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The Official Organ of
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The Canadian Roadmasters' Association.
The Canadian Ticket Agents' Association.

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NEXT ANNUAL MEETING of the Grand Council in
Kingston, Ont., Jan. 4, 1904.

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Railway Development.

(Continued from page 145.)

a mile, 0.55 miles ascending, 1.45 miles
descending. The table of alignment shows
18 miles on 61 tangents, and 12.75 miles on
64 curves. The greatest curvature is 8.30°,
of which there is 0.66 miles, and is situated in
the terminal station ground at Point Tupper.
During the year \$45,000 was paid on account
of the subsidy of \$99,200.

Carbonear to Heart's Content, Nfld.—
The Newfoundland Government is consider-
ing the advisability of extending the railway
from Carbonear to Heart's Content, about 15
miles. An act authorizing this extension has
been passed.

Central Ontario Ry.—Press reports state
that work will be commenced this spring on
an extension of the line from Bancroft to
Whitney, Ont., 40 miles. We are officially
advised that it is not known when work will
be started on the extension. (Aug., 1902,
pg. 263.)

Chateauguay and Northern Ry.—The
Quebec Legislature has passed an act amend-
ing the act of incorporation and extending
the time limit for the construction of the line
from Montreal to Joliette, 36 miles.

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Contracts have been let for all ties and fenc-
ing required, and 70-lb. steel rails have been
ordered for the line. The piling for the
bridge at Bout de l'Isle has been completed,
and work on the piers is in progress. Grading
operations are also being proceeded with. It
is expected that the line will be completed by
Nov. C. E. Loss, of New York, was given
the contract, but sublet it to W. J. Poupore.
F. A. Hibbard is Chief Engineer in charge of
construction.

The bridge is being constructed over the
Ottawa river, near its confluence with the St.
Lawrence, at Bout de l'Isle. At this point
the river is separated into two channels by
Isle Bourdon. The bridge over the west
channel is composed of 11 spans, represent-
ing 1,414 ft. of bridge work, and consists of a
steel superstructure designed for the heaviest
rolling load prescribed by the Dominion
Government. It consists of a central through
span of 200 ft., 8 through spans of 140 ft.
each, and 2 shore spans of 47 ft. each, with a
10 ft. roadway on either side throughout.
The sub-structure consists of first-class mas-
onry piers upon concrete footings, resting on
pile foundations. The bridge over the east
channel is of a similar class of bridge work
throughout, 1,074 ft. in length, and is com-
posed of 9 spans, 7 of 140 ft. each, and 2 shore
spans of 47 ft. each. (Feb., pg. 39.)