

# Canadian Railway AND Marine World

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## Steam Railway Track Laid in 1914.

In pursuance of its annual practice Canadian Railway and Marine World issued circulars on Dec. 1, to all railway companies in Canada, asking information as to new track laid during 1914. The following table gives a preliminary statement of the new track laid. In a number of cases the figures given have been estimated either by the railway companies, or in our own offices, pending the receipt of the final figures for the year. Estimated figures are distinguished by an asterisk.

The total new single track laid during 1914, so far as can be ascertained and estimated, is 2,088.09 miles. This is less by 1,180.46 miles than the final corrected total mileage of track laid in 1913, and less by 141.38 miles than the corrected figures of track laid in 1912. This is entirely to be accounted for by the fact that the National Transcontinental Ry. and the Grand Trunk Pacific Ry. main line from Moncton, N.B., to Prince Rupert, B.C., 3,552 miles, have been completed, and that the only big trunk line construction in progress is the Canadian Northern Ry., which is now practically completed across the continent. The construction of branch lines by the C.P.R., the Canadian Northern Ry., and the G.T. Pacific Ry. maintains the average of recent years. Outside these lines the largest construction in progress are the lines under construction largely on the initiative of the British Columbia and Alberta Governments, which are to be operated under agreements with the G.T. Pacific Ry. These are the Pacific Great Eastern Ry., from Vancouver to the B.C.-Alberta boundary; the Edmonton, Dunvegan and British Columbia Ry., from Edmonton to a junction with the last railway; the Alberta and Great Waterways Ry., and the Central Canada Ry. On the first three of these lines 351 miles of track were laid in 1914, and 30 miles of grading is ready for tracklaying on the last named.

Following are the details of track laid on the several lines:—

	Miles.	Miles.
Alberta and Great Waterways Ry.		
Cardondale to Lac La Biche .....		114.00
Canadian Northern Ontario Ry.		
Between Montreal and Gren- ville .....	39.00	
Between Ottawa and Capreol .....	130.00	
		169.00
Canadian Northern Ry.		
Birds Hill to Pt. Grand .....		
Marias, Man. ....	50.77	
Chatfield northerly .....	27.08	
Laird northerly .....	8.67	
C. N. A. Ry., Yellowhead easterly .....	2.48	
C. N. Western, Stolberg- Brazeau .....	17.44	
		106.44
Canadian Northern Pacific Ry.		
Various sections between Port Mann and Yellowhead .....		248.00
Canadian Pacific Ry.		
Quebec—		
Forsyth St. branch, Mont- real .....	0.64	
Interprovincial and James Bay Ry., mileage 7.5 to 9.87 Kewawa north .....	2.37	
Ontario—		
Trenton freight spur .....	1.11	
Manitoba—		
Gimli to Riverton .....	26.30	
Saskatchewan—		
Weyburn-Lethbridge line .....	87.00	
Moose Jaw South West line Kerrobort to Sask. bound- ary .....	22.40	
		50.00
Alberta—		
Monitor to Alberta-Sask. boundary .....	22.00	
Empress to Westerham .....	18.00	
Empress to Bassano .....	118.30	
Suffield S. W., m. 57 to 84 ..	27.00	
Coronation to Lorraine .....	16.70	
Gleichen to Shepard .....	12.50	
Alberta Central Ry. between Red Deer and m. 64.50 .....	32.00	
British Columbia—		
Kootenay Central Ry., Edge- water to Kootenay River .....	68.30	
		508.60

Dominion Atlantic Ry.		
Centerville to Weston, N.S. ....	14.80	
Edmonton, Dunvegan and B.C. Ry.		
Smith to McLennan .....	131.00	
Erie and Ontario Ry. (T., H. & B. R.)		
Smithville to Dunville, Ont. ....	14.90	
Esquimaux and Nanaimo Ry.		
Big Qualicum to Courtenay, B.C. ....	29.70	
Essex Terminal Ry.		
Extension to Ojibway, Ont. ....	1.00	
Glengarry and Stormont Ry.		
St. Polycarpe, Que., to Corn- wall, Ont. ....	28.00	
Grand Trunk Pacific Ry.		
Shelley to Tintagel, B.C. ....	157.30	
Talmage to Weyburn, Sask. ....	14.50	
Central Butte to Riverhurst, Sask. ....	17.60	
Rossman to Carruthers, Sask. ....	15.30	
		194.70
* Hudson Bay Ry. (Dominion Government).		
Mileage .36 to 175 .....	139.00	
* Kettle Valley Lines.		
Extensions .....	60.00	
* Lake Erie and Northern Ry.		
Brantford to Galt, Ont. ....	29.00	
* Pacific Great Eastern Ry.		
Mileage 13.50 from Squamish, B.C., to m. 120 .....	106.00	
* Prince Edward Island Ry.		
Carleton Point spur .....	2.50	
Quebec Central Ry.		
Extension east of St. Camille, Que. ....	5.00	
St. John and Quebec Ry.		
Fredericton to Woodstock, N.B. ....	24.98	
Fredericton to Gagetown ...	3.51	
Woodstock to Centerville ...	1.50	
		29.99
Vancouver, Victoria and Eastern Ry.		
Coalmount to Brooks, B.C. ....	25.56	
Winnipeg Water District.		
St. Boniface to Shoal Lake, Man. ....	85.00	

In connection with the figures for the Grand Trunk Pacific Ry., we were advised, Dec. 18, that track was actually laid in 1913 to mileage 1,265 west of Winnipeg, and to mileage 324 east of Prince Rupert, making 14 miles more than was covered in the figures published in our issue of Feb., 1914, as having been laid in 1913. The information that this mileage was laid was received at the company's office too late to be used at the date the figures published were supplied us. The track laid as reported this year, 157.3 miles, and the 14 miles referred to, totals 171.3 miles, which makes the difference between mileage 1,260 west of Winnipeg, and mileage 315 east of Prince Rupert, the points reported to have been reached in our report of February last.

The Great Northern Ry., during 1914, laid track on 23 miles of the line from Wenetchee to Oroville, Wash., where it connects with one of the U.S. links of the Vancouver, Victoria and Eastern Ry. The remaining 112.88 miles of the line were laid in 1912 and 1913.

The Reid Newfoundland Co. laid the following mileage of track on its branch lines under construction:—Fortune Bay branch, 27 miles; to complete Bay-de-Verde branch, 6 miles; total, 33 miles.

## Index to Canadian Railway and Marine World for 1914.

At the end of this issue is a very complete index to the contents of the volume for 1914, which, as in former years, will doubtless be fully appreciated by the large number of subscribers who bind Canadian Railway and Marine World for reference purposes.

Even a casual glance over the six pages of closely printed matter will show the tremendous range of subjects covered and the thorough manner in which this paper represents the entire transportation interests of the whole Dominion, steam railway, electric railway and marine, as well as the subsidiary express and telegraph interests, and railway and canal contracting work.