

ALGOMA  
CENTRAL  
RAILWAY.

**The Algoma Central and Hudson Bay** Ry.'s management, which used to furnish us with information as to its construction work, as other railways do, changed its policy towards the end of last year, and announced that it would not continue to do so. We are therefore unable to give any official information as to its construction during this year. The Official Guide has since early in the year been publishing a time table, presumably furnished by the Co.'s traffic department, which shows the main line in operation from Sault Ste. Marie to Pangissin, 70 miles, and a daily train is shown as running each way between the two points. We have, however, ascertained that up to Sept. at least, no track had been laid beyond Ogidaki, 48 miles from Sault Ste. Marie, to which point it was laid last year.

A representative of the Sault Ste. Marie Star recently walked from Michipicoten to Anjigomi, and thence over the grade to Ogidaki. He reports that he found 30 miles of grade ready for track laying, 20 more nearly ready, and that work on the remaining 20 to a junction with the line from Michipicoten, near the Josephine mine, was being rapidly pushed forward. It was expected that track-laying on the line would be commenced at Ogidaki Sept. 25, and continued for 17 miles. F. H. Clergue is reported to have stated in Toronto recently that 175 miles of the line will be completed this year.

A contract has been let to the Dominion Bridge Co. for the erection of a steel bridge over the Co.'s tracks, connecting Cathcart st. and the base line roads in Sault Ste. Marie, Ont. The local authorities were prepared to be satisfied with a wooden bridge, but the Co. decided to erect a steel one. (Aug., pg. 262.)

November 1902

### Algoma Central and Hudson Bay

**Ry.**—In connection with the recent financial difficulties of the Consolidated Lake Superior Co., there has been a good deal of criticism of F. H. Clergue and his projects. A special correspondent of the Toronto Globe, writing from Sault Ste. Marie, says: "There seems to be ground for some of the criticism in such a case, for instance, as the construction of the Algoma Central Ry. too rapidly on the heels of the locating engineers, resulting in a change of route and the waste of many thousands of dollars."

Some differences have arisen between the A. C. and H. B. Ry. and Foley Bros., Porter and Whelan, of St. Paul, Minn., who had a sub-contract for grading 100 miles of the line. T. Foley, one of the firm, applied to the Minister of Railways to prevent the payment to the Co. of \$341,000 of subsidies, until their claim of \$452,000 was paid. The Minister declined to interfere, the questions involved being entirely of a legal character. Mr. Foley says his firm has been unable to complete the bridge construction on the contract, owing to the failure of the Co. to lay the rails;

the sub-contractors, says Mr. Clergue, desire to be released from their obligation to do the unprofitable portions. Commerce & Co. wrote under date of Dec. 1, that Foley & Co. had been promptly paid all that was due them on their contract, and that on Dec. 1 there was nothing whatever due them under the terms of their contract which call for the retention of 15% until the whole work is finally completed. It is stated that Foley & Co. put up \$300,000 as a guarantee for the due performance of the work. This \$300,000 and the 15% retention money represents the sum which Foley & Co. desire to have paid them. (Jan., pg. 18.)

February 1903

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all the grading was done and the bridges would have been constructed if they had been able to get the timber out. F. H. Clergue states that the Co. has no contract relations with Foley & Co., who are sub-contractors to James Conmee & Co., who have the contract for the construction of the whole line. Every dollar of the estimates had been paid month by month to the contractors, the amount paid being over \$2,000,000. A percentage of the total was kept back until the completion of the contract. The profitable portions of the work had been completed, and

February 1903

Algoma Central and Hudson Bay Ry. — An act was passed last session of the Dominion Parliament granting an extension of time for the construction of this company's authorized lines of railway, and authorizing it to enter into agreements with the Canada Central Ry., the Manitoulin and North Shore Ry., and the Hudson's Bay and Western Ry. (May, pg. 253)

August 1906

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July, 1907]

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## 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.

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DEC., 1907]

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## RAILWAY DEVELOPMENT.

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

Algoma Central and Hudson Bay Ry.—The Superior Copper Co., Sault Ste. Marie, Mich., is constructing a three mile spur from Superior Mine station, mileage 38.4, to its mining property. Reports state that owing to the assignment, Nov. 5, of F. Perry, who is the largest stockholder in the Superior Copper Co., the work of construction will be suspended temporarily. (Sept., pg. 663).

December 1907

**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).

February 1908

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### **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

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

The report of the Engineer of the Ontario Department of Public Works for 1907, referring to the railway, says an extension of 164 ft. was made to the main line, and several sidings and spurs were constructed. At mileage 17, a 270 ft. siding was put in; an extension of 270 ft. was made at Leoni; a spur, a 195 ft. spur was made off the passing track, mileage 35; a 100 ft. connection was made at mileage 38. From this connection the Superior Copper Co. is under construction a line to Superior, 102 miles, grading of which is about 75% completed; rails, fastenings, etc., are being laid on the ground, and it is the intention to complete the line in the early spring. At mileage 45, a siding 5,280 ft.; at mileage 46, a siding 710 ft.; at mileage 46½, a siding 90 ft.; at mileage 47, a siding 910 ft., and at mileage 48½, a siding 425 ft. have been constructed. At the terminals at Sault Ste. Marie, connections have been made with the dynamo room of the pulp mill building, 1,328 ft.; with the car shops 280 ft., and with the saw mill 340 ft. Permanent steel spans on concrete abutments have been erected at mileages 34.9, 38.5, and 51.1 to replace wooden trestles. At mileage 53 a 12 ft. concrete arch was put in and an abankment made up to grade to replace temporary wooden trestle. The main line between mileage 69 and the junction with the Michipicoten branch, a distance of about 101½ miles, is graded and partly bridged. (April, pg. 243.)

June 1908

7401

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

We are officially advised that a contract has been let to O'Boyle Brothers, Ltd., Sault Ste. Marie, Ont., to build a spur line, of nine miles, between mileage 7.5 on the Josephine branch and the Magpie Iron Mining location. Work has been commenced and will be pushed forward as rapidly as possible, the contract calling for the completion of the line by Sept. 13. A contract has also been let to O'Boyle Brothers, Ltd., to build the line from Hawk Lake Jct., to Hobon, about midway between White River and Dalton stations on the C.P.R. Transcontinental line, 36 miles. Tenders were received to May 16 for clearing right of way, construction of bridges, cleaning of cuts, and making up of embankments on the portion of the company's line already graded, between the present end of steel, mileage 69, from Sault Ste. Marie and Hawk Lake Jct., approximately 100 miles.— The grading on this part of the line which will connect Sault Ste. Marie with the Michipicoten branch, was done in 1902-03.

The company's construction programme involves the expenditure of over \$3,000,000 and arrangements for financing this work were completed at a meeting of the shareholders of the Lake Superior Corporation at Camden, N.J., May 6. A meeting of the A.C. and H.B. shareholders was held May 14, to authorize the issue of 5% 50 year gold bonds on mileage constructed, and authorized to be constructed to the amount of \$30,000 a mile, the bonds to be secured by a first mortgage of the lines constructed, to be built, or hereafter to be acquired.

June 1916

P447

The Dominion Parliament has granted subsidies to aid in building the following lines:—From Sault Ste. Marie to C.P.R. between White River and Dalton stations, Ont., not exceeding 200 miles; from Michipicoten harbor towards C.P.R., not exceeding 25 miles; from C.P.R. Transcontinental line northerly towards the National Transcontinental Ry., not to exceed 50 miles.

In connection with press reports to the effect that it was proposed to extend the line across the St. Mary's River into Michigan, we are officially advised that there has not been any discussion among the company's officials on the subject, other than the comment frequently made that there should be a connection with the lines to the south of the International boundary. (May no 249).

June 1910

P 447

**Algoma Central and Hudson Bay Ry.**  
—T. J. Drummond, President Lake Superior Corporation, has recently completed an inspection of the A.C. and H.B.R., owned by the Corporation. The work at present being done on the line includes the building of the main line to a junction with the Michipicoten branch, an extension to Hobon, on the C.P.R. transcontinental line, and a branch to reach the Magpie iron mines, now being developed. (Oct., pg. 825.)

November 1910

**Algoma Central and Hudson Bay Ry.**

It is proposed to start filling in all the trestle bridges on the line from Sault Ste. Marie to mileage 69, from which point the line is being extended to Hobson, on the C.P.R. transcontinental line. This extension is expected to be completed this year. A new station is to be built at Bruce St., Sault Ste. Marie, and a new terminal yard laid out north of the Tagoma section of the town, and it is also contemplated to extend the line along the river front as far as the ferry docks. (Mar., pg. 205.)

April 1911

p 3/9

The Mond Nickel Co., which has a line running from Victoria Mines station on the C.P.R. Sault Ste. Marie Branch, is now building another short line, leaving the C.P.R. at Coniston, to connect with the Canadian Northern Ry. for the purpose of serving the smelters. The exact length of this line, we are advised, is 13,500 ft. It will connect the smelter with the C.P.R. and the C.N.R. The line will be used for the shunting of cars of ore, coke, flux, etc. In addition to this line the company is building about 38,000 ft. of sidings at the smelter and roast yard.

August 1911  
P733

**Algoma Central and Hudson Bay Ry.**—Tenders were received up to July 15 for the extension of the line from the C.P.R. transcontinental line at Hobon, Ont., northerly to a junction with the National Transcontinental Ry., 142 miles west of Cochrane, a distance of about 101 miles. Location surveys have been made, and a very feasible route has been secured. A gradient of 0.6% compensated for curvature, with maximum curvature of six degrees, has been secured. The height of land is crossed between Wabatougashene and Oba Lake at an elevation 89 ft. lower than the C.P.R. grade at Hobon. Towards the north end of Oba Lake the country is rough, and there will be considerable rock work, but northerly of the lake and on to the National Transcontinental Ry. there is very little rock excavation, the country in general being flat and interspersed with rolling clay ridges. There will not be any large bridges necessary on the extension as the line parallels the large waterways and crosses only small tributaries of the same. (July, pg. 645.)

**Algoma Eastern Ry.**—The Superior Construction Co. has sublet to Jackson and Goldie, Winnipeg, a portion of work on the section of the line it is building from Crean Hill to Whitefish Bay. Location plans from mileage 21 to 46.75 have been approved by the Board of Railway Commissioners. (July, pg. 645.)

**All Red Line Ry.**—Application is being made to the Dominion Parliament for the incorporation of a company with this title, to build a railway from Montreal northeasterly to the Atlantic ocean, the Gulf of St. Lawrence or the Straits of Belle Isle. Davidson and Wainwright, Montreal, are solicitors for applicants.

August

1911

P 783



**Algoma Central and Hudson Bay Ry.**  
—A contract has been let to the Superior Construction Co., of which T. J. Kennedy is President, to build an extension of the line from Hobon, on the C.P.R. transcontinental line, to a junction with the National Transcontinental Ry., 142 miles west of Cochrane, Ont., a distance of about 101 miles. The estimated cost of the work is placed at between \$3,000,000 and \$4,000,000. This extension will run well into the clay belt of Northern Ontario, and will carry the company's line to within about 150 miles from Hudson Bay. The Superior Construction Co., which is at present building the Crean Hill-Whitefish Bay extension of the Algoma Eastern Ry., proposes to sublet the contract in sections. Its headquarters are at Espanola, Ont.

Tenders are being asked for the building of a new station at Sault Ste. Marie, Ont., estimated to cost \$65,000.

We are advised that the estimated cost of the grading, tracklaying and ballasting on the line from Hobon to the National Transcontinental Ry., for which the Superior Construction Co., Sault Ste. Marie, Ont., has the contract, is \$1,670,000, and that the cost of the extension complete for operation will approximate \$3,000,000.

The Board of Railway Commissioners has approved of location plans of the Josephine branch at mileage 17.08 from Michipicoten, to the Magpie mine, 9.16 miles. This branch has already been built. (Aug., pg. 733.)

September 1911

p 853

**Algoma Central and Hudson Bay Ry.**—The Board of Railway Commissioners has approved of the revised location plans of the connection with the C.P.R. transcontinental line at Hobon, Ont., and has authorized the building of the extension from Hobon to the National Transcontinental Ry. across the Canadian Northern Ontario Montreal-Port Arthur line at mileage 80.94, at which point an interlocking plant is to be installed. The starting point of this extension is at Hobon, mileage 194.5 north of Sault Ste. Marie, and the route will follow the east side of Oba lake and river to the National Transcontinental Ry., 142 miles west of Cochrane, a distance of about 102 miles. The maximum gradient will be 0.6% and the maximum curvature six degrees. Following are some details stated to have been supplied by an officer: On the first 50 miles the average quantities per mile are as follows; excavating solid rock, 5,238 cu. yds.; loose rock, 5,760 cu. yds.; common excavation, 14,625 cu. yds., and overhaul, 36,850 cu. yds. The balance of the work will average per mile: solid rock, 93 cu. yds.; loose rock, 610 cu. yds.; common excavation, 16,330 cu. yds., and overhaul 35,480 cu. yds. There will probably be two steel bridges in the future. The present construction work calls for putting up 25 pile bridges. There will be a number of stations, water tanks and a coaling plant. (Sept., pg. 853.)

**Algoma Eastern Ry.**—The Board of Railway Commissioners has authorized the building of bridges over the Whitefish River and over the Spanish River at mileage 66.23 and 42.80 and over the trunk road in Merrit tp., at mileage 47.38. (Aug., pg. 733.)

October 1911

p 935

Algoma Central and Hudson Bay Ry.  
—The Board of Railway Commissioners has authorized the operation of trains over the extension of the main line, in Sault Ste. Marie. It has also approved location plans for the extension of the line from mileage 30.08 to 129.39.

Arrangements are being made for the letting of contracts for the building of a new station at Tagona, at a cost of about \$10,000, and plans are being prepared for a new station and office building at the foot of Bruce St., Sault Ste. Marie, at an estimated cost of \$100,000. R. S. McCormick, Chief Engineer, was reported as saying, Oct. 11, that the contract for this work would probably be let in the spring of 1912. (Oct. 11, 1911)

November 1911

p 1035

## Coal Dock for Algoma Central Railway.

Algoma Central Ry. is going to build a coal dock at Michipicoten Harbor, to the west of the present pulpwood dock and covering the site of the old ore dock, which has been removed down to the piling forming the foundation. This piling will be pulled up and, along with the good timber out of the old ore dock, will be utilized for under water crib timber for the new coal dock. The new dock face will be timber cribs framed and sunk to elevation 577, to ensure a minimum 22-ft. depth of water at the dock. The dock face construction and runways for the bridge unloader will be practically a duplicate of the A.C.R. coal dock at Sault Ste. Marie, being all timber construction. The length of the dock face will be 550 ft., which will allow for 400 ft. available length of runway for the coal bridge. The width will be about 350 ft. from face of dock to back side of storage area. This will give 800 ft. available width for coal, thus providing a coal storage area of 120,000 sq. ft. With coal piled 46 ft. high, a total of about 100,000 tons of coal can be stored on the dock. It is quite possible this storage area will be enlarged in another year or two by extending it inshore 100 ft. and outward some 700 ft., so that the complete storage space will be 1,200 x 800 ft., holding well over 300,000 tons of coal.

Spanning the storage space will be a Mead-Morrison 5-ton rope drive unloading bridge, operated by steam. This structure will be also similar to the coal handling bridge on the dock at Sault Ste. Marie, except that the latter bridge uses electrical power instead of steam. The contract for supplying all material and erecting this structure complete has been let to Canadian Mead-Morrison Co., Montreal, for about \$220,000. The contract for dredging, pulling of old ore dock piling, framing and sinking of cribs, placing of rock filling in them, and placing of runway timber for

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## DIAN RAILWAY AND MARINE W

bridge foundation has been let to A. B. McLean & Sons, Sault Ste. Marie, for about \$65,000. The railway will furnish all material for the dock construction, will fill the storage area, concrete its top, grade roadbed, lay all track connections, and perform all the work incidental to the construction of the new dock aside from the two contracts mentioned above. The total cost of the dock equipped with coal handling machinery is estimated at \$420,000. Canadian Railway and Marine World is indebted to R. S. McCormick, General Superintendent and Chief Engineer, for the foregoing information.

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