

**Algoma Central & Hudson Bay Ry.—**  
Construction on the completion of this company's line to Hearst on the National Transcontinental Ry. is rapidly drawing to a close. Trains are being operated from Sault Ste. Marie to Franz, at the junction with the C. P. R., 195 miles north of Sault Ste. Marie, and to Michipicoten Harbor and the company's mines, branching off at Hawk Jct. This section was opened for traffic Dec. 1, 1912. North of Franz, grading is entirely completed through to Hearst on the National Transcontinental Ry. Track was laid to Oba at the junction with the Canadian Northern Ontario Ry. in Dec., 1912. This season this section is being ballasted, and by Oct. 1, will probably be taken over for operation. Tracklaying is progressing north of Oba, and steel is expected to reach Hearst by Nov. 1. By that time this section will be practically ballasted also, so that it is quite probable trains will be operating through to Hearst via the A. C. & H. B. Ry. by Dec. 1. Hearst is 295 miles north of Sault Ste. Marie. Oba is 50 miles south, or via the A. C. & H. B. R., it is an even 100 miles between the C. P. R. and the National Transcontinental Ry. By a rather peculiar coincidence this is the shortest distance these two railways are apart over any feasible route for the connecting line anywhere between Quebec and a point west of Fort William. It is also the only place where the Canadian Northern Ry. comes just midway between these railways, hence the A. C. & H. B. R. has secured the shortest and most direct route connecting by a cross line these three transcontinental railways with the Great Lakes. All new work on the line north of Hawk Jct., 164 miles north of Sault Ste. Marie, is constructed on a maximum 0.6% compensated grade with 6 degrees maximum curves. The Superior Construction Co., T. J. Kennedy, President and General Manager, has the contract for the work north of the C. P. R. R. S. McCormick, M. Am. Soc. C. E., is chief engineer and G. F. Horsey is District Engineer, having direct charge of the work on this section.

**Burrard Inlet Tunnel and Bridge Co.—**  
The revised estimates of the cost of this projected bridge place its total cost, including \$100,000 for contingencies, at over \$2,500,000. The municipalities interested in its construction have subscribed \$1,500,000 in addition to which subaid-

September 1913