

Steam Railway Track Laid in 1913.

Following the annual custom of many years, circulars were sent in December by Canadian Railway and Marine World to all steam railways in Canada, asking information as to new track built in 1913. Particulars of the replies received were published in our January issue, but by a typographical error the total of new single track was given as 3,344.50 miles instead of 3,144.50 miles as the detailed figures showed. A number of revised figures and additions have since been received, which brings the total mileage laid up to 3,213.67 miles, against 2,179.09 laid in 1912.

Following are the revised details:

	Miles.	Miles.
Algoma Central Ry.—		
Oba to Hearst, Ont.	49.00	
Algoma Eastern Ry.—		
Mileage 79 to Little Current, Ont.	6.57	
Canadian Northern Ontario Ry.—		
Between Montreal and Hawkesbury	10.00	
Between Ottawa and Capreol	120.00	
Between Ruel and Port Arthur	406.00	
Between Sydenham and Ottawa	54.00	
Canadian Northern Ry.—		590.00
Manitoba—		
Winnipeg	3.34	
Deerfield spur	12.50	
Greenway extension	15.33	
Grosse Isle extension	22.80	
Oakland extension	11.69	
Saskatchewan—		
Goose Lake branch	25.78	
Jackfish line	17.10	
Macrorie east	8.59	
Macrorie west	31.57	
Moose Jaw line	1.85	
Prince Albert-Battleford	51.95	
Swift Current line	55.85	
Alberta—		
Main line	148.31	
Vegreville-Calgary	13.20	
Strathcona-Camrose	0.17	
Brazeau line	42.60	
Peace River line	30.65	
Strathcona-Calgary	1.28	
Canadian Northern Pacific Ry.—		494.56
Yellowhead westerly	6.07	
Cisco to Hope	62.00	
Portions between steel bridges, Cisco to Kamloops	9.00	
Cottonwood to Kamloops	123.00	
New Westminster to Steveston ..	12.00	
Canadian Pacific Ry.—		212.07
Interprovincial and James Bay Ry., Lumsden's Mills to Opemican, Que.	10.00	
Campbellford, Lake Ontario and Western Ry., Glen Tay to Agincourt, Ont.	182.60	
Manitoba—		
Snowflake west	10.00	
Virden-McAulay line	23.00	
Boissevain-Lauder line	35.00	
Saskatchewan—		
Estevan north west	47.00	
Kerrobert north east	22.00	
Swift Current-Bassano	60.80	
Weyburn-Stirling line	162.00	
Alberta—		
Suffield south west	32.30	
Gleichen-Shepard	25.00	
*Alberta Central	40.00	
Lacombe branch extension	8.00	
British Columbia—		
Kootenay Central extension	19.70	
Whitewater to Kaslo	16.00	
Dominion Government Ry.—		693.40
To Hudson Bay Pass and mileage 86, Man.	86.00	
Esquimalt and Nanaimo Ry.—		
McBride Jct. to Big Qualicum	15.80	
Osborne Bay Jct. to Crofton	3.20	
Edmonton, Dunvegan and B.C. Ry.—		19.00
Mileage 23 to Mirror Landing, Alta.	106.00	
Fredericton and Grand Lake Coal and Ry. Co.—		
Mileage 11 to 24, N.B.	13.00	
Marysville Jct. to Marysville	2.84	
Grand Trunk Pacific Ry.—		15.84
Regina-Boundary line, m. 92 to 155.	63.00	
Regina-Moose Jaw branch	92.00	
Prince Albert branch, m. 67 to 90 ..	23.00	
Biggar-Calgary branch, m. 36.6 to 104.6	68.00	
Battleford to Rossman, Sask.	35.00	
Irricana to Calgary	33.00	

Balsam to Mount Park	31.00
Main line, Beamont, B.C., easterly ..	120.00
Main line, Tete Jaune Cache west.	165.00
Intercolonial Ry.—	630.00
Georges River to Sydney Mines	9.80
*Kettle Valley Lines—	
On several sections	75.00
National Transcontinental Ry.—	
In Province of Quebec	88.26
In Province of Manitoba	2.22
*Pacific Great Eastern Ry.—	90.48
North Vancouver to Dundarave	4.50
Newport to Cheakamus, B.C.	13.50
Quebec Central Ry.—	
St. Sabine to St. Camille	5.00
St. John and Quebec Ry.—	
Gagetown to Fredericton, N.B.	29.00
Fredericton northerly	18.00
Mileage 21 south of Woodstock to Woodstock, N.B.	21.00
Woodstock northerly	24.00
Sydney and Louisburg Ry.—	92.00
Morien Jct. to Morien, N.S.	2.00
Waterford Lake to Colliery 17	1.00
Timiskaming and Northern Ontario Ry.—	3.00
Montreal River to Elk Lake, Ont.	6.00
Iroquois Jct. to Iroquois Falls	6.40
Vancouver, Victoria and Eastern Ry.—	12.40
Kilgard to Sumas Landing	5.05
Western Canada Power Co.—	
Extension to dam at Stave Falls, B.C.	0.50
Total	3,213.67

Of this mileage 2,710.51 miles were laid in connection with three systems, the following being the comparison of the mileages laid by the same systems in 1912:—

	1913. Miles.	1912. Miles.
Canadian Northern Ontario	590.00	195.00
Canadian Northern Pacific	212.07	41.75
Canadian Northern Ry.	494.56	303.63
Canadian Pacific Ry.	693.40	353.79
National Transcontinental Ry.	90.48	361.15
G.T. Pacific Ry.	630.00	608.75
Total	2,710.51	1,864.07

The reduced mileage of track laid on the National Transcontinental Ry. is owing to the fact that tracklaying on the entire line from Moncton to Winnipeg, 1,804 miles, is now completed.

Divided by provinces the track laid in 1912 and 1913 compares as follows:—

	1913. Miles.	1912. Miles.
Prince Edward Island	—	9.90
Nova Scotia	12.80	9.69
New Brunswick	107.84	26.61
Quebec	103.26	125.25
Ontario	840.57	592.02
Manitoba	221.88	14.62
Saskatchewan	765.49	501.94
Alberta	511.51	554.72
British Columbia	650.32	331.34

Total 3,213.67 2,179.09

The following single track was laid in Newfoundland by the Reid Newfoundland Co.:—

	Miles.
Carbonear to Bay-de-Verde	53
Goobies to Black River	15
Biscay Bay to Trepassy	5
Into Heart's Content	1
Total	74

In addition to the above new lines the C.P.R. laid second track as follows:

	Miles.	Miles.
*Quebec—Farnham section	3.00	
Ontario—Islington to Guelph Jct.	29.00	
Manitoba—Bergen north east	20.00	
Manitoba—Kemnay-Virden	35.00	
Saskatchewan—Whitewood-Grenfell	8.00	
Saskatchewan—Indian Head-Regina	21.60	
Saskatchewan—Regina-Pasqua	12.00	
Saskatchewan—Caron-Java	66.70	
British Columbia—Ruby Creek to Hammond	59.00	
Total	254.30	

toria and Eastern Ry. 7.12 miles from Ardley to Still Creek, B.C., making a total of 267 miles of second track laid during 1913.

On the Minneapolis, St. Paul and Sault Ste. Marie Ry., a C.P.R. subsidiary line in the United States, 97.35 miles of track was laid as follows:—

	Miles.
Ambrose, N.D., to Whitetail, Minn.	85.78
Ironhub, Iron Mountain, Minn.	8.21
Range Jct. to Riverton, Minn.	3.36
Total	97.35

The Detroit and Huron Ry., a subsidiary of the G.T.R. in the United States, laid 14.50 miles of track, from near Cass City, to Bad Axe, Mich., 14.25 miles, and from West Bay City to Bay City Terminal, Mich., 1.25 miles.

Passenger Rate Meetings at Buffalo.

The annual meetings of the International Water Lines Passenger Association, the Niagara Frontier Summer Rate Committee, and the Great Lakes and St. Lawrence River Rate Committee were held at Buffalo, N.Y., in January. The rate representatives met on Jan. 20 and 21, and prepared the rates for submission to the general meetings of the three associations.

At the International Water Lines Passenger Association meeting, Jan. 21, a gavel, made from mahogany from the Northern Navigation Co.'s s.s. Noronic and bound with silver, was presented to the retiring chairman, G. C. Wells, Assistant to Passenger Traffic Manager, C.P.R. The following officers were elected for the current year:— President, O. H. Taylor, P.T.M., Eastern Steamship Corporation, New York; Vice President, W. P. Hinton, G.P.A., Grand Trunk Pacific Ry., Winnipeg; Secretary, M. R. Nelson, C.C.P.D., Northern Steamship Co., New York.

At the Niagara Frontier Summer Rate Committee's meeting, Jan. 22, F. T. Grant, G.P.A., Rutland Rd., Rutland, Vt., was elected Chairman for the current year. The retiring chairman, W. S. Cookson, A.G.P.A., Grand Trunk Ry., Montreal, was presented with a gavel, the wooden portion of which was made from a piece of quartered oak taken from the Chateau Laurier, the G.T.R. hotel at Ottawa. The silver used for its ornamentation was secured from Cobalt, Ont. Imbedded in the head of the gavel is a section of U rail taken from what is probably the last piece of rail in existence which was laid on the G.T.R. in 1854. This rail was of a remarkably good quality of iron and was made by the Ebbw Vale Co. in Wales. The joints were known as chair joints, as there were no fish plates in use at that time. The rail was laid for 1,000 miles between 1854 and 1857, and the quality was so good that the rails wore away very evenly, some lasting for 18 years. The line at that time was known as the Atlantic and St. Lawrence Rd. The case in which the gavel was placed was made from wood taken from the G.T.R. central station at Ottawa.

The Great Lakes and St. Lawrence River Rate Committee met Jan. 22, and elected W. F. Herman, G.P.A., Cleveland and Buffalo Transit Co., Cleveland, Ohio, as Chairman for the current year.

The next meetings of all three associations will be held in Toronto in January, 1915.

Western Canada Railway Club.—At the monthly meeting, Jan. 12, D. R. Dover, Local Freight Agent, G.T. Pacific Ry., read a paper on "new credit system."

The C. P. R. is reported to have ordered 100,000 tons of steel rails from Algoma Steel Corporation, and 25,000 tons from Dominion Iron and Steel Co.