ry.**—The British Columbia Legislature has ratified and confirmed the act incorporating the company, passed in 1908, and extending the time for the construction of the line, for three years for starting work, and for eight years for its completion, from the passing of the amending act. (Mar., pg. 187).

**Vancouver, Westminster and Yukon Ry.**—The Dominion Parliament has granted an extension of time for the construction of the company's authorized lines. (Dec., 1909, pg. 887.)

The provisions asking for power to construct a bridge across Burrard Inlet were struck out by the House of Commons, although approved by the Railway Committee. (Dec., 1909, pg. 887).

**Victoria and Barkley Sound Ry.**—A company with this title was incorporated at the 1909 session of the Dominion Parliament, with power to build a railway from Victoria, by way of Otter Point and San Juan, to near Sarita River on Barkley Sound, with a branch from between Metchosin and Sooke to Beecher Bay, on Vancouver Island, B.C. The company is authorized to operate a steam ferry service in connection with its railway between Beecher Bay, or other convenient point, on the Strait of Juan de Fuca, to a point in the United States. The provisional directors are:—W. K. Houston, H. H. Jones, W. E. Laird, C. L. Betterton, Victoria, B.C.; J. M. Hawthorne, Seattle, Wash. (Aug., 1909, pg. 577).

**White Pass and Yukon Ry.**—We are advised that it is expected to complete the ore track to the Pueblo mine early in the current season. The extension involves the construction of about five miles of track, and is a continuation of the branch, started in 1908, but on which construction was suspended owing to the fall in the price of copper. The work on the extension is light in character, and involves no engineering difficulties. (See British Yukon Ry., July, 1909, pg. 475).

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stock not now held by it, and her provisions to secure to the rights in the company and rearrange the mode of electing or directors, and to reduce their

**Mountain Ry.**—All formalities in connection with the leasing of this C.P.R. have been completed. It was taken over Mar. 1. It operated as Orford Branch, District Division, C.P.R.

Signature of lease, dated Oct. 6, between the O.M.R. Co., Sir Wm. McRae and other holders of the stock of the O.M.R., and the Government has been deposited with the Clerk of State at Ottawa.

**and Lake St. John Ry.**—Gross for Feb., \$32,339.17, against for Feb., 1909. Aggregate for two months ended Feb. 28

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MARCH 1910

continuance of the receivership.

**Reid Newfoundland Ry.**—The Premier stated recently in the Legislature, that in 1904 the Reid Newfoundland Co. made a claim on the Colony for the cost of additional rolling stock, equipment and accommodation alleged to have been supplied under the Railway Operating Contract of 1893, between 1901 and 1904 the Government was advised that the Colony was not liable, and that the claim should be resisted. A case for the opinion of English counsel, was subsequently prepared and the advice given to the Government was confirmed. Beyond serving a notice of its intention to apply to the court for the appointment of an arbitrator nothing further had been done by the company, at least as far as the records show.

**Thousand Islands Ry.**—We are ad-



## An Item in the Maintenance of Locomotive Boilers.

By George Twist, Locomotive Foreman C.P.R.,  
Minnedosa, Man.

A great deal has been said about the trouble experienced in keeping locomotive boilers free from mud and scale, particularly in bad water districts. Boiler compounds of various kinds have been used, but the experiments in this direction cannot be said to have been successful. The water has been treated at the supply tanks, but has usually resulted in making no difference whatever, or else has caused boilers to foam so badly as to necessitate the washing out of the boiler each trip or the changing of water at stations where treatment is not necessary. Various designs of blow-off cocks or valves have been tried, some with part success, others resulting in complete failure. However, we still seem to be far away from the solution of the difficulty. In spite of the fact that the trouble has always existed, we still find ourselves with blow-off arrangements, the same in number, design and location as 15 years ago. The water legs of boilers seem to be the only places which have received attention in this respect. In the last few years it has been thought desirable to provide ports in the bottom of the barrel, which would suggest that we are alive to the fact that this part of the boiler requires most careful washing out. Then why not apply blow-off arrangements whereby this portion of the boiler may be cleared of a large proportion of this mud? Provision has been made for the more thorough washing out of boilers by providing additional holes for the purpose. Good washout tools have also been designed and provided. Have the same ideas been followed out in the effort to keep boilers free from mud when under steam? I think not. Very few designs of blow-off arrangements make them practical for use when an engine is running, a time which is a good one, and I think, a proper one, to blow out the superfluous muddy water, as at this time the water is in better circulation than when the engine is standing idle.

So much for our present arrangements for keeping our boilers free from mud and scale. Let us now consider whether a little different design of boiler could not be used for our bad water districts. Is it better to have engine failures, neces-

could be considerably curtailed by starting out on the principle of designing boilers to suit bad water districts and the systematic installation of good reliable blow-off arrangements, together with enforced regulations to those responsible for using same. I would suggest that you invite others interested to give their experiences and suggestions.

[Editor's Note.—We hope that others will follow Mr. Twist's example and write us on this important subject.]

## Reid Newfoundland Ry. Construction.

The Newfoundland Legislature has confirmed a contract between the Government and the Reid Newfoundland Co., for the construction of branch lines as follows:—From near Duffs on the West End branch, to Trepassey by way of the southern shore, 70 miles; from Broad Cove, on the Carbonear branch, via Heart's Content to Grates Cove, 70 miles; from between Come-by-Chance and Northern Bight, on the trans-island line, to Fortune Bay, 40 miles; from Shoal Harbor, on the trans-island line, to Bonavista, 70 miles; from Howley or Bay of Islands, on the trans-island line, to Bonne Bay, 30 miles. The contract provides that the lines are to follow the routes laid down by the Government, and are to be in all respects equal to the work of the railway constructed for the Government by the late Sir Robert G. Reid, under the contract of May 16, 1893. The right of way, station grounds, borrow pits and ballast pits are to be provided by the Government as required, and the company may take all necessary lumber for construction purposes from Crown Lands. The rate of wages paid on the work is not to be less than \$1.50 a day, and no work is to be done on Sundays. During the construction the contractor may carry such freight and passengers as may offer at rates not in excess of those charged on the existing lines. The Government agrees to pay, upon the completion of each five mile section of the lines a subsidy of \$15,000 a mile, and to admit free of duty the rails, fish-plates, fish-bolts and spikes necessary. The contractor also agrees to manufacture in the colony all the rolling stock necessary for the operation of the branch lines, all material and fittings being admitted duty free. The stations and other buildings are to be erected by the contractor, to whom the Government will pay the fair value.

MAY 1910



us on this important subject.]

### Reid Newfoundland Ry. Construction.

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A second contract provides for the operation of these branch lines from the period of completion of each of them, until July 31, 1951, at least one passenger or mixed train being run in either direction daily, Sundays excepted, and as many additional through local passenger or freight trains as traffic may require. Mail and mail cars are to be carried as required at the rate of \$69.50 a mile a year. For such operation the company is granted 4,000 acres of land for each mile of branch lines to be constructed; such land to be granted upon the completion of each branch line. The existing clauses of the contract of 1893 and 1901, and the acts confirming them are to apply to these contracts unless specifically excepted.

The branch from Shoal Harbor to Bonavista, 70 miles, is under construction and is expected to be completed early in 1911. The contract calls for the construction of 50 miles each year until the whole mileage is completed.

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**Reid Newfoundland Ry.**—Eight miles of the Bonavista branch have been completed; the grading has been completed to Goose Bay and work is being proceeded with on to Southern Bay. Track laying is being done at the rate of about 3,000 feet a day, and the ballasting gang is following close behind. It is expected that the branch will be completed by the end of this year. (June, pg. 451.)

— **Reid Newfoundland Ry.** See St

November 1970

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WHICH THERE WAS NO  
(May. pg. 353.)

**Reid Newfoundland Ry.**—The 700 ft. trestle across Gott's Cove, on the Bonavista branch line, was completed Oct. 25, and tracklaying was proceeded with to Indian Brook, where another trestle was being built. Trestles are also being built at North West Arm, and at Freshwater, and these were expected to be ready by Dec. 1. The grading is completed practically to Bonavista, and it is expected that track will be laid on the entire branch by Dec. 31. (Nov., pg. 911.)

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December 1910



**Quebec Central Ry.**—The construction of the extension from St. George, Beauce, to Ste. Justine, Dorchester County, Que., is being energetically pushed forward. We were advised Nov. 6 that 12 miles of track had been laid and fully ballasted. A large bridge over the Black Stream, mileage 13, is being erected by the Dominion Bridge Co. It was expected that this would be completed Nov. 10, when the laying of track would be continued on to Ste. Justine, thus completing 30 miles in one season. The management expects to have the line in condition to operate a train service over about Jan. 1. It is, however, so late in the season that the final section of the line cannot be completely ballasted, but this will be done in the early spring, and with the summer change of time the new 30 miles will be added to the company's regular train service schedule. There will be four stations located on this new line, the first, 10 miles from St. George, will probably be called Morisset Bridge; the second, 15 miles from St. George, called Racquette River; the third, 20 miles from St. George, called Le Detour, and the fourth, at the end of the line, Ste. Justine. This extension follows the valley of the Famine River, through a rich lumber and agricultural country with reported indications of asbestos and copper. A considerable quantity of gold has been washed from the gravel of the Famine River. Ste. Justine is located seven miles from the boundary line of the State of Maine, on the watershed of the St. John river. It has not been decided when further construction beyond Ste. Justine will be commenced, but engineers are now making the location surveys. (Nov., pg. 829.)

**Regina Southern Ry.**—The Saskatche-

November  
1909



**Railway Commissioners' Traffic Orders.**

Summaries of other traffic orders are given on another page under "Orders by Railway Commissioners":—

**WHITE PASS & YUKON RY. ORE RATES.**

11819. Sept. 7.—Re complaint of J. H. Conrad, alleging excessive freight rates charged by the White Pass & Yukon route on ores from Carcross to Skagway and on mining machinery and camp supplies from Skagway to Carcross. Upon hearing the complaint in presence of complainant and S. H. Graves, representing the White Pass & Yukon Route, it is ordered:

1. That the British Yukon Ry. Co., the British Columbia Yukon Ry. Co., the Pacific and Arctic Ry. and Navigation Co., and the White Pass and Yukon Ry. Co. forthwith cease and desist from discriminating against the applicant and in favor of the Atlas Mining Co., R. R. Neil and W. D. Greenough, and any and all of the said parties.

2. That the said railway companies cease and desist from discriminating in favor of the locality in which the Atlas Mining Co.'s properties are located and against the locality in which the applicant's mines are located.

3. That the said railway companies file with the Board tariffs showing the rates granted to the Atlas Mining Co., pursuant to the contract entered into between the Pacific and Arctic Ry. and Navigation Co. and the British Yukon Ry. Co. and the Atlas Mining Co., dated March 21, 1910.

4. That the said railway companies file with the Board a tariff amending, or supplemental to C.R.C. 9, issued Sept. 16, 1909, by the Pacific and Arctic Ry. and Navigation Co., the British Columbia Yukon Ry. Co., and the British Yukon Ry. Co., forming, as appears from the said tariff, "The White Pass & Yukon Route," giving carload rates of \$1.75 a ton on ore and concentrates from Caribou to Skagway.

5. That the said railway companies grant to all shippers of ore and concentrates upon their line or lines of railway proportionate rates and privileges at least as favorable as those granted to the Atlas Mining Co. under the said contract.

6. That the said railway companies, in due course, obtain for the applicant, if he notifies them in writing that he requires them so to do, the same or as favorable ocean rates as they have obtained for the Atlas Mining Co.; or, in the event of the said railway companies being unable to obtain the same or as favorable ocean rates for the applicant, then they are to cease and desist from obtaining discriminating ocean rates for the Atlas Mining Co.

7. That the said railway companies grant to the applicant exactly the same

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flood, when temporary open drains may be provided, if necessary. (b) No semaphores, signals, poles, high or intermediate switchstands, or piles of material, erected or placed in future, shall be nearer than 6 ft. from the gauge side of the nearest rail. (c) No structure over 4 ft. high shall hereafter be placed within 6 ft. from the gauge side of the nearest rail without first obtaining the approval of the Board. (d) Where semaphores, signals, poles, high or intermediate switchstands, or piles of material are nearer than 6 ft. from the gauge side of the nearest rail, the same shall be dealt with as follows:—(1) Semaphores, signals, poles, or high or intermediate switchstands shall, within two years from this date, be either removed or changes made so that the same shall not be nearer than the said 6 ft.; or high and intermediate switchstands shall be changed to low or dwarf signals or switchstands. (2) Piles of material shall, within six months, be removed to a greater distance than the said 6 ft. (e) Water stand-pipes shall not be nearer than 2½ ft. from the widest engine cab, and the spout of the stand-pipe shall, when not in use, be fastened parallel with main track, and enginemen are required to see that this is done after using any such pipe.

9. Order 5888 is repealed.

10. Every person or company offending against any of the foregoing provisions shall forfeit and pay \$50 for every such offence.

### Great Northern Ry. Lines in Canada.

In the company's annual report for the year ended June 30, reference is made to its Canadian lines, as follows:—

**The Manitoba Great Northern Ry.** is the title of a company authorized by the Manitoba Legislature to take over the lines and charter rights of the Midland Ry. of Manitoba. To pay for these two lines—one from the International boundary to Portage la Prairie, and the other from the International boundary to Morden—the company issued \$2,040,000 of stock, which was subscribed and paid for in cash at par by the G.N. Ry. This sale left the M. Ry. of Man., which is controlled jointly and equally by the G.N. Ry. and the Northern Pacific Ry., divested of all its railways, but owning valuable properties in Winnipeg, which have not been developed, for terminal purposes. The G.N. Ry. investment in these properties is \$1,253,043.06.

The Winnipeg city council has the question of the terminals under consideration, and is desirous of ascertaining when it is proposed to proceed with the work. The company was granted an exemption from taxation on the under-

developments and improvements on the line \$2,094.64, advanced by the G.N. Ry.

**Red Mountain Ry.**—Repairs, etc., on this line during the year were done to the value of \$767.84, which was supplied by the G.N. Ry.

**Vancouver, Victoria and Eastern Ry. and Navigation Co.**—During the year the G.N. Ry., advanced to the V.V. and E. Ry. and Nav. Co., \$1,742,355.21 for construction purposes and to pay for property acquired. In partial repayment of advances previously made them has been issued to the G.N. Ry. the fully paid capital stock at par to the amount of \$10,000,000. It is proposed to apply to the Dominion Parliament for authority to issue additional common stock, to be issued to the G.N. Ry. in liquidation of its account.

The President's report showed that 40.91 miles of an extension from Kere-meos to Princeton had been opened for traffic on Dec. 23, 1909. A branch line was under construction from Oroville, Wash., southerly to Pateros, 78 miles, which was expected to be opened in the spring of 1911. Grading was being carried on from Princeton westerly to Tulameen, and from Abbotsford, near Sumas, easterly to Chilliwack, B.C.

The Board of Railway Commissioners, Oct. 28, directed the construction of a subway at Montrose Ave., Abbotsford, the cost to be met by a grant of 20% from the Dominion Railway Grade Crossing fund, but not to exceed \$5,000; the British Columbia Government consenting to pay 48% of the cost, the balance of 32% to be paid by the railway.

The question of acquiring foreshore rights at False Creek, Vancouver, by the city corporation is being brought before the Provincial and Dominion Governments, in order that the terms of the agreement between the city and the G.N. Ry. may be carried out. The terminals which it is proposed to erect on the site will be used not only by the G.N. Ry., but by the Canadian Northern Ry. and the Grand Trunk Pacific Ry.

**New Westminster Southern Ry.**—Additions and betterments completed on the line during the year cost \$10,304.70, which was paid by the G.N. Ry. (Nov. pg. 927.)

### Thomas Tait's Resignation.

Australian papers received since our last issue went to press give further information as to Mr. Tait's resignation of the chairmanship of the Victorian Railway Commission. In his letter to the Minister of Railways he stated that he had advised the Premier confidentially in June last that it was his intention to continue in office until the completion of his second term of appointment, in April, 1911, but that private and family affairs might render it necessary for

railways Tait's traditio found t most se tions o no fault ion.

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December 1910



**The Farewells to Thomas Tait.**

Australian papers recently received show that the week preceding the departure of Thomas Tait (he was not then Sir Thomas) from Australia was filled with functions, etc., arranged in his honor, the whole forming a demonstration rarely accorded to any railway official. The Victoria State Government gave a large luncheon for him at the Parliament House, the Premier presiding, and he was entertained at largely attended dinners at the Australian and the Melbourne Clubs. A large gathering of representatives of the manufacturing, shipping, mining, and general commercial interests, headed by the President of the Melbourne Chamber of Commerce, bade him farewell at Mensie's hotel, the principal officers and heads of departments of the State railway service presented him with an address and an album containing their portraits, and representatives of all branches of the service gave him an oil portrait of himself, which he handed over to the Victorian Railway Institute, and with a rose bowl for Mrs. Tait. On the last days he attended at his office over 600 of the staff awaited his arrival in the corridor of the general offices and cheered him. Mr. Mrs. and Miss Tait sailed from Melbourne Nov. 30, on the s.s. Otranto for India, en route to Canada. They were seen off by a large number of officials, business men and personal friends, their cabins being banked up with flowers.

The Melbourne Argus of Dec. 1 said: "After having filled the onerous and responsible position of Chairman of Railway Commissioners for seven and a half years, Mr. Tait left Victoria yesterday amid practically unanimous expressions of appreciation and good will. That he should have felt impelled to leave Victoria while still in the prime of his strength and capacity, after having thoroughly familiarized himself with our conditions and requirements, and qualified himself to render even greater services, is to be regretted."

Portland Canal Short Line.  
Stewart to Bear River ..... 4.00  
Quebec Central Ry.  
St. Justine to St. Sabine, Que. .... 4.30  
Temiskaming and Northern Ontario Ry.  
Mileage post 60 to 60.5 ..... 0.50  
Of this mileage 1,651.34 miles were laid in connection with three systems, as follows, the second column showing the mileage laid by the same lines in 1909:—

National Transcontinental Ry.	1910.	1909.
G.T. Pacific Ry.	437.00	312.00
	385.00	309.00
Canadian Northern Ontario Ry.	772.00	621.00
Canadian Northern Quebec Ry.	71.70	96.49
Canadian Northern Ry.	521.96	28.10
		303.05
Canadian Pacific Ry.	503.66	421.64
	286.58	323.84

Total of the three systems, 1,651.24, 1,376.48  
Divided by provinces the track laid during the year compares with that laid in 1909 as follows:—

Saskatchewan	1910	1909
	Miles.	Miles.
Alberta	518.84	487.80
Ontario	365.63	373.17
Quebec	308.98	288.63
New Brunswick	332.10	171.24
Manitoba	180.40	87.00
British Columbia	141.49	136.23
Nova Scotia	117.80	74.40
	4.00	

The Canadian Northern Ry. completed a revision of location on the main line near Kakabeka, Ont., the new line having a length of 9.75 miles.  
The C.P.R. also laid 3.2 miles of second track between Lambton and Islington, Ont., and 5.6 miles of second track between Rugby Jct. and Portage la Prairie, Man., a total of 56.8 miles. The C.P.R. subsidiary company in the United States, the Minneapolis, St. Paul and Sault Ste. Marie Ry. laid 240.33 miles of new track, as follows: Lawlor to Deemer, Minn., 168.00; Ironhub to Deerwood, Minn., 4.61 miles; Cuyuna to Crosby, Minn., 3.92 miles; Crosby to Ironton, 11.80 miles; cutoffs, Wisconsin-Spencer, Minneapolis, 62.00 miles.

The Diamond Coal and Ry. Co. laid 1.5 miles of switches at the collieries.

**Steam Railway Track Laid in 1910.**

In accordance with our usual practice the public is asking for a return showing of track laid on new lines, or extensions or branches of existing ones during the year ended Dec. 31, 1910, were sent to all Canadian railways, and to U. S. railways having lines in Canada. The returns show that there were laid by 22 lines 1,869.24 miles of track, against 1,583.47 miles in 1909, and 1,505.95 miles in 1908. The following table gives the details of mileage of track laid on different lines by the various companies. No return has been received from the Halifax and South Western Ry., and while the figure given is estimated, it is probably the actual mileage laid. The mileage laid by the different lines is as follows:—

ATLANTIC, QUEBEC AND WESTERN RY.	Miles.
Mar. to mileage 69 to 81.6	12.6
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0

ATLANTIC, QUEBEC AND WESTERN RY.	Miles.
Mar. to mileage 69 to 81.6	12.6
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0

ATLANTIC, QUEBEC AND WESTERN RY.	Miles.
Mar. to mileage 69 to 81.6	12.6
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0

ATLANTIC, QUEBEC AND WESTERN RY.	Miles.
Mar. to mileage 69 to 81.6	12.6
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0

ATLANTIC, QUEBEC AND WESTERN RY.	Miles.
Mar. to mileage 69 to 81.6	12.6
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0

ATLANTIC, QUEBEC AND WESTERN RY.	Miles.
Mar. to mileage 69 to 81.6	12.6
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0

ATLANTIC, QUEBEC AND WESTERN RY.	Miles.
Mar. to mileage 69 to 81.6	12.6
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0
Mar. to mileage 170.5 to 151.5	19.0