

## Canadian Northern Railway Construction, Betterments, Etc.

**Mount Royal Tunnel and Terminal Co.**—Supplemental letters patent were granted to the Canadian Northern Montreal Tunnel and Terminal Co., Jan. 10, changing the name of the company to the Mount Royal Tunnel and Terminal Co.

The Quebec Court of Appeal, Jan. 11, decided that the owners of property under which the tunnel is being constructed may bring actions for damages to property other than those which are taken cognizance of by the arbitrators dealing with the question of price. The original action was brought by the owner of a property at the corner of Bellingham and Maplewood Avenues, the sum claimed being \$9,000. The company claimed that the whole amount of the damage should be estimated by the arbitrators. This exception was dismissed in the lower court, and the judgment is now upheld on appeal.

The Board of Railway Commissioners has reserved judgment on the application of the company to expropriate the whole of the Rainville property, including a small strip not included in the original application. The company subsequently took only an easement for the tunnel, but the owner claimed damages to the property. The company said the property might be useful for station purposes in the future.

**Canadian Northern Ontario Ry.**—A through fast freight service was inaugurated between Toronto, Ottawa, Montreal and Quebec, Jan. 8, over the Toronto-Ottawa line, the last section of which was recently completed; thence over the old Great Northern Ry. and the old Chateauguay and Northern Ry. into Montreal, and over the old Great Northern Ry. to Quebec. A regular train service is operated from Toronto to Sydenham, Ont., and a limited service from Sydenham into Ottawa.

A bylaw will shortly be submitted to the ratepayers of St. Catharines, Ont., providing for a bonus of \$100,000 to aid in building the company's Toronto-Niagara line through that city. The agreement provides for the completion of the line from Hamilton to St. Catharines within three years, and its completion from Toronto to Niagara in five years.

**Montreal-Ottawa-Port Arthur Line.**—Track laying has been completed easterly from Capreol to North Bay, Ont., and construction trains are being operated over it. Track has also been laid to between 50 and 60 miles east of North Bay. Out of Ottawa, track is laid nearly to Pembroke.

The last spike on the section of this line terminating in Port Arthur, Ont., was driven near Little White Otter River, 254 miles east of Port Arthur, Jan. 1, by Sir William Mackenzie, who, accompanied by an official party, left Toronto by a special train and travelled over the line via Parry Sound to Capreol, which is the point at which the Montreal-Ottawa-Port Arthur line connects with the line from Toronto; thence to Ruel, where present permanent operation ceases, and then over the newly completed line to the point where the track laying was completed on New Year's morning. The journey was then resumed and the special ran on to Port Arthur, which was reached at midnight. The party was entertained at dinner immediately afterwards, and speeches were delivered by the Mayor of Port Arthur, Sir William Mackenzie, President; Sir Donald Mann, Vice President; D. B. Hanna, Third Vice President, and others.

The building of this section of the line was entrusted to Foley, Welch and Stewart and the Northern Construction Co., in 1911, under the terms of a special agreement with the Dominion Government. Actual

construction work started early in 1912. The line has a gradient of 0.4%, with an almost perfect alignment, the final location being made over a period of four years by H. K. Wicksteed, Chief Engineer of Surveys.

Work has been suspended on the line for the winter, but it is expected that ballast-gang gangs will be put on in the spring in order to get the line in running condition by the fall. One lift of ballast has already been put on. Station buildings have been completed to mileage 183 out of Port Arthur.

**Canadian Northern Ry.**—The Board of Railway Commissioners has authorized the opening for traffic of the revised line across Rainy Lake, Ont., mileage 224.3 to 226.4.

The Lieut.-Governor of Manitoba, in his speech at the opening of the Provincial Legislature, referring to the building of the railway to Hudson Bay by the Dominion Government said:—"It is the fixed policy of my Government to extend the Oak Point line northward to intersect the same in such time as will guarantee our ability to take advantage, when the main line of the railway is ready for operation, of this through route to the markets of the world for the products of the farms of Manitoba. My Government believe that the opening of such a through route will prove of great benefit to the agriculturists of this Province." This line is being built by the C.N.R. and is in operation from Winnipeg to Gypsumville, 162 miles.

The Board of Railway Commissioners has authorized the opening for traffic of the extension of the Oakland Branch from mileage 24, for a further distance of 12 miles.

The C.N.R. is carrying on its construction work in Manitoba, Saskatchewan and Alberta, not only under its own charter, but also under the charters of the Canadian Northern Saskatchewan Ry., the Canadian Northern Western Ry., and the Canadian Northern Alberta Ry. The construction work done under the charters of these companies for 1913 is as follows:—

Grading was done on 23 lines and track laying on 19 lines. The main line out of Edmonton is being built under the Canadian Northern Alberta Ry. charter, and on this 34.28 miles of grading were done, and 143.36 miles of track laid to the provincial boundary. A 5 mile spur, known as Huffs spur, was also laid.

The work done on the various branch lines, arranged according to provinces, is as follows:—

|                               | Grading.<br>Miles. | Track laid.<br>Miles. |
|-------------------------------|--------------------|-----------------------|
| C.N. Ry. ....                 | 107.37             | 271.72                |
| C.N. Sask. Ry. ....           | 4.00               | —                     |
| C.N. Western Ry. ....         | 87.54              | 74.53                 |
| C.N. Alberta Ry. ....         | 34.28              | 148.31                |
| Total .....                   | 233.19             | 494.56                |
|                               | Miles<br>graded.   | Miles<br>track laid.  |
| <b>Manitoba</b> —             |                    |                       |
| Winnipeg cut off .....        | 3.98               | 3.34                  |
| Winnipeg & Northern Ry. ..    | 7.45               | —                     |
| Deerfield (Oak Point line) .. | 12.50              | 12.50                 |
| Greenway extension .....      | 2.94               | 15.33                 |
| Oakland extension .....       | —                  | 11.69                 |
| Grosse Isle extension .....   | 14.28              | 22.80                 |
|                               | 41.15              | 65.66                 |
| <b>Saskatchewan</b> —         |                    |                       |
| Bienfait to Estevan .....     | 8.20               | —                     |
| Canora northerly .....        | 1.90               | —                     |
| Goose Lake branch .....       | —                  | 25.78                 |
| Jackfish line .....           | —                  | 17.10                 |
| Macrorie east .....           | 2.26               | 8.59                  |
| Macrorie west .....           | 34.83              | 31.57                 |
| Moose Jaw line .....          | 0.30               | 1.85                  |
| Prince Albert-Battleford line | 1.15               | 51.95                 |
| Swift Current line .....      | 7.10               | 55.85                 |
| Vonda, northerly .....        | 8.20               | —                     |
| Wroxton, westerly .....       | 4.00               | —                     |
|                               | 67.94              | 192.69                |
| <b>Alberta</b> —              |                    |                       |
| Vegreville-Calgary line ..... | 0.23               | 13.20                 |

|                               |        |        |
|-------------------------------|--------|--------|
| Calgary, southerly .....      | 1.60   | —      |
| Strathcona-Camrose .....      | 0.45   | 0.17   |
| Brazeau line .....            | 26.77  | 42.60  |
| Camrose south east .....      | 53.45  | —      |
| Peace River line .....        | 6.50   | 30.65  |
| Strathcona-Calgary line ..... | 0.30   | 1.28   |
| Red Deer spur .....           | 0.52   | —      |
| Main line .....               | 34.28  | 148.31 |
|                               | 124.10 | 236.21 |

Total for three provinces .. 213.19 494.56

The three measures with respect to the guaranteeing of the company's bond issues by the Province of Saskatchewan mentioned in our last issue, have received final assent. The question of the construction programme for the year, under these acts, is now under consideration by the government.

**Canadian Northern Pacific Ry.**—The C.N. Ry. construction department at Winnipeg is supervising the Canadian Northern Pacific Ry. construction from the Alberta-British Columbia boundary to the Albreda Summit. During 1913 grading was completed for 67.8 miles westerly from the provincial boundary, and 6.07 miles of track laid.

The remainder of the line in British Columbia is being built under the Vancouver construction department, T. H. White being Chief Engineer. Track was laid from Sumas to Hope, 41.75 miles, in 1912, and during 1913 an additional 206 miles of track was laid. Of this 12 miles was on the branch from New Westminster to Steveston, leaving 194 miles of track laid on the main line. Track has been laid from Hope to Cisco, 62 miles, and nine miles between the steel bridges under construction between Cisco and Kamloops; for 123 miles from Kamloops to Cottonwood. The distance from Cisco to Kamloops is 103 miles, and from Cottonwood to Yellowhead Pass is 134 miles. The company has under survey a line from Kamloops to Kelowna and Shuswap Falls, 141 miles, and a line from Westminster bridge to Lulu Island bridge, five miles.

Considerable progress is being made with the construction of the terminals at Port Mann. It is expected that the locomotive house will be completed early in February.

Sir Donald Mann, Vice President, arrived in Vancouver, Jan. 5, when he is reported to have said that the company's line would enter Vancouver by a tunnel three miles long, the exact location of which had not been settled. (Jan., pg. 29.)

### Dominion Railway Subsidy Agreements.

The Dominion Government has entered into agreements under the act granting aid in the construction of railways, for the following lines:—

**Canadian Pacific Ry.**, Jan. 8, for railway bridge over the Saskatchewan River, at Outlook, Sask. This bridge has been built and opened for traffic. It was fully described and illustrated in Canadian Railway and Marine World, June, 1913.

**Kettle Valley Ry.**, Dec. 16, 1913, for a line from Merritt to Penticton wharf, B.C., 145 miles, and for a line from a point on the line between Merritt and Penticton wharf, about 25 miles south of Merritt, to a point on the Fraser River, near Hope station, B.C., 55 miles.

**Kootenay Central Ry.**, Dec. 15, 1913, for a line from Golden, via Windermere and Fort Steele, B.C., to a point on the British Columbia Southern Ry., at or near Jukeson, 175 miles.

**Locomotive Design.**—The present tendency is to use larger cylinders, maintaining former steam pressures. The first step in this direction was to use larger cylinders with decreased steam pressure, but it has since been found advisable to maintain the pressure as before.