

ton and Fort George, about 20% of the grading is reported completed. About 60 miles of location has been completed between Fort George and the British Columbia-Alberta boundary, where a junction is to be effected with the Edmonton, Dunvegan and British Columbia Ry. (Oct., pg. 468.)

Prince Edward Island Ry.—Work is proceeding satisfactorily on the Carleton Point extension, from the Emerald-Cape Traverse Branch, which starts 8.06 miles from Emerald and 3 miles from Cape Traverse, to run to Carleton Point, where a terminal is being built for the New Brunswick-P.E. Island car ferry. The only structure of any importance is one trestle. Standard gauge ties are being laid, as it is the intention to change from 3½ ft. to standard gauge when the car ferry goes into operation. F. P. Tripp, Cape Tormentine, N.B., is in charge of this work and also of the terminals on both sides of the strait. (June., pg. 267.)

St. John and Quebec Ry.—A press report stated recently that it was expected to have the section from Gagetown to Centreville, N.B., completed and ready to be taken over for operation under the agreement with the Intercolonial Ry. by Oct. 31. The line into Fredericton is under construction. In connection with this piece of work some difficulty arose with the crossing of the C.P.R. at Aberdeen St., and an interim injunction was obtained, stopping the work. The matter came before the court for argument subsequent to Oct. 15.

U.S. press reports state that arrangements are being made for the starting of construction of the section of the line from Washburn, Me., to the Quebec boundary, early in 1915.

Temiscouata Railway.—At the annual meeting held recently, \$10,000 were appropriated for betterments. We are officially advised that it is possible that during next year the company will commence relaying the track with heavier steel.

Winnipeg.—The Commissioners of the Greater Winnipeg Water District are reported to have let a contract to the Rat Portage Lumber Co., Kenora, Ont., for the delivery of 8,000 ties at Indian Bay, Shoal Lake, Man. (Oct., pg. 468.)

National Transcontinental Railway Construction.

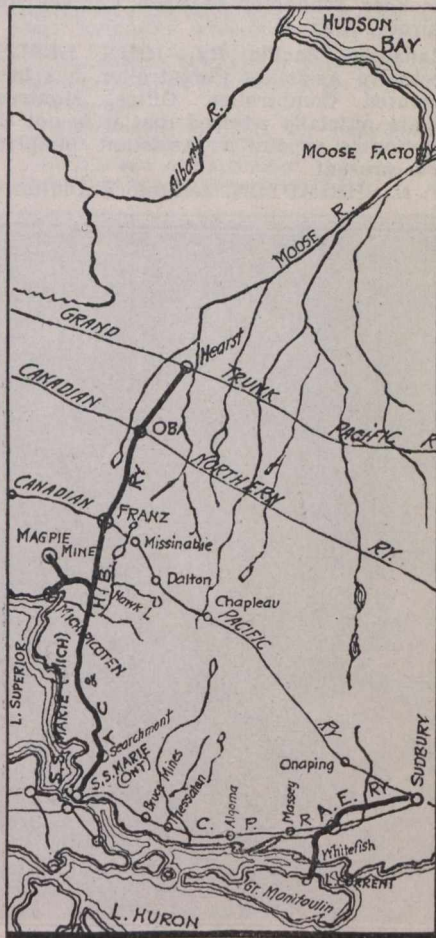
The Minister of Railways returned to Ottawa, Oct. 14, after a trip of inspection over the line from Quebec to Lake Superior Jct., Ont. He is reported to have said that it would be ready for operation Nov 1. With regard to the taking over of the operation of the railway by the G.T.P.R., he said arrangements had not been finally made, and an announcement as to this would be made later.

An Ottawa press dispatch says there will be a limited train service this winter between Moncton, N.B., and Levis, Que., and probably also from Hearst, Ont., eastward. The line is already in operation, under the Intercolonial Ry. management, from Moncton to Escourt, Que., 286.3 miles, so the probability is that the operation to Levis will be under the same management. No intimation has been given as to how the line will be operated eastward from Hearst, Ont., which is the junction point with the Algoma Central and Hudson Bay Ry. (Oct., pg. 469.)

Grand Trunk Pacific Railway Construction.

E. J. Chamberlin, President, returned to Montreal, Oct. 6, after an inspection of the line from Winnipeg to Prince Rupert, and of

the branch lines under construction. He is reported to have said in an interview:—"I found our line in British Columbia in much better condition than I expected; in fact, the work done is remarkable, considering that 480 miles were graded and track laid in twelve months through the mountains of British Columbia. We now have a first-class track as far west as Prince George, B. C., and at least half of the track between Prince George and Prince Rupert is fully finished, and the balance of it has a first, and most of it a second, lift of ballast, and compares today very favorably with other railway lines in the northwest. There is a big force at work putting on the finishing touch, and we expect before the close of the season the entire line will be in first class condition. We are now running a through sleeping car train twice a week between Edmonton and Prince



Map showing location of Algoma Central and Hudson Bay Railway and Algoma Eastern Railway.

Rupert, connecting with the through trains to Winnipeg, and this is being well patronized and giving good service to the people. We are also running freight regularly through to Prince Rupert."

A press report states that work was started Oct. 9, on the building of a locomotive house, machine shop and other buildings at Fort George, B. C. The contractors are Carter, Hall and Aldinger, Winnipeg, who are also said to have secured the contracts for putting up the terminal buildings at Endako, Smithers and Pacific, B. C.

The Saskatchewan Legislature has extended the time within which the Grand Trunk Pacific Branch Lines Co., and G. T. P. Saskatchewan Ry. may build certain lines in the province, and for the laying out of terminals at Regina, Moose Jaw and other points, for both of which purposes there is a provincial guarantee of bonds. (Oct., pg. 469.)

Completion of the Algoma Central and Hudson Bay Railway.

We are officially advised that this line is fully completed from Sault Ste. Marie, Ont., to Hearst, Ont., the junction with the National Transcontinental Ry., a total distance of 294 miles, which finishes the line as far as the company's present plans go. The Board of Railway Commissioners has issued an order for the operation of the line through to Hearst. A very complete illustrated article on the building of the whole line appeared in Canadian Railway and Marine World for June, 1912, pg. 265, and its terminals at Sault Ste. Marie were described in Feb., 1913, pg. 51.

The line north of the C.P.R. main transcontinental line through to the N.T.R. at Hearst is 99.81 miles long, connecting with the N.T.R., one mile west of the station building. This line is built on 0.6 grade and maximum 6 degree curve, all curves being spiralled with serial spiral. The line is on modern standards in every respect, rock cuttings 20 ft. wide at subgrade, earth cuttings the same, excepting north of Oba in the rolling clay belt, where very light cuttings are common, they have been widened to provide additional drainage.

The line from the C.P.R. at the junction point, Franz, to a point half way to Oba, where it crosses the Canadian Northern Ry. is through the same sort of formation as along the C.P.R. in this district. At this point the line enters the clay belt and the country north of that point presents an entirely different formation, gradually verging from a rocky wilderness into rolling clay ridges and rich spruce low lands, which when drained will make excellent farm land. The line north of Oba has a maximum 3 degree curve, with the one exception where it connects with the N.T.R., which is a 4 degree curve. The maximum grade is the same as the section between Franz and Oba, namely, 0.6.

The Algoma Eastern Ry. is fully completed from Sudbury to Little Current, Ont., including the construction of a draw bridge over the channel at Little Current, together with terminal facilities on Goat Island, which lies just across this channel. This line is built to modern standards, but on heavier grades and curvature than the Algoma Central. They are 1.25 compensated and a maximum 11 degree curve. This line was opened for traffic about a year ago, the first train running through to Little Current, Oct. 1, 1913. The company has been busy since then on terminal work, which is now fully completed, and there is at this point, as at Sault Ste. Marie, a modern coal unloading plant, capable of handling coal from a vessel lying alongside the dock and depositing same in storage pile immediately adjacent at the rate of 200 tons an hour, including the cleaning up of the boat. The plant at Little Current is not as yet giving as good service as the one at Sault Ste. Marie. Both are on same design, but the one at Little Current is operated by steam, while the one at Sault Ste. Marie has electric power. The company is somewhat handicapped also at Little Current by the very bad channel approaching the dock from the east. Several boats have been aground in this channel, and it is quite apparent that it will be necessary to do some extensive dredging work to deepen it so that modern draught coal boats can get through. The government is doing considerable dredging work in the immediate vicinity of Little Current, and it is hoped the work will be extended east to take care of the condition noted. In connection with the coal dock at Little Current the company also has a commercial dock, and at both considerable dredging