

CANADIAN  
NORTHERN  
RAILWAY  
CONSTRUCTION  
AND  
DEVELOPMENT.  
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1908-1910

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### Canadian Northern Ry. Construction, Etc.

**Canadian Northern Quebec Ry.**—At the current session of the Dominion Parliament application will be made for an act authorizing the construction of a branch line from St. Jerome to St. Eustache, Que., and a line from Ottawa, via Hawkesbury, Ont., to Montreal, branching on Montreal Island to enter Montreal from the north-east and south-west.

**Canadian Northern Ontario Ry.**—Application will be made at the current session of the Dominion Parliament for an act authorizing the construction of a branch line from the company's authorized line between Sudney and Rathburn, to Orillia, Ont.

**Canadian Northern Ry.**—The Dominion Parliament will be asked at its current session for an act authorizing an extension of time for the construction of the following previously authorized lines: From between Port Arthur and Fort Frances, Ont., easterly to Quebec, with branches to Port Arthur, Ottawa and Montreal; from north of the line between Winnipeg and Ste. Anne, Man., to the International boundary; from Regina to Humboldt, and via the Carrot River to Pas Mission, Sask.; and between Humboldt and the South Saskatchewan River to the crossing of that river south of Prince Albert; from Battleford westerly to the Brazeau River, Sask. In the same act power will also be asked to construct the following additional branch lines: From south of Neepawa, Man., to the main line crossing of the South Saskatchewan River; from Russell, Man., via Yorkton, to the authorized line near Goose Lake, Sask.; an extension of the Brandon-Regina line near the west boundary of Manitoba westerly to Lethbridge, Alta.; from Regina southwest-erly to the International boundary; from Humboldt, Sask., southwesterly to Calgary, Alta.; from North Battleford, Sask., north-  
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westerly to Athabasca Landing, Alta., with a branch to Green Lake; from Edmonton to the McLeod and Brazeau rivers; from Strathcona, southerly to Calgary, Alta., with a branch to connect with the authorized line from Regina to Red Deer River, Alta.

D. D. Mann, Vice-President, recently completed a trip of inspection over the company's lines. He said that about 300 miles in all would represent the construction work during the season of 1907. The work on the proposed extension to Goose Lake had been temporarily held up on account of a

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VALLEY~~

Alta.

J. D. Mana, Vice-President, recently completed a trip of inspection over the company's lines. He said that about 300 miles in all would represent the construction work during the season of 1907. The work on the proposed extension to Goose Lake had been temporarily held up on account of a difference between the company and the Saskatoon council as to the route through that town. The new shops at Fort Rouge, Winnipeg, were expected to be completed at an early date, and the work on the joint terminals was progressing and would be pushed on as fast as possible.

The extension of the line from Brandon, Man., to Regina, Sask., was completed Dec. 11, and a special passenger train was run through. A freight service is being operated over the line, and a passenger service will be put in operation as soon as the ballasting and other work has been completed. The distance between the two points is 219 miles, and the line includes the branch running westerly from Brandon, which crosses the Hartney-Virden line at Agnew. At Regina connection is made with the Qu'Appelle, Long Lake and Saskatchewan Ry., now operated as part of the C.N.R. system, so that the C.N.R. has junctions with it at Regina, Saskatoon and Prince Albert.

A delegation from the Goose Lake district of Saskatchewan arrived at Ottawa, Dec. 9, to urge on the Government the importance of the construction of the line from Saskatoon to Delisle. Grading has been done on about 30 miles of the distance,

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and the deputation asked that the rails be laid and the branch completed as fast as possible.

The construction of locomotive and car repair shops at Edmonton, Alta., to give employment to about 200 men, is reported to be contemplated in the spring. (Dec., 1907, pg. 897.)

**Edmonton, Yukon and Pacific Ry.**—The Dominion Parliament will be asked at its current session for an act authorizing the construction of a branch line from some point on the previously authorized line to Vancouver, B.C., and a branch or branches to the headquarters of the McLeod and Brazeau rivers. An extension of time will also be asked for the construction of the previously authorized line either to the Yellow Head Pass or the Peace River Pass, and thence to a port in British Columbia, or to connect with the authorized line of the British Pacific Ry. Co.

**C. P. R. Betterments, Construction, Etc.**

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## MAINLY ABOUT PEOPLE.

(Continued from page 113)

General Foreman Intercolonial Ry., Atcooton, N.H.; Sept. to Dec., 1898, locomotive foreman C.P.R. Windsor St., Montreal; Jan., 1899, to Jan., 1901, general foreman C.P.R., McAdam Jet., N.B.; Feb. to June, 1901, general foreman C.P.R., Winnipeg, Man.; July, 1901, to Nov., 1902, Master Mechanic C.P.R. Pacific Division, Revelstoke, B.C.; Dec., 1902, to Feb., 1904, Assistant Superintendent of Rolling Stock C.P.R., Montreal; Mar. to Sept., 1904, Assistant Superintendent of Marine Power C.P.R., Montreal; Oct., 1904, to Jan., 1908, Assistant Superintendent of Marine Power C.P.R., Winnipeg, Man.

J. C. Sullivan, whose portrait appears on the first page of this issue, was born at Bushnell's Basin, N.Y., Jan. 11, 1863, and graduated C.E. at Cornell University, June, 1888. He entered railway service in 1888, his record being, July, 1888, to Mar., 1889, rodman, Great Northern Ry., U.S.; April, 1889, to Aug., 1890, rodman, instrument man and assistant engineer Spokane Falls and Northern Ry.; Aug., 1890, to May, 1893, assistant engineer, Great Northern Ry., (U.S.) coast lines; July, 1893, to Feb., 1894, assistant engineer, Alberta Ry. and Coll Co.; July, 1894, to Oct., 1894, section foreman, Northern Pacific Ry.; Oct., 1894, to April, 1895, locating engineer, Butte, Anaconda and Pacific Ry.; April, 1895, to Dec., 1895, division engineer, Kaslo and Slocan Ry.; April, 1895, to Feb., 1901, locating and reconnaissance engineer and engineer in charge construction, Columbia and Western Ry.; Feb., 1901, to Sept., 1905, division engineer, construction department, Western Lines, C.P.R.; Sept., 1905, to Feb., 1907, assistant chief engineer Panama Canal, since when he has been manager of Construction

## TRANSPORTATION APPOINTMENTS.

Canadian Northern Ry.—J. R. Cameron, heretofore Superintendent district 1, Port Arthur, Ont., has been appointed General Superintendent, Office, Winnipeg. The position of General Superintendent has been vacant since the resignation of W. A. Brown, who has since been appointed Superintendent of district 4 at Edmonton, Alberta.

A. Whels, heretofore Superintendent of district 2, at Winnipeg, has been appointed Superintendent, district 1, succeeding J. R. Cameron, promoted. Office, Port Arthur. No appointment has been made of a successor, and pending this the duties of Superintendent district 2 will be discharged by the General Superintendent.

Canadian Pacific Ry.—G. J. O'Dowd is reported to have been appointed city freight agent at Quebec.

The jurisdiction of J. R. Nelson, Superintendent, Ontario Division, has been temporarily extended over district 2, owing to Murphy having been assigned to other duties for the present.

C. Murphy, Superintendent, district 2, Ontario Division, has been appointed acting General Superintendent of the Lake Superior Division, relieving P. T. Brady, who has been granted leave of absence on account of ill-health.

Press reports from Winnipeg, to the effect that F. W. Peters, Assistant Freight Traffic Manager, has been appointed General Traffic Manager, Western Lines, and which have been generally copied in our contemporaries, are incorrect. We have reason to believe that Mr. Peters is likely to receive another appointment in the near future, but that it will not be the one indicated in the reports referred to. We also think that W. F. Ferguson, now General Freight Agent at Winnipeg, will succeed him as Assistant Freight

D. H. Morettas has been appointed Traveling Passenger Agent, C.P.R., Minneapolis, Sainte Marie Ry. and Duluth, South Shore, and Atlantic, except Services, N.Y., succeeding P. P. Macdonald, since Jan. 1, 1908, University Building, Syracuse, N.Y.

Central Vermont Ry.—W. Kennedy, heretofore Superintendent of Marine Power, has been appointed Superintendent of Marine Power and at Department, Los Colomos, heretofore Master Car Builder, having resigned to take office with the C.V.R.

Calgary, Rockwood and Pacific Ry.—A. C. Turpin, heretofore Travelling Freight and Passenger Agent, Buffalo, having been assigned to other duties, the Canadian territory will in future be covered by the company's representatives at Detroit, Mich., Buffalo, N.Y., and Boston, Mass. J. H. Oliver, District Passenger Agent, Detroit, will cover that portion west of Guelph, Ont., H. M. Brown, District Passenger Agent, Buffalo, will cover the central portion heretofore Guelph and Preston, Ont.; C. H. Scott, New York, Passenger Agent, and A. W. Gibbons, Travelling Passenger Agent, Boston, will cover the territory east of Preston, including the Maritime Provinces.

Dominion Express Co.—H. D. Suckling, heretofore Secretary-Treasurer, Dominion Ex. Co., has been appointed Secretary-Treasurer, Montreal. Mr. Suckling is also Assistant Treasurer, C.P.R. G. A. Newton, heretofore Assistant Treasurer, Dominion Ex. Co., has been appointed Treasurer, Office, Toronto.

Grand Trunk Ry.—The Second Vice-President and General Manager issued the following circular, Dec. 30: "H. W. Walker, Vice, Montreal, Mr. Suckling is also Assistant Treasurer, C.P.R. G. A. Newton, heretofore Assistant Treasurer, Dominion Ex. Co., has been appointed Treasurer, Office, Toronto."

President and General Manager issued the following circular, Dec. 30: "H. W. Walker,

after more than 40 years of faithful and continuous service with the company, retires under the provisions of the company's pension scheme, Jan. 1, 1908."

N. L. Paver, heretofore Auditor of Disci-

1889, to Aug., 1890, rodman, instrumentation and assistant engineer Spokane Falls and Northern Ry.; Aug., 1890, to May., 1893, assistant engineer, Great Northern Ry. (U.S.) coast lines; July, 1893, to Feb., 1894, assistant engineer, Alberta Ry. and Coal Co.; April, 1894, to Oct., 1896, section foreman, Northern Pacific Ry.; Oct., 1894, to April, 1895, location engineer, Buile, Acequona, and Pacific Ry.; April, 1896, to Dec., 1898, division engineer, Kaslo and Slocan Ry.; April, 1898, to July, 1901, location and reconnaissance engineer and engineer in charge construction, Columbia and Western Ry.; Feb., 1901, to Sept., 1905, division engineer, construction department, Western Lines, C.P.R.; Sept., 1905, to Feb., 1907, assistant chief engineer Dunning Canal, where he has been manager of Construction of C.P.R. Eastern Lines, Toronto. He was elected a member of the American Society of Civil Engineers in 1899 and is also a member of the Canadian Society of Civil Engineers.

#### United States-Canadian Through Rates.

The following decision by the U.S. Interstate Commerce Commission was published Jan. 7: "A Canadian carrier having joint through rates from a point in the U.S. to points on its own line may not depart from these rates by the device of placing an agent at such a point in the U.S. with authority to sell tickets from the first station on its line north of the Canadian boundary to other points on its line in Canada at a rate of 1 cent a mile. They may be sold only to such persons as produce a certificate for the immigration agent of the Canadian Government. Besides being a device, tickets so issued to particular persons may operate as a discrimination, but in the absence of such joint through rates from a point in the U.S. to points on its own lines, this Commission has no jurisdiction over fares usually charged and collected for separate transportation between points in Canada."

The C.I.T.C. pension fund committee consists of C. M. Haynes, Second Vice-President and General Manager, Chairman; W. W. Wright, Fourth Vice-President, Vice-Chairman; W. H. Biggar, K.C., General Solicitor, Manager; W. G. Brewster, General Transportation Manager; J. D. McArthur, Co., Ltd., railways and general contractors, incorporated under the Manitoba Companies Act, has been licensed under the act respecting extra-provincial companies to carry on its business in Ontario, using thereon a capital not exceeding \$1,000. Mr. F. P. B. Johnston, Toronto, has been appointed the company's attorney.

In carrying on our business we do not

charge passenger fares, except on one

line.

Travelling Passenger Agent, Boston, will

cover the territory east of Prescot, including

the Maritime Provinces.

Dominion Express Co.—H. G. Suckling,

General Superintendent of the Lake Superior Division, relieves T. P. Brady, who has been granted leave of absence on account of ill-health.

Press reports from Winnipeg to the effect

that F. W. Peters, assistant Freight Traffic Manager, has been appointed General Traffic Manager Western Lines, and which have been generally copied in our contemporaries, are incorrect. We have reason to believe that Mr. Peters is likely to receive another appointment in the near future, but that it will not be the one indicated in the reports referred to. We also think that W. B. Morgan, now General Freight Agent at Winnipeg, will succeed him as Assistant Freight Manager.

W. Whyte, Second Vice-President, issued

the following circular Jan. 1, '08:

"Assistant to the Second Vice-President, who

has for a range of years extending from 1882

until now, in various capacities, rendered

valuable services to this company, is to-day

retiring from active service."

Grant Hall, heretofore Assistant Super-

intendent of Motive Power, Western Lines,

has been appointed Superintendent of Motive

Power for Western Lines, Office, Winnipeg.

C. H. Smith, heretofore Assistant General

Freight Agent, Vancouver, has been appoint-

ed Assistant General Freight Agent, Central

Division, succeeding W. H. Robertson,

transferred, Office, Winnipeg.

C. L. White, heretofore Superintendent

Accountant, Montreal, has been transferred

to the Western Lines as Travelling Account-

ant, reporting to J. Leslie, Auditor of Dis-

bbursements, Montreal. Press reports stated

that Mr. White had been appointed Inspector

of Timekeeping, Western Lines.

C. G. Armstrong has been appointed Gen-

eral Car Foreman, with jurisdiction over

Winnipeg car shops and shop yards, vice W. C.

Holden, promoted.

W. H. Robertson, heretofore Assistant

General Freight Agent, Winnipeg, has been

appointed Assistant General Freight Agent

to the Western Lines, Office, Vancouver.

The Third Vice-President issued the

following circular, Dec. 30: "H. W. Wilkes,

following circuits, Dec. 30, '07, W. H. Rose-

veur, General Car Accountant, after 33

years faithful service, will retire on Jan. 1,

1908, under the provisions of the pension

rules recently adopted by the company."

J. McCowan, heretofore chief clerk in the

General Car Accountant's Department, has

been appointed General Car Accountant,

succeeding W. H. Roseveur, retired, Office,

Montreal.

J. Coleman, heretofore Master Com-

ptroller, Control, Vermont, Ry., has been

appointed Superintendent, Car Department,

G.T.R., succeeding W. McWood, retired,

Office, Montreal.

The solicitation of H. P. Cole, Assistant

Superintendent, district 4, and Montreal

Terminals, has been extended over district 5.

Reports for districts 3, heretofore made to the

Assistant Superintendent at Beloeil, Ont.,

will now be forwarded to the Assistant

Superintendent at Matane.

W. F. Parcell, heretofore acting Supple-

mentary Superintendent, Terminals, has been ap-

pointed Superintendent, Toronto Terminals,

the office of acting Superintendent, Toronto

Terminals, to which Mr. Parcell was appointed

in April, 1907, on the resignation of H. H.

Brewer as Superintendent, has been abolished.

There was absolutely no truth in this report.

On January 1, 1908, we began our new duties for the present.

C. Murphy, Superintendent distric 2, covers the territory east of Prescot, including Ontario Division, has been appointed acting General Superintendent of the Lake Superior Division, relieving T. P. Brady, who has been granted leave of absence on account of ill-health.

Press reports from Winnipeg to the effect that F. W. Peters, assistant Freight Traffic Manager, has been appointed General Traffic Manager, Western Lines, and which have been generally copied in our contemporaries, are incorrect. We have reason to believe that Mr. Peters is likely to receive another appointment in the near future, but that it will not be the one indicated in the reports referred to. We also think that W. B. Morgan, now General Freight Agent at Winnipeg, will succeed him as Assistant Freight Manager.

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"Assistant to the Second Vice-President, who has for a range of years extending from 1882 until now, in various capacities, rendered valuable services to this company, is to-day retiring from active service."

Grant Hall, heretofore Assistant Superintendent of Motive Power, Western Lines, has been appointed Superintendent of Motive Power for Western Lines, Office, Winnipeg.

C. H. Smith, heretofore Assistant General Freight Agent, Vancouver, has been appointed Assistant General Freight Agent, Central Division, succeeding W. H. Robertson, transferred, Office, Winnipeg.

C. L. White, heretofore Superintendent Accountant, Montreal, has been transferred to the Western Lines as Travelling Accountant, reporting to J. Leslie, Auditor of Disbursements, Montreal. Press reports stated that Mr. White had been appointed Inspector of Timekeeping, Western Lines.

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The solicitation of H. P. Cole, Assistant Superintendent, district 4, and Montreal Terminals, has been extended over district 5. Reports for districts 3, heretofore made to the Assistant Superintendent at Beloeil, Ont., will now be forwarded to the Assistant Superintendent at Matane.

W. F. Parcell, heretofore acting Supplementary Superintendent, Terminals, has been appointed Superintendent, Toronto Terminals, the office of acting Superintendent, Toronto Terminals, to which Mr. Parcell was appointed in April, 1907, on the resignation of H. H. Brewer as Superintendent, has been abolished.

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Rev. W. P. Lyon is reported to have resigned the G.T.R.-Wabash joint agency at Black Rock, East Buffalo, Fort Erie and Bridgeburg, Ont., on his appointment as assistant rector of St. John's Church, Thorold, Ont.

G. W. Dickson, heretofore Master Mechanic Monon Route, Peru, Ind., is reported by U.S. papers to have been appointed to a similar position on the G.T.R.

**Great Northern Ry. (U.S.).**—G. J. Ryan, heretofore Division Freight Agent, St. Paul, Minn., has been appointed General Industrial Agent, succeeding M. J. Costello, promoted. Office, St. Paul, Minn.

M. J. Costello, heretofore General Industrial Agent, St. Paul, Minn., has been appointed Assistant Traffic Manager, succeeding H. M. Adams, resigned. Office, Seattle, Wash.

**Intercolonial Ry.**—C. F. Burns, heretofore acting Auditor of Disbursements, has been appointed Auditor of Disbursements, the appointment being effective from Dec. 1, 1907.

E. H. Allen, Claims Agent, is reported to have resigned to become Provincial Secretary of New Brunswick, and to contest York County in the pending elections.

J. H. Brassard, heretofore Chief Dispatcher at Riviere du Loup, Que., has been appointed Inspector of Transportation. His duty will be to travel on all parts of the railway. To supplement the Superintendent of Car Service, the superintendents of the several districts, and the dispatchers, and aid in the usual handling of the business. To prevent loss of time by trains at stations, whether such delay is caused by defective train dispatching, or by the slowness of train employes or of station employes in doing the work. To see that empty cars are supplied without unnecessary delay at the places where they are required. That cars, whether loaded or empty which should be moved, are moved promptly. That cars are unloaded without delay. That the cars of other railways are promptly returned to them. That the hauling of empty cars is reduced as much as possible. That freight trains are fully loaded with cars. That the service in the yards at the various points is efficient and economical. To discharge such other duties as may from time to time be assigned to him. He will report from time to time to the General Manager,

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County in the pending elections.

J. H. Brassard, heretofore Chief Dispatcher at Riviere du Loup, Que., has been appointed Inspector of Transportation. His duty will be to travel on all parts of the railway. To supplement the Superintendent of Car Service, the superintendents of the several districts, and the dispatchers, and aid in the usual handling of the business. To prevent loss of time by trains at stations, whether such delay is caused by defective train dispatching, or by the slowness of train employees or of station employes in doing the work. To see that empty cars are supplied without unnecessary delay at the places where they are required. That cars, whether loaded or empty, which should be moved, are moved promptly. That cars are unloaded without delay. That the cars of other railways are promptly returned to them. That the hauling of empty cars is reduced as much as possible. That freight trains are fully loaded with cars. That the service in the yards at the various points is efficient and economical. To discharge such other duties as may from time to time be assigned to him. He will report from time to time to the General Manager, and will send copies of all such reports to the officials affected by them. All officials and employes are requested to co-operate with him and assist him so that an improved service may be secured.

John Stewart, heretofore locomotive engineer, has been appointed Travelling Inspector of Locomotives and Cars. His duty will be to travel on all parts of the railway. To see that the locomotives are distributed, used and handled in such a manner as to give the best service to the railway. To see that freight trains are loaded to the full capacity of the locomotives. To inspect the engine houses and repair shops and see that at each place the officials and employes use every means at their command, and their best efforts to repair and turn out the locomotives and cars without unnecessary delay. To give such instructions in each case which arises as he may consider necessary, acting promptly and using his own best judgment. To discharge such other duties as may from time to time be assigned to him. He will report from time to time to the General Manager; and will send to the Superintendent of Motive Power, to the Superintendents of districts, and to the Superintendent of Car Service copies of all such reports as affect their departments or districts. All officials and employes are requested to co-operate with him and assist him so that an improved service may be secured.

L. S. Blagden, senior train dispatcher, has been appointed acting Chief Dispatcher at Riviere du Loup, Que., vice J. H. Brassard, promoted.

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The cars of other railways are promptly returned to them. That the hauling of empty cars is reduced as much as possible. That freight trains are fully loaded with cars. That the service in the yards at the various points is efficient and economical. To discharge such other duties as may from time to time be assigned to him. He will report from time to time to the General Manager, and will send copies of all such reports to the officials affected by them. All officials and employees are requested to co-operate with him and assist him so that an improved ser-

vice may be rendered to the public. G. Straub, heretofore assistant Ticket Agent, Montreal, has been appointed General Passenger and Ticket Agent there, succeeding J. J. McConville.

T. H. White, Chief Engineer of Construction, has, at his own request, been granted extended leave of absence.

Naperville Junction Ry.—C. B. Hubbard, General Manager Quebec, Montreal and Southern Ry., is also acting as General Manager N.J.R., which is operated by the Delaware and Hudson Co., owning the Q.M. and S.R. See also Quebec, Montreal and Southern Ry.

New York Central and Hudson River Rd.—F. Van Patten, Vice President in charge of the Boston and Albany Rd., has resigned on his appointment as President of the Cuban Eastern Rd.

New York Central Lines.—A. S. Lyman has been appointed General Attorney, N.Y.C. and H.R.Rd., and of its leased also of the Michigan Central Rd. and other lines west of Buffalo. He will have charge and H.R.Rd. and of its leased and operated lines east of Buffalo, except the Boston and Albany Rd.

C. Brown has been appointed General Solicitor N.Y.C. and H.R.Rd., and of its leased also of the Michigan Central Rd. and other lines west of Buffalo. He will have charge of legal matters relating to interstate commerce and traffic.

C. H. Partridge has been appointed Solicitor for the lines east of Buffalo, except the Boston and Albany Rd. He will have charge of legislative matters.

H. Russell has been appointed General Counsel of the Michigan Central Rd. Office,

Detroit, Mich.

G. H. Hasleton, heretofore Division Superintendent of Motive Power at West Albany, N.Y., has been appointed Assistant Superintendent of Motive Power, Office, New York City.

Under a further reorganization of the freight traffic department of the New York Central Lines, East, the titles of General Eastern Freight Agent, of the New York Central and the West Shore, and of the Merchants' Dispatch, have been abolished.

With this change the Merchants' Dispatch will handle all the freight traffic of the New York Central and the West Shore, moving over the Lake Shore and the Michigan Central, course the older to withdraw its approval including what is now known as the Red Line, White Line, West Shore Line, blue line, and North Shore Dispatch, R.R. Manzies, with office at 350 Broadway, has in such a way as to insure the safety of the

#### Canadian Ticket Agents Association.

The executive committee met in Toronto June 28, those present being W. Jackson, Chairman; W. Ranton, R. J. Craig, J. P. Dolan, P. J. Hurley, W. McIlroy, M. McNamara, J. J. Col. Piche, and E. de la Huissiere, Secretary. C. R. Coleman, of Trois-Rivières, was unable to attend. There were also present by invitation W. F. Rispin, C. E. Horning, F. W. Churchill, and A. C. Harrows.

It was decided that the next annual meeting, etc., of the Association be held at Detroit, Mich., on Oct. 6, 7 and 8. Messrs. Jackson, Rispin, and the Secretary were appointed a committee to make the necessary hotel arrangements.

W. Jackson was appointed to represent the American Association at the American Association of General Passengers and Trunk Agents in Toronto in September. G. T. Bell, General Passenger Agent, G.T.R., is the Vice-President of the American Association this year, and is in line for the Presidency next year.

#### Examination of Motormen.

The Secretary of the Ontario Railway and Municipal Board has issued the following circular to electric railway companies:

It is the honor to call your attention to the fact that the presentation of the grand jury at Hamilton assesses held at Hamilton contains the following clause: "The grand jury consider that electric railway companies should be more careful in selecting their motormen and that a longer service in training should be insisted upon before these men are put in such responsible positions where the life of the travelling public is in their care."

I have the honor, by direction of the Board, with whom I have the privilege to withdraw its approval of the appointment of my examiner of motormen who fails in any way to discharge his duties to the satisfaction of the Board, and in such a way as to insure the safety of the

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phone line between Parry Sound and Key Harbor have been put up, and a wire for a temporary telephone service strung.

The work done in connection with the construction of the Key Harbor branch and docks was fully described in our Jan. issue.

Nearly all the grading has been done on the Hutton branch, and 6.8 miles of track laid, in addition to considerable ballasting. Two tanks have been erected, and the telegraph line has recently been completed. At the iron mine the necessary sidings have been put in and by connecting the high and low levels a V has been formed. The Garson branch extends from the Hutton branch to the Mond nickel mine, and has a length of 3.08 miles. Track has been laid to the mine and some ballasting done. A freight service is being given over the branch, the traffic being turned over to the C.P.R. at Sudbury. A telegraph and telephone line is being constructed.

The Canadian Northern Systems Terminals, which was incorporated under the Dominion Companies Act, has been granted a license to do business in Ontario, G. F. Macdonnell, Toronto, being appointed its attorney.

Application is being made at the current session of the Dominion Parliament for an act authorizing the company to construct a line from some point on its line between Udney and Rathburn to the Georgian Bay.

**Canadian Northern Ry.**—Track was laid during 1907 upon 267.34 miles of new line, as follows: Atikokan spur, 3.31 miles; Oakland extension, 17.14 miles; Virden, main line to station, 0.63 mile; Rossburn towards Russell, 13.54 miles; Cardinal to De Lourdes, 1.24 miles; Brandon to Regina, 219.9 miles; Etiomami towards Pas Mission, 11.48 miles.

Surveys are in progress or grading contracts have been let as follows: Oak Point, Man., northerly 15 miles; completion of Rossburn to Russell line, 25 miles; Dalmeny northerly, 28 miles; Saskatoon to Goose Lake, 58 miles; and Edmonton westerly. Upon the Qu'Appelle, Long Lake and Saskatchewan Ry., a revision of about 8.1 miles, between Lumsden and Disley, Sask., was under contract.

Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of the following additional branch lines: From Humboldt southwesterly to tp. 27, range 7, west 3rd meridian, then westerly to Calgary, Alta.; from the Brandon-Regina line westerly to Lethbridge, Alta., from near North Battleford, Sask., to Athabasca Landing, with a branch to Green Lake, near the Beaver River; from Strathcona southerly to Calgary, Alta.; from Regina southwesterly to the International boundary; from near Edmonton to the headwaters of the MacLeod and Brazeau rivers, or to the head of one of these rivers with a branch to the other; from near Rus-

Edmonton, Yukon and Pacific Ry.—The Dominion Parliament is being asked at its current session for an act authorizing the company to construct a branch from its authorized line by the most feasible route to Vancouver, B.C., and a branch to the headwaters of the MacLeod and Brazeau rivers. An extension of time is also being asked for the construction of the line authorized in 1899, from its projected line either to the Yellowhead Pass or the Peace River Pass, and thence to a port in British Columbia, or to connect with the line which the British Pacific Ry. is authorized to construct. Another section gives the company power to issue bonds to the extent of \$35,000 a mile, instead of \$25,000 a mile as previously authorized.

**Winnipeg Joint Terminals.**—The new joint station at Winnipeg for the Canadian Northern Ry. and the National Transcontinental Ry. will be built on the east side of Main St., the west front facing Broadway, looking towards the Parliament buildings. The portion of Broadway east of Main St. will be closed and used for railway purposes, a new street being opened further north from Main St. to the Broadway bridge over the Red River. The new station will be a through one. All the passenger tracks will be elevated, so as to avoid crossing any streets at grade. It is probable that a bridge will be built over the Red River at the foot of Lombard St., to give the National Transcontinental Ry. entrance from the east, and that this bridge will also be used by the Canadian Northern Ry. The latter company's present bridge over the Red River will be used for freight traffic. Another bridge for passenger traffic will be built over the Assiniboine River nearer Main St. than the present one, which will then be used for freight traffic.

#### Increasing the Railway Commission.

The Minister of Railways has given notice of the introduction of a bill in the Commons to increase the Railway Commission by the appointment of an Assistant Chief Commissioner at \$9,000 a year, and of two additional Commissioners, at \$8,000 a year. The new Board will therefore consist of six Commissioners, the Chief Commissioner receiving \$10,000, the Assistant Chief Commissioner \$9,000, and four other Commissioners \$8,000 each.

The Toronto Globe's Ottawa correspondent gives the following particulars, which may be regarded as semi-official. "The enlargement of the personnel of the Commission will enable the Commissioners to more adequately and expeditiously handle the rapidly growing mass of work now coming before them. With six Commissioners several applications can be heard simultaneously in various parts of the country, if need be, two Commissioners being enabled to hear and decide upon a case in fact, under

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of New Brunswick, and to contest York County in the pending elections.

J. H. Brassard, heretofore Chief Dispatcher at Rivière du Loup, Que., has been appointed Inspector of Transportation. His duty will be to travel on all parts of the railway, "to supplement the Superintendent of Car Services, and superintendents of the several districts, and the dispatchers, and aid in the usual handling of the business." To prevent loss of time by

trains at stations, whether such delay is caused by defective train dispatching, or by the slowness of train employees or of station employees in doing the work. To see that empty cars are supplied without unnecessary delay at the places where they are required. That cars, whether loaded or empty which should be moved, are moved promptly. That cars are unloaded without delay. That the cars of other railways are promptly returned to them. That the building of engines is reduced as much as possible. That freight trains are fully loaded with cars. That the service in the yards at the various points is efficient and economical. To discharge all such other duties as may from time to time be assigned to him. He will report from time to time to the General Manager, and will send copies of all such reports to the officials affected by them. All officials and employees are requested to co-operate with John Stewart, heretofore locomotive engineer, has been appointed Travelling Inspector of Locomotives and Cars. His duty will be to travel on all parts of the railway. To see that the locomotives are distributed, used, and handled in such a manner as to give the best service to the railway. To see that freight trains are loaded to the full capacity of the locomotives. To inspect the engine houses and repair shops, and see that at each place the officials and employees use every means at their command, and their best efforts to repair and turn out the locomotives and cars, without unnecessary delay. To give such instructions in each case which arises as he may consider necessary, acting promptly and using his own best judgment. To discharge such other duties as may from time to time be assigned to him. He will report from time to time to the General Manager, and will send to the Superintendent of Motive Power, to the Superintendents of districts, and to the Superintendent of Car Service copies of all such reports as affect their departments or districts. All officials and employees are requested to co-operate with him and assist him so that an improved service may be secured.

L. S. Blodgett, senior train dispatcher, has been appointed acting Chief Dispatcher at Rivière du Loup, Que., vice J. H. Brassard, promoted.

C. Brown, has been appointed general solicitor N.Y.C. and H.R.R. and of its leased and operated lines east of Buffalo, N.Y., and also of the Michigan Central Rd., and other lines west of Buffalo. He will have charge of legal matters relating to interstate commerce and traffic.

C. H. Jankling has been appointed Solicitor for the lines east of Buffalo, except the Boston and Albany Rd. He will have charge of legislative matters.

H. Russell has been appointed General Counsel of the Michigan Central Rd. Office, Detroit, Mich.

C. P. Haselton, heretofore Division Superintendent of Motive Power at West Albany, N.Y., has been appointed Assistant Superintendent of Motive Power, New York City.

Under a further reorganization of the freight traffic department of the New York Central lines, East, the titles of General Eastern Freight Agent, of the New York Central and the West Shore, and of the Merchants' Dispatch, have been abolished. With this change the Merchants' Dispatch will handle all the freight traffic of the New York Central and the West Shore, moving over the Lake Shore and the Michigan Central, including what is now known as the Red Line, White Line, West Shore Line, Blue Line, and North Shore Dispatch, R. J. MacKenzie, with office at 350 Broadway, has been appointed New York District Agent. The first freight line traffic of the New York Central and West Shore moving over the Nickel Plate, Grand Trunk, Wabash and Pere Marquette, to and from the New York district, will be in charge of L. M. Allen, with title of Commercial Agent, his office continuing at 350 Broadway. These last named fast freight lines are the Nickel Plate Line, Grand Trunk, Hoosac Tunnel Line, Pere Marquette-New York Central Line, and Pere Marquette-West Shore Line. Mr. Allen will also have charge of New York Central and West Shore freight between the New York district and points in Canada, New England, and western and northern New York—Railway World.

Pere Marquette Rd.—J. L. Cramier, formerly Comptroller of the P.M.R. and S.R., has been appointed Vice President and Comptroller of the reorganized P.M. Rd.

Quincy, Montreal and Southern Ry.—W. J. Mullin, General Traffic Manager, Delaware and Hudson Co., has also been appointed General Traffic Manager Q.M. and S.R., and D. I. Roberts, General Canadian Freight and Passenger Agent Delaware and Hudson Co., has also been appointed General Freight and Passenger Agent Q.M. and S.R., and of

proposes a conference on those tax measures.

W. Jackson was appointed to represent the American Association of General Passengers and Ticket Agents in Toronto in September. G. T. Bell, General passenger Agent, G.T.R., is the Vice-President of the American Association this year, and is in line for the Presidency next year.

#### Examination of Motormen.

The Secretary of the Ontario Railway and Municipal Board has issued the following circular to electric railway companies: "I have the honor to call your attention to the fact that the presentation of the grand jury at the December assizes held at Hamilton contains the following clause: 'The grand jury consider that electric railway companies should be more careful in selecting their motormen and that a longer service in training should be insisted upon before these men are put in such responsible positions where the life of the travelling public is in their care.'

I have the honor by direction of the Board to remind you that the Board will, of course, be obliged to withdraw its approval of the appointment of any estimator of motormen who fails in any way to discharge his duties to the satisfaction of the board, and in such a way as to insure the safety of the public using the highway and the cars. In case of criminal negligence estimators would probably be subject to criminal prosecution."

The C.P.R. Express Hotel, Victoria, B.C., of which we published an illustration in our April, 1907, issue, was opened June 1.

The Dominion Express Cos. Pension Department rules have been amended, making the minimum monthly allowance \$20.00. The G.T.R. carmen have applied to the Dominion Labor Department for the appointment of a board of arbitration under the Lemire Act, to investigate the question of wages, etc.

D. B. Hanna, Third Vice-President, Canadian Northern Ry., has been appointed one of the receivers of the Chicago & Milwaukee Electric Ry. Co., the other receivers being W. J. Osborne, Vice-President Central Trust Co., Chicago, and A. C. Frost, President Chicago & Milwaukee Electric Ry. Co. A considerable portion of the company's hold issue is held in Canada.

tracklaying and ballasting by day labor.  
(Jan., pg. 23.)

### Canadian Northern Ry. Construction.

**Canadian Northern Quebec Ry.**—Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of a line from near St. Jerome to St. Eustache, Que., and authorizing the company to construct or otherwise acquire a line from or near Ottawa, via Hawkesbury to Montreal, branching on Montreal Island to enter Montreal from both the northeast and the southwest.

Considerable progress has been made with construction on the cut-off from Garneau to Quebec. On the western division track has been laid from Garneau to the Batiscan River, and from Lachevrotiere west to the St. Ann River, 18.14 miles. The material for the superstructure of the bridge across the St. Ann River is being delivered. This bridge consists of four 90 ft. deck-plate girders. On the eastern division, 2.5 miles of track has been laid from Lachevrotiere easterly, and considerable grading done. The grading on the loop at Quebec has been completed.

The St. Jerome-Montford branch which connects the main line with the old Montford and Gatineau Colonization Ry., which was opened for traffic in Sept., 1907, is 15.2 miles long. The stations and freight sheds at St. Jerome and Shaw Bridge have been completed. Bridges have been completed at all points except at the first crossing of the North River.

**Canadian Northern, Ontario Ry.**—During 1907, the grading of 50 miles upon the company's line from Hawkesbury, Ont., to which point the Canadian Northern Quebec Ry. extends, was practically completed.

The line formerly known as the James Bay Ry., forms the section of the C.N.O.R., extending from Toronto to Sudbury. Upon this section track was laid during 1907, upon 99.8 miles northerly from Sudbury, and branch lines were completed bringing the total mileage laid during the year to 138.03. Adding to this the 149 miles being operated between Toronto and Parry Sound, gives this portion of the company's lines a total mileage of 287.03. Upon the portion of the line between Toronto and Parry Sound, considerable work has been done towards double-tracking the portion of the old Belt Line at Toronto, which has been taken in; a steel bridge has been erected at Gambridge, and track has been laid to the new docks constructed at Lake Joseph and Bala, in the Muskoka Lakes country. On the line north of Parry Sound the following bridges have been erected: A 40 ft. deck-plate girder at Shawanagan; a 142 ft. deck-plate girder at South Magnetawan; an 80 ft., two 60 ft., and two 40 ft. deck-plate girders at Still River; a 70 ft. deck-plate girder at Elbow River; a 100 ft. deck-plate girder at Wamapeti; and a

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and from Lachevrotiere west to the St. Ann River, 18.14 miles. The material for the superstructure of the bridge across the St. Ann River is being delivered. This bridge consists of four 90 ft. deck-plate girders. On the eastern division, 2.5 miles of track has been laid from Lachevrotiere easterly, and considerable grading done. The grading on the loop at Quebec has been completed.

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Unney and Rathburn to the Georgian Bay.

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### Canadian Northern Ry. Construction.

120,70 Canadian Northern Quebec Ry.—It is stated that the Garneau-Quebec cut-off will be completed by the end of July.

35,50 Canadian Northern Ontario Ry.—A deputation from Orillia waited on the Ontario Government Mar. 4, to urge the guarantee of the company's bonds for the construction of a line from Sudney, mileage 77.5 from Toronto, to a point on the Georgian Bay between Coldwater and Midland, a distance of about 35 miles. W. Mackenzie, President C.N.R., had an interview with the Premier of Ontario Mar. 10, at which the construction of this branch and of other extensions of the old James Bay Ry. are said to have been discussed. In an interview Mar. 13, D. D. Mann, Vice-President C.N.R., stated that it had not yet been settled what construction would be gone on with during the current year. The branch railway and the ore docks at Key Harbor, however, would be completed. It was expected to commence shipping ore from the Moose Mountain iron mines over the branch to Key Harbor at the opening of navigation, and to increase the output of the mines in two or three years to 500,000 tons a year.

482,25 Canadian Northern Ry.—It is said that the work of relaying the line between Port

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iles. Miles. Arthur, Ont., and Portage la Prairie, Man., with 80-lb. rails will be started early in the spring. The line will also be reballasted and put in shape for the heavier traffic expected as a result of the opening of the Duluth, Rainy Lake and Winnipeg Ry., in connection with which line through trains are to be operated from Winnipeg and Port Arthur to Duluth, Minn. It is also intended to make a number of improvements at Fort Frances, Ont., which is near the point of junction with the D. R. I. and W. Ry. It was announced, Mar. 5, that the spur connecting the C.N.R. line with the Ontario end of the bridge over the Rainy River, constructed by the Canadian-Minnesota Bridge Co., was expected to be completed by April 1.

A force of men has been engaged all winter on the construction of the line from Etemiam, Sask., towards Hudson Bay, and recent reports state that the grading has been completed to Pas Mission, at the junction of the Saskatchewan and Carrot rivers, a distance of about 100 miles. The surveys to Fort Churchill, a further distance of 325 miles, are in a more or less complete stage. A return presented to the House of Commons, Mar. 2, gives correspondence relating to land subsidies earned in connection with the construction of the projected line to Fort Churchill. In Jan., 1906, the company applied for approval of a route map showing the unconstructed remainder of the company's authorized line between Winnipeg and Hudson's Bay. A year later W. M. McCarthy reported that he had inspected 70½ miles, built from Grewood to the end of the track. It is laid with 60-lb. rails, and was in good condition. In Feb., 1907, the Saskatchewan grain growers met at Regina and passed a resolution urging the more rapid completion of the railway to Hudson Bay. An order-in-council of May 8, 1907, makes it appear that the total number of acres earned and patented by the railway in the west was 1,864,279, and there were 2,788,608 acres still to be earned. On that date, under existing acts, 2,256,341 were to be earned on account of the railway running to Fort Churchill. Correspondence between the departments of the Interior and Railways would seem to indicate that no extension of time for the construction of the railway and the earning of the subsidy has been provided for, and the Railway Department's contracts with the company with respect to land subsidies on this line expired on July 10, 1906. The company in reply to this maintained that the order-in-council of May 8, 1907, gave them the necessary extension.

**Instruction.**

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R.Y. in 10 miles; Victoria Terminal R.Y. and Assinibine R.Y. at Winnipeg during the present session. It will be of steel on concrete abutments, and will be used mainly by passenger trains, so that the present bridge a little further east may be devoted

#### Canadian Northern Ry. Construction.

Canadian Northern Quebec Ry.—Orders have been made by the Board of Railway Commissioners authorizing the construction of bridges over the Jordan River, near St. Sophie station, and over the River Rouge, near Moncton, in section One, on the former railway section of the old Great Northern Ry.

Canadian Northern Ontario Ry.—The Ontario legislature at the recent session passed an act guaranteeing the bonds of the C.N.O. Ry. Co. for about \$2,500,000, being for four branch lines having a total length of about 50 miles, at \$20,000 a mile, and for about \$1,700,000 for terminals at Key Inlet, Ont., and Toronto, the guarantee to be consolidated with that given by the Government in 1906, which covered 255 miles of railway at the rate of \$20,000 a mile. The branch lines constructed or to be constructed, for which the Government guarantees bonds, at the rate of \$20,000 a mile, are as follows: From Sudbury to Moose Mountain, a branch to the Gurew mines about four miles; a branch to Key Inlet on Georgian Bay, and a branch from near Udey into Ontario, a distance of about ten miles. The new guarantee is to be secured by a first mortgage of the lines so constructed. The guaranteed bonds are to cover the expenditure already made upon the terminals at Key Inlet on Georgian Bay, and upon the terminals in Toronto,

"Tenders are under consideration for the construction of the new station which the C.N.R. Co. is to construct at Winnipeg. The joint use of the C.G. Pacific Ry. and itself. The station will face Main St., opposite Broadway, and will have a frontage of 358 ft. by 140 ft. It will have a height of four stories above the basement, with a large dome in the centre, which will reach 100 ft. above the building proper. In the centre of this dome will be a large skylight, which will let in light to waiting room to be located below. The building will be of massive appearance, and of plain architecture, the whole being built with a view to utility rather than beauty.

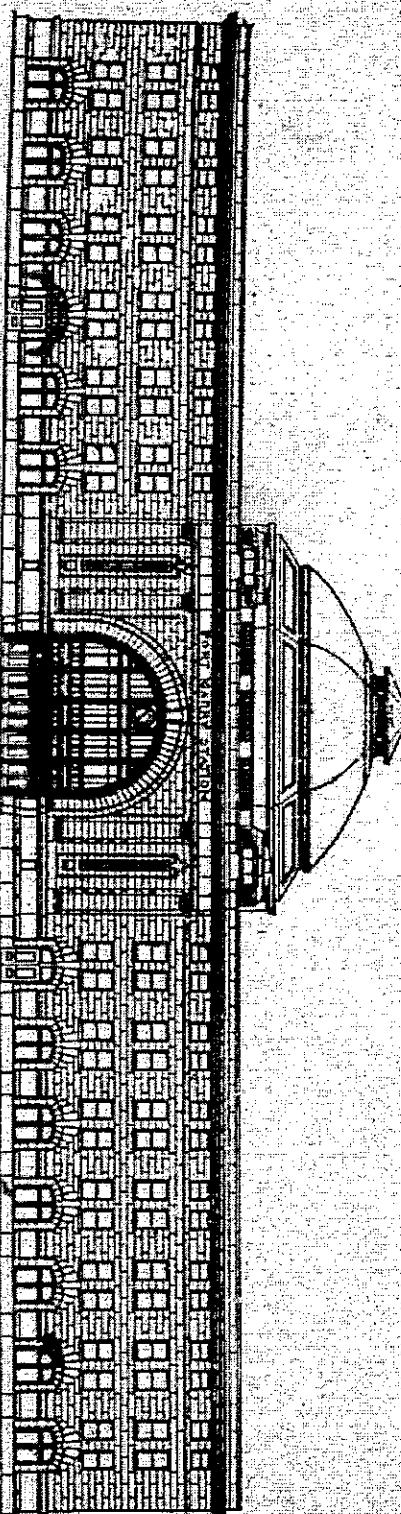
Plans are being prepared for the erection of a new passenger station at Brandon, Man., the line between Brandon and Regina, Sask., which was completed in 1907, will be fully ballasted and surfaced during the current season, and a third service button will be added to the line to the Moose Lake district, Sask., on which considerable grading was done during 1907. M. H. McLean, General Manager, told a delegation recently that ties and steel would be delivered at an early date, and tracklaying gone on with as soon as possible.

Edmonton and Slave Lake Ry.—An order approving a change in location of this railway, and upon the terminals in Toronto,

and general manager and other officers of the Canadian Northern Ry. to be placed in the field, the various points between Edmonton and the Pacific coast, for the location of this line. It is generally understood that Edmonton, but the route which it is proposed to follow will pass through British Columbia about midway between the C.P.R. and the C.G. Pacific Ry. The point at which the line will reach the Pacific Coast has not been seriously discussed, but Bellota, Constance and Pine Hill are probably mentioned. In regard to the latter point, the United Colons of the topography of the district were made by engineers in connection with the preliminary surveys for the C.P.R. many years ago, under the direction of Sir Sandford Fleming, then Chief Engineer. The company has also power to construct a branch line from the main line to Burntwood Inlet. Preliminary surveys, previously made

traverse a portion of the coal belt in the northern Copper district, and press reports state that Mackenzie, Nunn & Co. have secured or are negotiating for a number of coal areas here in the vicinity of the Bear River.

True, N. and L.R. Co. constructed the line from Stettlerton into Edmonton, 4,700 miles and more was completed during 1908, about 20 miles of line from Edmonton to Stony Plains, which is reported as being C.N.R. Stony Plains section. The C.N.R. map shows no projected extension of this line as far as the eastern boundary of British Columbia, passing south of Jasper House, Alberta, and a projected line from Talbotton northwest to the B.C. boundary crossing the Melfort, Smoky and Wapiti rivers.



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100,000 acres. These given total of 2,625,000 acres granted by the Dominion and the provinces. The Dominion Government and the various Provincial Governments have guaranteed the bonds of railway companies to the extent of many millions of dollars. Just where the liability may be in this regard has not been definitely ascertained.

A table attached to the report shows that the following railways have been constructed or are under construction, or intended, all the mileage being ascertained from another table:

Halifax and Nelson Ry., 10.58 miles,
Hudson, Saskatchewan, and Manitoba Ry., 10.18 miles;
British Yukon Ry., 10.32 miles;
Kidder, Kootenay, and Skeena Ry., 31.70 miles;
Kettle River Valley Ry., 3.50 miles;
Peace and Athabasca Ry., 5.53 miles;
Montreal, Vermont, Junction Ry., 25.40 miles;
Montgomery, Frobisher and Michipicoten Ry., 10.85 miles;
Nelson and Port Sheppard Ry., 00.12 miles;
New Westminster Southern Ry., 25.78 miles;
Saposhnong and Nipissing Ry., 6.75 miles;
Pelletier Branch, Washington County Ry., 2.22 miles;
Red Mountain Ry., 13.32 miles;
Blindfold and Noyan Ry., 4.80 miles;
Grand Sault and Chippewa Ry., 40.23 miles;
Vancouver, Victoria, and Eastern Ry., 88.88 miles;
Vancouver, Westminster, and Victoria Ry., 10.40 miles;
Victoria Terminal Ry., and Every Co., 10.88 miles;
Wellington Colliery Co., 28.63 miles.
Total 576.15 miles.

#### Canadian Northern Ry. Construction:

**Canadian Northern Quebec Ry.**—Orders have been made by the Board of Railway Commissioners authorizing the construction of bridges over the Jordan River near St. Sophie station, and over the River Rouge, near Atoucam station, Que., on the Joliette-Hawkesbury section of the old Great Northern Ry. Co.

**Canadian Northern Ontario Ry.**—The Ontario Legislature at the recent session passed an act authorizing the bonds of the C.N.C. Ry. Co. for about \$2,500,000, being for four branch lines having a total length of about 60 miles at \$20,000 a mile, and for about \$500,000 for terminations. Ry. Int'l. Ltd. and Toronto, the guarantee to be consolidated with that given by the Government in 1907, which covered 265 miles of railway at the rate of \$20,000 a mile. The branch lines constructed or to be constructed, for which

entire guarantee on terminals, not to exceed \$3,000,000.

It is expected that construction upon the branch line from Ormiston to Ormiston will be undertaken this season. Surveys have already been made, not only between these two points, but between Ormiston and the Georgian Bay to which point the company secured the right to construct a branch line at the current session of the Dominion Parliament.

**Canadian Northern Ry.**—D. B. Hanna, Vice-President, stated in Winnipeg, April 7, that the improvements to be made upon the line during the current year would include the renewing of the main line between Port Arthur, Ont., and Winnipeg, Man., with 80-lb. steel rails. The line west and north of Winnipeg will also be generally improved, according to the statement made by M. H. McLeod, General Manager, upon his return to Winnipeg, April 10, after having completed an inspection of the same. It was impossible, he said, to give out any statement as to the extensions of existing lines, or any changes that might be made, as nothing had been definitely decided.

A second bridge is to be built over the Assiniboine River at Winnipeg, during the present season. It will be of steel on concrete abutments, and will be used mainly by passenger trains, so that the present bridge a little further east may be devoted to freight traffic.

Tenders are under consideration for the construction of the new station which the C.N.R. Co. is to construct at Winnipeg. The joint use of the G.T. Pacific Ry. and itself. The station will face Main St., opposite Broadway, and will have a frontage of 318 ft. by 140 ft. It will have a height of four stories above the basement, with a large space above in the centre, which will reach 100 ft. above the building proper. In the centre of this dome will be a large skylight, which will let in light to waiting rooms to be located below. The building will be of massive appearance, and of plan suitable, the whole being built with a view to utility either than beauty.

Plans are being prepared for the erection of a new passenger station at Brandon, Man.

The line between Brandon and Regina, Sask., which was completed in 1907, will be

brought into service, the Canadian estate of railway commissioners.

The company was originally incorporated by the Dominion Parliament in 1899, to construct a railway from Edmonton to the navigable waters of Slave Lake and its tributaries. Two lines have since been extended, have served extensive sections of road under construction. Plans were filed in June, 1907, at the head office, Edmonton, Alta., for the first 60 miles of the line extending from the Edmonton, Yukon, and Pacific Ry. near the Great Slave Lake, through the Mackenzie River to St. Athabasca, thence northward to Fort McPherson, Fort Chipewyan, and the Arctic coast. The C.N.R. maps show the completed portion of the line, from Fort McPherson to the Arctic coast, and its extension to Athabasca Landing, founded as being under construction, as a C.N.R. branch. (See, No. 1007, Dec. 6, 1907, etc.)

**Edmonton, Yukon and Pacific Ry.**—Surveys for the line, which it is proposed to follow, will pass through British Columbia, about midway between the C.P.R. and the G.T. Pacific Ry. The line to which the line will run, the Thielke Coast, has not been seriously discussed, but the latter, which will let in light to waiting rooms to be located below. The building will be of massive appearance, and of plan suitable, the whole being built with a view to utility either than beauty.

Plans are being prepared for the erection of a new passenger station at Brandon, Man. The line between Brandon and Regina, Sask., which was completed in 1907, will be

fully finished and surcharged during the current season, and a train service put on, running from Smitherson into Edmonton, 450 miles and there was completed during the month of June, 1907, at the head office, Edmonton, Alta., for the first 60 miles of the line from Edmonton to St. Athabasca, thence northward to the Arctic coast. The C.N.R. map shows a projected extension of this line as the eastern boundary of British

MAY 1908

The Railway and Shipping World, Established 1890

Devoted to Steam and Electric Railway, Marine, Grain Elevator, Express, Telegraph, Telephone and Contractors' interests.

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See page 419.

TORONTO, CANADA, JUNE, 1908.

Winnipeg Union Station.

The union station and terminal yards which are to be constructed by the Canadian Northern Ry., for the joint use of itself and the G.T. Pacific Ry., at Winnipeg, will occupy about 70 acres of ground, located very close to the centre of the city, and bounded by Water St. on the north, Main St. on the west, the Assiniboin River on the south, and the Red River on the east. In this site was originally located old Fort Garry, built in 1812 to protect the trading post previously established by the Hudson's Bay Company, and which was the original settlement of the city.

The PASSENGER STATION BUILDING will, as shown on the accompanying plan, be located on Main St., directly opposite Broadway, and will be an imposing structure, built entirely of stone, having a length of 350 ft. along Main St., and a width of 140 ft. The height of the larger portion of the building will be four stories and basement, with an elaborate central portion, having great arched windows on all four sides, and surmounted by a massive dome 100 ft. high above street level. The centre of this dome will be directly opposite the centre of Broadway. The main entrance will be off Main St., at centre of building, beneath a great stone arch, having massive stone columns on either side projecting 10 ft. beyond the building walls. The main floor will be at the street level, and will be devoted entirely to station facilities.

The main floor plan, as finally adopted, for convenience to passengers, and facility of operation, represents the highest type of modern passenger station design. Passengers going through the main entrance will pass through a vestibule and arrive directly into the ticket lobby, which will be a clear circular space 90 ft. in diameter, entirely unobstructed by columns, seats or booths of any kind. This lobby will be directly beneath the great dome and will be exceptionally well lighted by the great arched windows, one on each of the four sides. On the east and west sides these windows will open through to the front and rear walls of the building, and on the north and south sides will open directly out on the large open courts. The lobby will be surrounded on the first story by balconies overlooking the main floor. These balconies will run between the great arched ribs, which, rising from the main floor, will taper away to the summit of the dome. The ticket booths will be arranged on south side of lobby, and passengers after purchasing tickets will go directly to baggage checking

side of ticket lobby space will be provided in each corner for telephone and telegraph booths and newspaper and book stands. Passengers who must wait for trains may pass through north side of ticket lobby into waiting room, which has an area of 9,000 sq. ft. By this arrangement of having the waiting room adjoining and separate from ticket lobby, a quiet and orderly waiting room will be assured, as all passengers going to and from trains may pass directly through the unobstructed ticket lobby without entering waiting room. The confusion in-

waiting room will be covered over by an arched skylight 40 ft. wide by 100 ft. long, above which will be an open court, thus providing the waiting room with excellent light. A special feature has been made of the construction of these skylights. They will be composed of vault light in panels and made absolutely watertight, which, in a region of heavy snowfalls and extremes of temperature will prevent the annoying leaks and draughts incident to large skylights of ordinary construction in this climate.

The walls of waiting room will be embellished with the coat of arms of each of the various provinces of the Dominion, executed in gold leaf and colors. The seats in this room will be heavy oak benches of the movable type, these being generally considered as the most desirable for station purposes. Arranged around the waiting room there will be the usual concessionary booths for the sale of cigars, candy, souvenirs, etc. The interior of waiting room and ticket lobby will have the effect of stone construction throughout, the wallscutting being of marble 6 ft. high, and the floors of terrazzo. This construction will give not only a very attractive appearance to the rooms, but will have the advantage of being sanitary and readily cleaned. All stairways will be of iron with marble treads.

The entire south wing of the main floor will be occupied by the baggage room, area 8,000 sq. ft., and the express room, area 8,000 sq. ft. In the future, when more space is required, both the baggage and express will occupy space beneath the tracks and platforms adjoining rear of building, as shown by the track layout plans, and as described further on. The space at first occupied by them in the building may then be used for additional waiting room space, if considered desirable at that time, or for other station purposes. The central portion of this wing will be covered by an arched skylight similar to that over the waiting room in the north wing, there being an open court in the interior of this wing also. A driveway for baggage and express wagons will be provided at the south end of building. The level of this driveway will be 3 ft. 6 in. below the level of main floor, and will be reached by a short 5% grade down from Main St. The wagons will be loaded and unloaded on an 8 ft. platform outside of building wall, which will span the basement area away below. The baggage and express will be handled by hand trucks between the building and the train platforms, through truck chocks, between the train chords, and by



JAMES PITTE MARBEE

Chief Railway Commissioner for Canada

cident to having both moving and waiting passengers together will be effectively prevented by this arrangement.

Adjoining the waiting room on the west side and facing on Main St. will be the lunch room, area 1,300 sq. ft., also the restaurant, area 2,200 sq. ft. Both of these rooms will have a separate entrance off Main St., so that they will be capable of handling local business direct. Adjoining the waiting room on the east side will be the men's waiting room, area 1,800 sq. ft., and the women's waiting room, area 1,800 sq. ft., each pro-

JUNE 1908

on the west, the Assiniboine River on the south, and the Red River on the east.

On this site was originally located old Fort Garry, built in 1812 to protect the trading

post previously established by the Hudson's Bay Company, and which was the

original settlement of the city.

The Passenger Station Building

will, as shown on the accompanying plan,

be located on Main St., directly opposite

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structure, built entirely of stone, having a length of 350 ft. along Main St. and a width of 140 ft.

The height of the larger portion of the building will be four stories and basement, with an elaborate

central portion, having great arched windows on all four sides, and surmounted

by a massive dome 100 ft. high above street level. The centre of this dome

will be directly opposite the centre of

Broadway. The main entrance will be on Main St., at centre of building, be-

neath a great stone arch, having massive

stone columns on either side projecting 10 ft. beyond the building walls. The

main floor will be at the street level, and

will be devoted entirely to station facil-

ties.

The main floor plans finally adopted, for convenience to passengers, and facility of operation, represents the highest type of modern passenger station design. Passengers going through the main entrance will pass through a vestibule and arrive directly into the ticket lobby, which will be a clear shelter space 90 ft. in diameter, entirely undistracted by columns, seats or booths of any kind. This lobby will be directly beneath the great dome and will be exceptionally well lighted by the great arched windows, one on each of the four sides. On the east and west sides these windows will open through to the front and rear walls of the building, and on the north and south sides will open directly out on the large open courts. The lobby will be surrounded on the first story by balcony overlooking the main floor. These balconies will run between the great arched



JAMES PITTM AULE  
Chief Railway Commissioner for Canada

evident to having both moving and waiting passengers together will be effectively pre-vented by this arrangement.

Adjoining the waiting room on the west side and facing on Main St. will be the lunch room, area 1,400 sq. ft., also the restaurant area 2,200 sq. ft. Both of these rooms will have a separate entrance off Main St., so that they will be capable of handling local business directly. Adjoining the waiting room on the east side will be the men's waiting room, area 1,800 sq. ft., and the women's waiting room, area 1,800 sq. ft., each pro-vided with toilets and wash stands. On the north side of waiting room an exit will lead to a subway under tracks, from which direct to salways under tracks, from which ample stairs will lead up to the train platforms, convenient. On the north

room will be assured, as all passengers going to and from trains may pass directly through the unobstructed ticket lobby without entering waiting room. The confusion in

station purposes. Arranged around the various provades of the Dominion, ex-ecuted in gold leaf and colors. The seats in this room will be heavy oak benches of the movable type, these being generally considered as the most desirable for

waiting room there will be used concessionary booths for the sale of cigars, candy, souvenirs, etc. The in-terior of waiting room and ticket lobby will have the effect of stone construction throughout. The windows, height of twelve ft. high, and the floors of ter-razzo. This construction will give not only a very attractive appearance to the room, but will have the advantage of being sanitary and readily cleaned. All stairways will be of iron with marble treads.

The entire south wing of the main floor will be occupied by the baggage room area 8,000 sq. ft. and the express room area 5,000 sq. ft. To the future when more space is required both the luggage and express will occupy space beneath the tracks and platforms adjoining rear of building, as shown by the track lay-out plans, and as described further on. The space at first occupied by them in the building may then be used for ad-ditional waiting room space. If consid-ered desirable at that time, or for other station purposes. The central portion of this wing will be covered by an arched sky-light similar to that over the waiting room in the north wing, there being an open court in the interior of this wing also. A driveway for luggage and ex-press wagons will be provided at the south end of building. The level of this driveway will be 3 ft. 6 in. below the level of main floor and will be reached by a short 12% grade down from Main St. True wagons will be loaded and unloaded on an 8 ft. platform outside of building, which will span the basement area away below. The baggage and express will be handled by hand trucks between the build-ing and the train platforms, through truck

sheds beneath train sheds, and by electric elevators from subways to each plat-form at other end of train shed.

The basement door will be 15 ft. below the level of Main St. The entire north wing

This floor will be devoted to immigrants, there will be a waiting room, area 10,000 sq. ft., having a lunch counter on the north, and a laundry and separate men's and women's bathtubs on the east side. A small staircase leading from the waiting room on the south side will be a separate men's smoking room, which measures over 6,000 sq. ft., also a women's separate room with toilets, area 3,000 sq. ft.

The immigrants will be conducted to all from waiting room and trains by means of a stairway at rear of building, leading directly from basement to passenger subway. The provided loading down from street into basement, partly by a stairway and only by ramp. It will therefore be seen that immigrants will be well provided for, as they will be handled to and from both trains and the street without coming into contact with other passengers.

In the north wing of basement floor, at the south-west corner, a hair shop will be provided, area 1,800 sq. ft., which can be reached by stairs from both Main and the main vestibule of building. The number of the west side of wing will be supplied by the kitchen, area 6,000 sq. ft., which will well supply the restaurant and luncheon rooms, directly opposite.

On this wing will be occupied by the boiler room, engine-rooms, also heating and ventilation apparatus. There will be four boilers supplied by the kitchen, area 6,000 sq. ft., which will supply the restaurant and luncheon rooms, directly opposite. The remainder of this wing will be occupied by the boiler room and engine-rooms, also heating and ventilation apparatus. There will be four boilers supplied by the kitchen, area 6,000 sq. ft., which will supply the restaurant and luncheon rooms, directly opposite. The remainder of this wing will be occupied by the boiler room and engine-rooms, also heating and ventilation apparatus. There will be four boilers supplied by the kitchen, area 6,000 sq. ft., which will supply the restaurant and luncheon rooms, directly opposite.

The second, third and fourth floors will be occupied entirely by the local and general Western offices of the Canadian Northern, the G.T. Pacific, and the North American Transcontinental Railways. These offices will be on either side of a corridor. The interior contains five office doors, so that the building will then be capable of providing 200,000 sq. ft. of available office space.

The building is so designed that there will be no necessity for artificial lighting, or any portion during the day. The structure

has been made for the probable rapid growth of Winnipeg, and the consequent increase of railway facilities and traffic. The architects believe that the stations, designed will meet all demands. That will be made up over for many years. In this city have profited by the experience of the C.P.R. station at Winnipeg, which, though completed less than three years, has already been outgrown by the city, being now hardly adequate to handle the traffic presented during the busy periods.

Pasenger Yards Area. The freight layout for both the passenger and freight yards, as shown on the accompanying plan, was developed after much study by the engineers and other officials of both railway companies, in cooperation with

## A Much Appreciated Tribute.

To the Editor of *The Railway and Marine World*.

*Dear Sir.—It has often been on my mind, when the regular issue of your journal has come to hand, that I should wish to express my appreciation of a publication containing such abundant and most interesting information as is sent to the public, while inadvertently leaving the scope of your journal. Not only the amount, but also the accuracy of the information, as far as I can judge, is equally remarkable.*

*No one, directly or indirectly interested in such matters, who is at all desirous of being informed, can afford to be without your journal. I should much value the touch with your mastery of language but for the information I get from this source.*

Yours truly,

H. PRUITT,  
Vice-President  
Washburn Corporation.

way, with head room of 10 ft. 6 in. baying 7 ft. wide, stairs on each gate leading up to each platform. This subway will be so arranged by means of railings and gates that there will be no interference between passengers going to platforms with those going from trains. The subway will be heated from the building. The elevation of tracks over the subway will be 10 ft. above level of main floor of station. A slight ramp down from rear of station will allow a sedan to go up and down the subway will allow a sedan to go up and down.

As already described, the baggage and express places will be located on the platform beneath the tracks, as shown on the plan. The tracks being carried over by steel girder construction. The south wing track will have a large head room of 10 ft. 6 in. They will be approached from a 30 ft. draw way 3 ft. 6 in. below floor of sheds, with steps down from Main Street, south of station building. On the south side of this division will be the express sheds, one for each road, with an adjustable door 3 ft. 6 in. below floor of sheds, with steps down from Main Street, south of station building. On the south side of this division will be the express sheds, one for each road, with an adjustable door 3 ft. 6 in. below floor of sheds, with steps down from Main Street, south of station building. On the north side of this division will be the baggage rooms, one to each platform. These pits will supply all trains departing for the West and also the mail room, with 10,000 sq. ft. In both the express and baggage sides of draw there will be a row of electric elevators. The north side will be the baggage room, with an adjustable floor space of 20,000 sq. ft. The mail room, with 10,000 sq. ft. It is planned that the largest portion of all express business handled at Winnipeg arriving via the west and departing to the west, will be handled at the north end of train shed to a row of elevators.

Named the location of sheds on this side of train shed. To supply the rest, hand shunting arrangements there will be no necessity for carrying of any kind being done on the platforms. The baggage and express will be handled through a 15 ft. truckway, whereby all men of train shed to a row of elevators.

On north side of train shed, by these arrangements there will be no necessity for carrying of any kind being done on the platforms, except, according to the passengers, the unshaded use of the platform.

Concussion. This system of loading trucks into excess and mail beneath tracks

JUNO  
1908

storage or sleeping and dining car supplies and miscellaneous storage purposes. The basement will be surrounded on all four sides by an open area 10 ft. wide, which will supply light and air to the basement rooms.

The second, third and fourth floors will be occupied entirely by the local and general Western offices of the Canadian Northern, the C.P. Pacific, and the National Transcontinental Railways. These offices will be on either side of a corridor, the interior of which will provide an available office space of 25,000 sq. ft., exclusive of corridors, stairways, elevators and toilets.

Each floor will provide an available office space of 20,000 sq. ft. of available office space.

The building will then be capable of providing

no more than 100,000 sq. ft. of available office space.

There will be no necessity for artificial lighting

of any portion during the day. The electric lighting of the main floor has been ar-

rangedly arranged in the ticket lobby. The lobby for the greater part will be con-

trolled, the interior of the first being illuminated by the brilliant reflected light from these invisible lamps. In addition, there will be a large chandelier commanding all lights suspended above the centre of the lobby. A second feature has been made of the heating and ventilating system. The heat will be supplied by hot water system, using the indirect method on the main floor,

the structure of the building will be of the steel skeleton type. The column loads will be supported at the foundations by concrete piles, each pile designed to carry a load of 40 tons. The character of the soil at the site necessitates the use of the native clay common to Winnipeg, the supporting power of which cannot be relied upon to sustain a greater load than 20,000 lbs. per ton.

The construction of the houses will be either Indiana limestone or the native Tyn-

all Manitoba stone.

In the space allowed for the various rooms of the station, and also in the design of

"which comes over country in  
which qualities which naturally come  
under the scope of your journal. Not  
only the amateur, but also the accuracy  
of the information, so far as I can judge,  
is equally remarkable."

"Now, directly or indirectly inter-  
ested in such matters, and it will do  
me good to look with your notes of  
time or but for the information I get  
from the papers."

#### JUNE 1908

#### H. P. VAN ZEIT

#### Passenger Terminal

the architect.

Several preliminary plans showing the various types of passenger terminals were made and studied. It was finally decided that a layout of the most modern passenger terminals in the United States, the Union Station at St. Louis, elected over the intersecting streets, and with tracks raised sufficiently above main floor of station to allow a passenger entrance through station Kyle, with approach tracks to the Rock Island station in Chicago, the Union Station of Washington, D.C., and the passenger terminal at Hongkong, China, were the most desirable. Relying on the greatest operating efficiency for the present and prospective traffic to be handled at Winnipeg, as well as providing the greatest convenience to passengers.

The accompanying plan shows the maximum development of the passenger terminal layout, which will consist of eight through passenger tracks, with adjacent platforms, and two separate open running tracks of 40 tons. The character of the soil at the site necessitates the use of the native clay common to Winnipeg, the supporting power of which cannot be relied upon to sustain a greater load than 20,000 lbs. per ton.

The construction of the houses will be either Indiana limestone or the native Tyn-

all Manitoba stone.

load the express and baggage sides of track there will be a row of electric elevators, one to each platform. These lifts will serve all trains departing for the West and return, and arriving from the East. The fact that the largest portion of all express business handled at Winnipeg arrives from the east and departs to the west, determined the location of sheds on this side of train shed. To supply the east bound departing trains and the west bound arriving trains, the baggage and express will be handled through a 15 ft. trucking subway at rear of train shed to a row of elevators on both sides of train shed. By these arrangements there will be no necessity for trucking of any kind being done on the main platforms, thereby reducing the passenger, and avoiding all interference and confusion. This system of handling baggage, express and mail between tracks, with elevators to each platform is in successful operation at some of the largest passenger terminals in the U.S. notably the Union Station at St. Louis, the Rock Island station in Chicago, the Union Station of Washington, D.C., and the passenger terminal at Hongkong. Similar systems of baggage and express handling are also successfully used in many of the large railway terminals in Europe.

Arrangements for passenger traffic.

The west approach will start from the Red River about 2,000 ft. west of Main Street, descending on an embankment of 16.50 ft. long by means of this great maximum ruling gradient of 0° 30' will less over Main St. on a double track bridge, 111 ft. in length, following an undetermined route, 11 cars each during periods of heavy traffic. The total capacity of platforms will be 200-70 ft. cars. The platforms will be 200-70 ft. cars. The platforms will be of reinforced concrete con-

tions, 12 ins. above base of rail, rising 0.4% gradient to the Red River, which will cross on a new double track. The east approach will start from the lower main line, near St. Boniface, station and bridge, or on each embankment, with one

of bridges, the Winnipeg Transfer Ry., at St. Notre Dame Ave., and Water St., of the street roadways will have a height of 11 ft. clear head room. The proposed bridge will be practically level from the River bridge to the Assinibine River bridge at elevation 700 ft., which is approximately 10 ft. above the level of St. At each end of the passenger station there will be a signal tower located down on the plain from which all signals and crossovers will be controlled. The electro-pneumatic system of signaling will be used. All track work will be of first-class construction, with 80 lbs. and gauge ballast. While the equipment requires all bridges across the Red or Assinibone Rivers to come in close spans, these rivers are not navigable at the present time for any but small boats, and the draw spans are open only a few times in the course of a year, out of the completion of the St. Andrews below Winnipeg, there will doubtless be a considerable increase in the navigation of the Red River.

**Local Freight Yards and Freight Yards.**—The problem of obtaining a layout for local freight delivery yards and freight yards to give sufficiently large team track capacity, long freight sheds, and equal facilities for each yard, and allowing greatest opportunity for teaming, as well as one that could be properly worked by switching cars and supporting tracks, gives the greatest car capacity, as well as the greatest facility of operation and access to some buildings, of several tentative layouts which were drawn and studied.

The team yard will contain 42 tracks, with a total capacity of 830 40-ft. freight cars. The switching leads to team yard will be divided by cross-overs into three separate portions, each controlling 18 tracks, so that three switching locomotives may be worked at the same time. The usual length of team tracks will be 800 feet, with a capacity of 20 cars each. The team roadways will be of stone block construction on an 8-in. concrete base. This construction is made necessary by the treacherous character of the clay soil, which, when wet, becomes soft and swollen, causing an ordinary rail pavement to break and disintegrate. Driveways will be 30 ft. wide between the opposite tracks, being 40 ft. apart, and team roads will be on 10 ft. con-

crete piers under fill.

At the ends of the freight sheds, adjacent to the wide avenue, ample provision has been made for the freight clerks. These will contain 5,000 sq. ft. of available office space for each yard and will be in the second

story above main floor of shed. A bridge 10 ft. wide at level of these offices spans the six intermediate tracks, and will connect the outside and inside of each

The freight agent's office will be located in his bridge, where he can view the loading and unloading of cars. A bridge 10 ft. wide at level of these offices spans the six intermediate tracks, and will connect the outside and inside of each

the switch engine having to cross the bridge at threat of yard. The supporting yard will have a total capacity of 985 cars. This

yard will be for the reception and storage of arriving trains of loaded cars to be switched into team yard and for departing trains of empty cars which have been switched out from team tracks. This layout of team

and supporting tracks and freight houses will be one of the largest local freight depots in existence. A connection will be maintained with the present Winnipeg Transfer Ry. track, along which are located numerous industrial sidings, over which cars for transfer with the C.P.R. are handled. This connection will pass beneath the east approach near Lombard Ave.

The present main track crosses the Assinibone River on a wooden drawbridge, which will be replaced in the new scheme by a steel four-track rolling lift bridge having two separately operated leaves. The

Red River is crossed by the present main track on a comparatively low steel truss bridge, the slice span of which is shown at the span near the foot of Water St. Thus

bridge will be maintained for the proposed new layout, and used mostly by the G.T. Pacific Ry. trains for local freight running between this terminal and that company's Northern Ry. C. M. Ross, President T. W. Morse, Vice-President and General Manager; and B. B. Kehler, Chief Engineer.

D. S. Shantz, Vice-Presidential and M. H. McLeod, General Manager of the Canadian Northern Ry.; C. M. Ross, President T. W. Morse, Vice-President and General Manager; and B. B. Kehler, Chief Engineer.

G. T. Pacific Ry.; Warren and Wilmot, of New York City, are the architects who have had charge of the design and who will supervise the construction of both the

construction building and the track layout of passenger and freight yards. This firm are specialists in railway terminal designs and have recently completed plans for the new Grand Central station in New York City, for the New York Central andudson River Job.

The agreement with respect to the construction of the terminals, which was ratified by the Dominion Parliament, April

possibility for teaming, as well as one that will be properly worked by switching. The complications caused by the peculiar shape and conditions of the ground layout and by the fact that the throat of the yard had to be located on a bridge across the Assiniboine River. The final layout of freight sheds, iron tracks and supporting tracks, gives the greatest car capacity, as well as the greatest facility of operation and access to train hauling, of several tentative layouts which were drawn and studied.

The Team Yard will contain 42 tracks, with a total capacity of 830 40-ft. freight cars. The switching leads to team yard will be divided by cross-overs into three separate portions, each controlling 13 tracks, so that three switching locomotives may be worked at the same time. The total length of iron track will be 800 ft., team yard capacity of 20 cars each. The team driveways will be of stone block construction in a 6-in. concrete base. This construction will be made necessary by the treacherous character of the clay soil, which when wet, will heave and swell, causing an ordinary steel pavement to break and disintegrate. The driveways will be 30 ft. wide between ovals, the opposite tracks being 40 ft. apart across the driveways. Adjacent

yards of team tracks will be on 12 ft. centers. Topping the ends of these driveways will be a paved avenue from 40 to 70 ft. wide, running the full length of the yard. This avenue will be accessible from Water St. on the north, passing beneath the bridge over Main St. near the Norwood bridge, and running the full length of the yard. The surface drainage from all the drives will be by means of gutters along the side of each driveway, ending at each end, or at the ends of driveways on each side of the wide avenue. These drains will discharge into a line of ditches

one 40 ft. wide, the ends of which will be 10 ft. 1,000 ft. each, served by four tracks. The inbound sleds will be 100 ft. each, served by two tracks, between fleet iron and outbound tracks, having a 10 ft. transfer trucking platform. Each sled will therefore have a freight shed capacity of 114 40-ft. cars. The freight sheds will be one story high, having

will be maintained with the present Winipeg Transfer Ry. track, along which are located numerous industrial sidings and over which cars for transfer with the C.P.R. are handled. This connection will pass beneath the east approach near Lombard Ave.

The present main track crosses the Assiniboine River on a wooden drawbridge, which will be replaced in the new scheme by a steel four-track rolling lift bridge having two separately operated leaves. The

Red River is crossed by the present main track on a comparatively new steel truss bridge, the slice span of which is shown at the spot near the foot of Water St. This bridge will be maintained for the proposed new layout, and used mostly by the G.T. Pacific Ry. trains for local freight running between this terminal and that company's general freight yard located about three miles east of present fuelber on the ad-

Jacobs shore span will need to be reconstructed to meet the change in alignment of running track as shown. This track will pass over the east end of Water St. on a plate girder bridge, the street being somewhat depressed to pass under the driveway across the Broadway bridge over Red River. will be maintained as at present.

The west approach to freight yard will use the same line and be at the same level as the present main track. The length of all switching leads for each part of the freight yards is such that no switching whatever will be done across Main St. The only traffic across this street will be that of trains.

At the north end of the new Assiniboine River bridge there will be located a signal tower, from which will be controlled by electro-magnetic system of interlocking, all the signals, switches and crossovers of the tracks entering the bridge. The sharper curves used in the layout are 142 radii, 40 ft. The frogs used are mostly on 7-10 ft. with no. 10 for main track connections and main crossovers. The track construc-

tion will be 40 lb. per linear foot, and will be laid on 100 ft. 1,000 ft. each, served by four tracks. The inbound sleds will be 100 ft. each, served by two tracks, between fleet iron and outbound tracks, having a 10 ft. transfer trucking platform. Each sled will have a freight shed capacity of 114 40-ft. cars. The freight sheds will be one story high, having

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The present main track crosses the Assiniboine River on a wooden drawbridge, which will be replaced in the new scheme by a steel four-track rolling lift bridge having two separately operated leaves. The

Red River is crossed by the present main track on a comparatively new steel truss bridge, the slice span of which is shown at the spot near the foot of Water St. This bridge will be maintained for the proposed new layout, and used mostly by the G.T. Pacific Ry. trains for local freight running between this terminal and that company's general freight yard located about three miles east of present fuelber on the ad-

junction of the terminals are Wm. Mackenzie, President; D. P. Moon, Vice-President, and M. H. McLeod, General Manager, of the Canadian Northern Ry.; C. M. Tays, President, T. W. Morse, Vice-President, and Clement

Manger, and B. B. Kellher, Chief Engineer, passenger and freight yards. This firm are specialists in railway terminal design, and have recently completed plans for the New York City, are the architects who have had charge of the design, and who will supervise the construction of both the

construction building and the tract layout of the present main track. The length of all switching leads for each part of the freight yards is such that no switching whatever will be done across Main St. The only traffic across this street will be that of trains.

Under the agreement the Canadian Northern Ry. is made between the Canadian Northern Ry. and the G.T. Pacific Ry., the King, by the Minister of Railways, and the Commissioners of the Transcontinental Railway

of 1907, is made between the Canadian Northern Ry. to construct the buildings, tracks, telegraph lines, structures and facilities necessary for the purposes of the carrying on of the traffic of the three railroads having terminals in the section, and is also to keep the terminals equipped with all furniture, locomotives, plant tools, etc., required for its operation. The value of the lands, inc-

luding yards, tracks, etc., but excluding buildings, is fixed at \$2,625,000, and upon this amount the G.T. Pacific and the Canadian Northern will pay an amount equal to one-half of 4% per annum, and subject to certain provisions it shall equal to one-half of 1½% upon the expenditures made by the G.T. Pacific, including the cost of the terminal facilities and facilities required during construction, prior to the

G.T. Pacific Ry. beginning lease and during the continuance of the lease of the Transcontinental Ry. and when the G.T. Pacific Ry. ceases to

rate the Eastern Division the G.T. Ry. and the Government shall each pay a sum equal to one-third of £1<sup>2</sup> upon a sum of \$2,625,000 and one-third of £1<sup>2</sup> on the expenditures made on capital account. Provided always that before the erection of the building for the hotel and restaurant on the joint terminals has been commenced the Government may give written notice, elect not to become interested in the said buildings or in the hotel and restaurant, and separate accounts for expenditures thereon shall be kept, these amounts shall not be included in capital account as against the Government. The compensation shall be payable monthly amounts as to the fixed value of land, beginning Jan. 1, 1907, and other percentages shall become payable as progress payments are made. The terminals are to be in charge of a Terminal Board consisting of one representative appointed by the G.T. Pacific Ry., during the continuance of the lease of the Eastern Division, and one representative appointed by the C.N.Ry., such board to be appointed as soon as the terminals are substantially ready for joint use and control. If the G.T. Pacific Ry. ceases to operate the Eastern Division of the line at the expiration of the lease the Terminal Board shall consist of two members appointed by the Canadian Northern Ry., and one each by the G.T. Pacific Ry. and the Government. An agreement fully defines the duties and responsibilities of the board, and prescribes general rules for its guidance, and for the settlement of differences between the different interests involved. It is also provided that other companies may be granted terminal facilities upon such terms as may be arranged, and the Canadian Northern Ry. shall be entitled to receive one-half of such rentals and other consideration received.

Since the foregoing matter was put in type a contract has been let for the passenger station building, the location of which is shown on the accompanying plan, and an illustration of the Main St. elevator of which was given in our last issue. It has been decided to erect a building of basement and three stories instead of four as shown in our last month's illustration, but as previously stated provision has been made of adding up to six additional stories whenever they may be required. The contractors are Peter Lyall & Sons, Montreal, who were the lowest tenderers, the contract price being \$886,000. This figure does not include furnishing, restaurant fixtures, etc., which will bring it up to about \$925,000 nor does it include the interior furnishing of the two upper stories which will probably cost \$200,000 more. It is intended to start work at once, the contract calling for its completion by Oct. 1, 1908.

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objects that have gone into the construction of the tunnel. (May, pg. 329.)

Duluth, Rainy Lake and Winnipeg Ry. The first train over this line ran into Fort Frances, Ont., over the Canada-Minnesota Bridge, and the Canadian Northern Ry., on May 28. The D. R.L. and W.R. extends from Virginia to Rainier, Minn., 91 miles, and connection is given with Duluth over the Duluth, Missabe and Northern Ry., 11 miles. Surveys have been made for an independent line between Virginia and Duluth, but nothing has been decided as to construction. At Rainier the line connects with the Canada-Minnesota Bridge, constructed jointly by the D. R.L. and W.R. and the Canadian Northern Ry., and on the Ontario side of the bridge the C.N.R. constructed a spur line giving connection with its terminals in Fort Frances. The bridge crosses the Rainy River about three miles east of International Falls, and is a single track structure composed of eight 100 ft. deck plate girder spans, and a roller bridge with one arm about 125 ft. long across the navigable channel. The principal owners of the D. R.L. and W.R. are Clark and O'Brien, lumbermen, for the development of whose lands the construction of the line was originally started. The arrival of the first train in Fort Frances was celebrated by a public dinner, at which there were present officers and officials of the D. R.L. and W.R., the Canadian Northern Ry., and the Rainy River Navigation Co., as well as merchants and others interested in transportation matters from Duluth, William and other places.

The first train was run through to Winnipeg, May 8, and it is understood that the permanent train service will be put in operation June 1, a through freight and passenger service being arranged between Duluth and Winnipeg. A daily passenger train will be run each way, leaving Winnipeg and Duluth in the evening, and making the 378 miles between the two points during the night. A new route between William and Duluth is also opened up, the distance being about 400 miles, so that when navigation closes, a shorter route will be available than has hitherto been the case.

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**Canadian Northern Ry. Construction.**

**Outoe and Lake St. John Ry.**—At the recent session of the Quebec Legislature, subsidies were voted in aid of the following lines: a branch from the main line at Chambly, opposite to L'Assomption, on the Montmorency River, 30 miles, a subsidy at the rate of 6,000 acres per mile, not convertible into money; to complete 3½ of its line from Valcartier to Ste- Therine, a subsidy at the rate of 3,000 acres per mile, not convertible into money; a line of the subsidy voted in 1906, from such line from Valcartier station in the section of Gosford to 2,000 acres of land convertible into money; and for extension of 12 miles of the Valcartier section to Gosford P., including a branch of 30 miles to Rivière-aux-Pins in the parish of St. Gabriel West, 3,000 acres of land per mile, in lieu of the subsidy voted in 1906. In connection with the second and third lines, it is provided that the funds are raised on condition that the company shall affilis a free passage by the building and maintenance of the bridge over and approaches on both sides of the Jacques Cartier river, for foot passengers, vehicles and animals, or near the old railway bridge over the river, according to plans to be approved by the Government.

The La Tuque branch was formally taken over, for foot passengers, vehicles and animals, or near the old railway bridge over the river, according to plans to be approved by the contractors May 1, and the train service is now being operated by the company.

**Canadian Northern Quebec Ry.**—The Quebec Legislature, at its last session, voted a subsidy of 3,000 acres of land, not convertible into money, in aid of the construction of a railway from St. Jacques to Rawdon, and thence northerly towards Lake Archambault, not exceeding 20 miles. Also, to aid in the construction of 60 miles of its line from Montreal to Grenville, a subsidy of 2,000 acres of land per mile, not convertible into money.

**Canadian Northern Ontario Ry.**—The company is reported to have decided upon proceeding with the erection of the shops on Western Ave., Toronto, and plans are in preparation.

**Canadian Northern Ry.**, Hon. R. Rossiter, Minister of Public Works for Manitoba, on returning to Winnipeg, after a conference with W. Mackenzie, President Canadian Northern Ry., stated that he had obtained a concession for the construction of three new lines in the Province during the summer, viz.: An extension of 10 miles of the Wikwem section, running from Greenway to Auliepla, 5½ miles, a line 10 miles northerly from Virden,

**Railway Commissioners' Traffic Orders.**

On March 25, to the matter of the application of J. M. Dudley, Secretary for Canada of the Railroad Department of the International Committee of Young Men's Christian Associations, under section 30 of the Railway Act, for an order authorizing the G.T.R. Co. to continue certain transportation privileges heretofore granted to sections of railroad branches of the said associations, over its line of railway. Upon reading what is alleged in the said application and the letters of C. M. Days, Second Vice-President and General Manager of the G.T.R. Co., and W. R. MacLures, Chairman of the Advisory Committee of the Canadian Freight Association. The Board orders that any railway company operating in Canada subject to its jurisdiction be, and it is hereby authorized to issue to the secretaries of national bureaus of the Y.M.C.A. located on its railway, of which its employees are members, and for their household effects, free transportation or reduced rates over its railway, when the said secretaries are travelling in connection with their secretarial duties, or are being transferred by the said Association. Provided that this order shall not apply or extend to any organization of the Y.M.C.A. which before June 30, 1908, may have been incorporated for the purpose of carrying on traffic between sections of roads.

At the recent session of the Quebec Legislature, no act was passed authorizing the Government to grant subsidies in aid of the construction of railways in the Province of Quebec.

**Quebec Railway Subsidies.**

**Quebec Ry.**—In the matter of the application of the G.P.R. Co., under section 30 of the Railway Act, for leave to grant a special rate to a party of mining students of McGill University, upon the report and recommendation of the Chief Traffic Officer of the Board, it is ordered that the company be granted leave to carry the party at a special rate of \$30 each for the trip from Montreal to North Cover, and return, including side trips to Rossland and Greenwood, in P.Q.; or at a rate of \$60 each from Montreal to Rossland, Phoenix and Greenwood, B.C., and return, during the summer, to the original lines to cover

slope of northern Alberta. The construction work will be heavy as the line will run through the mountains and there is a lot of rock in the country. Surveys have been in progress in connection with the development of the coal fields for the last 18 months (See pg. 327).

O. D. Monn, in the course of an interview at Winnipeg, May 13, said the company's Brandon-Regina line was to be heavily subsidized by the company Oct. 25, 1907, for several of the buildings in use are still standing up to and including 35 miles, and several of the buildings in use are still standing up to and including 35 miles, during the summer.

First, May 7.—In the matter of the application of the Klondike Miles Ry. Co., under section 30 of the Railway Act, for approval of the proposed standard freight tariff submitted to the Board by the company, Oct. 25, 1907, for the export and re-exportation of the Chief Trunk Goods of the board Nov. 17, 1906. Upon the export and re-exportation of the Chief Trunk Goods of the board Nov. 17, 1906, upon the application of the Klondike Miles Ry. Co., under section 30 of the Railway Act, for approval of the proposed standard freight tariff submitted to the Board by the company, Oct. 25, 1907, for discharges up to and including 35 miles, substitution of its standard freight rates as provided by the board Nov. 17, 1906, upon the G.T.R. Co. to continue certain transportation privileges heretofore granted to sections of railroad branches of the said Railways and Canals for the 12 months ended June 30, 1908.

Second, May 7.—In the matter of the application of the Monroe Industrial Co. Ltd., of Toronto, under section 30 of the Railway Act, for an order fixing a proper freight classification through Canada, on public school books, upon hearing counsel for applicant, the C.P.R. Co., and the Canadian Northern Ry. Co., the evidence adduced, and who was object, it is ordered that Canadian Classification, as it is intended by the addition of a certain rating of third class on books to losses or cases, etc., page 12; and that the amendment become effective not later than May 30, 1908.

**Quebec Ry.**—In the matter of the application of the G.P.R. Co., under section 30 of the Railway Act, for leave to grant a special rate to a party of mining students of McGill University, upon the report and recommendation of the Chief Traffic Officer of the Board, it is ordered that the company be granted leave to carry the party at a special rate of \$30 each for the trip from Montreal to North Cover, and return, including side trips to Rossland and Greenwood, in P.Q.; or at a rate of \$60 each from Montreal to Rossland, Phoenix and Greenwood, B.C., and return, during the summer, to the original lines to cover

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dicer, for foot passengers, vehicles and animals at or near the old railway bridge over

the river, according to plans so far approved by the Government.

The La Tuque branch was formally taken over from the contractors May 1, and the railway service is now being operated by the company.

**Canadian Northern Quebec Ry.**—The Quebec Legislature at its last session, voted a subsidy of 3,000 acres of land, not convertible into money, in aid of the construction of a railway from St. Jacques to Rawdon, and hence northward towards Lake Archambault, not exceeding 20 miles. Also to aid in the construction of 65 miles of its line from Mont-Tremblant to Granville, a subsidy of 2,000 acres of land per mile, not convertible into money.

**Canadian Northern Ontario Ry.**—The company is reported to have decided upon proceeding with the erection of its shops on Eastern Ave., Toronto, and plans are in preparation for the construction of three new lines in the Province during the summer, viz., An extension of 10 miles of the Wikwem section running from Guedoree to Adelphie; 5½ miles, a line 10 miles northerly from Vireen crossing the C.P.R. tracks, and a line of 25 miles from the Rossburn line, through Reginy, into the Voilo Dale country.

M. H. McLeod, General Manager, has been sent off on a trip of inspection to Oak Point, Man., and local reports say that it is expected that construction will shortly be started upon an extension of the line there.

A committee is reported sent to Jas. Gauthier, for the construction of an additional 18 miles on the Rossburn branch, which is at present in operation from Rossburn junction to Rossburn 78½ miles, and it is intended to extend it to a junction with the Gilbert Plains, P.E.I. narrow gauge line, near Ingleton, P.E.I.

Speaking of the company's construction programme for the season, D. Mapp, Vice-President, said, at Winnipeg, May 7, all the lines will be bushed and improved, and all construction work that was started last fall will be completed. There will be about 80 miles of new heavy steel rails laid within about a month. A line will have to be constructed to the Alberta coal fields, in which the company is interested, and which are about 15 miles from the railway. The work will probably be commenced this summer, either from Edmiston or Strathcona. The coal lands are located just on the mountain

side, for foot passengers, vehicles and animals, under the rates on the Montreal, International, C.P.R. Co., and W. R. MacLaines' Chartered

Vice-President and General Manager of the G.T.R. Co., and W. R. MacLaines' Chartered

of the Advisory Committee of the Canadian Freight Association. The Board orders that any railway company operating in Canada subject to its jurisdiction be, and it is hereby authorized to issue to the secretaries of railroad branches of the N.M.C.A. selected on its railway, and which its employees are members, and for their household effects, free transportation or reduced rates over its railway when the said secretaries are travelling in connection with their several duties, or are being transferred by the said Association. Provided that this order shall not apply or extend to any organization of the N.M.C.A. which are in no way connected with the work of the railway companies.

1550 April 1.—In the matter of the application of the C.P.R. Co., under sec. 50 of the Railway Act, for leave to grant a special

rate to a party of acting students of McGill University, upon the recommendation of the Chief Traffic Officer of the Board.

It is ordered that the company be granted leave to carry the party at a special rate of \$10 each for the trip from Montreal to Vancouver, and return, including side trips to Rossland and Greenwood, B.C., or at a rate of \$10 each from Montreal to Rossdale, Phoenix and Greenwood, B.C., and return.

That the company be granted leave to carry such members as may desire to have the returning party at Atocio, B.C., and to return to Greenwood, B.C., for the purpose of continuing their practical studies until the close of the summer vacation, at 1c. per mile from Greenwood to Moyie and back to Greenwood, and to return from Greenwood to Montreal, and treat at the rate set out above. That any other parties desiring to travel for the same

purpose to British Columbia or any other mining district be granted equally favourable terms until otherwise ordered by the Board.

402, May 5.—To the master of the claim of the Board of Trade of Fredericton, N.B., complaining that the C.P.R. Co. and the G.T.R. Co. were unfairly discriminating against the City of Fredericton in the charging on traffic originating west of Moncton, and in favor of St. John, N.B., and in

the C.P.R. Co., for a line from the present terminus of the C.P.R. line (Montreal and Colonization R.) at Gordon Creek, to Moncton, about 20 miles, a subsidy of 2,000 acres of land per mile, in lieu of the subsidy voted in 1901.

IN THE MEANWHILE, Jas. Mapp, Vice-President and Jas. MacLaines, Comptroller, of the G.T.R. Co., for a line from the present terminus of the C.P.R. line (Montreal and Colonization R.) at Gordon Creek, to Moncton, for a distance of 20 miles, a subsidy of 1,000 acres of land per mile, in lieu of the subsidy voted in 1901.

1550, May 7.—To the master of the claim between Thorne and Amherstella, to Cheneville, and Thorne, to the C.P.R. near Nondimand, about 30 miles, a subsidy of 1,000 acres of land per mile.

1550, May 7.—To the Master of the Montreal, International, C.P.R. Co., for a line between Lyster station, running towards Lancer, about 10 miles, a subsidy of 2,000 acres, per 100 lbs, above the rates on traffic.

1550, May 7.—To the Master of the Montreal, International, C.P.R. Co., for a line between Lyster station, running towards Lancer, about 10 miles, a subsidy of 2,000 acres, per 100 lbs, above the rates on traffic.

1550, May 7.—To the Master of the

**Railway Rolling Stock Notes.**

The Temiskaming and Northern Ry. has had one steam crane to its equipment.

The Intercolonial Ry.'s official car 37 is being overhauled and rebuilt by the Preston and Coach Co., Preston, Ont.

The Intercolonial Ry. has received the first of the 400 box cars ordered from the Green Car Mfg. Co., Cobourg, Ont.

The Quebec and Lake St. John Ry., between May 15 and June 15, received 95 ton box cars from Rhodes, Curry & Co., Sherbrooke, N.S.

The G.T. Pacific Ry. during May received from the Montreal Locomotive Works 7 locomotives, details of which we have published previously.

The McArthur Co., Winnipeg, have received from the Canada Foundry Co., Toronto, recently, one switching locomotive and one oil locomotive.

The Intercolonial Ry., between May 13 and June 15, received 6 consolidation locomotives from the Canadian Locomotive Co., Kingston, Ont.

The Intercolonial Ry. has ordered 10 mid-class sleeping cars, 3 of which will be built by the Crossen Car Mfg. Co., Coopersburg, Pa., U.S.A.

freight cars, \$3,875; to provide side ladders on box cars, \$1,250; to provide air brake equipment, \$1,312.50. Votes for \$71,250 for the equipment of locomotive and car shops, of \$19,375 for new machinery for locomotive and car shops, and \$312.50 for Pintseh gas apparatus, have also been passed.

The Canadian Northern Ry. has ordered three 12 section sleeping cars in the U.S. They are being constructed with an improved vestibule consisting of a seat at each end of the passageway, and main room where passengers may be seated while their berths are being made up. The interiors of the cars are being finished in St. Jago mahogany with inlaid design, and the cars when completed will be among the best equipped of similar cars on the continent. Following are general dimensions, etc.:

Length over sills	52' 6"
Width oversills	9' 10 1/2"
Platforms	Standard steel
Couplers	Steel, solid face
Heating	Coal, duplex coil system
Lighting	Acetylene gas
Air brakes	Westinghouse
Wheels	36", steel tyred

The Temiskaming and Northern Ontario Ry. has ordered from the Dominion Car and Foundry Co., Montreal, 50 steel underframe box cars, 80,000 lbs. capacity. Following are the general dimensions and special

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#### Canadian Northern Ry. Construction.

**Canadian Northern Ontario Ry.**—The official opening of the northern section of the company's line from Toronto to Sudbury, consisting of the portion from Parry Sound south, took place July 3, when D. K. Hanna, third Vice-President, accompanied by some other officials, the officers and council of the Toronto Board of Trade, and press representatives, went over it by special train. The line has been in operation between Toronto and Parry Sound for nearly two years, and in the opening up of the present extension to C.N.R. mileage is increased to 306.1 miles. The line not only opens up a new route through the Muskoka country, but it also the Moose Mountain district, where large iron ore mines are being developed and are created in a new port on the Georgian Bay at Key Inlet. The company is completing a line from Hawkesbury into Ottawa, which will connect its C.N. Quebec Ry. with its capital, and surveys have been completed for lines between Toronto and Ottawa, and Ottawa and Key Inlet, which will probably complete the Quebec and Ontario lines. The question of the construction of a line between Sudbury and the Canadian National Ry. at Port Arthur, a distance of about 50 miles, will probably not be definitely undertaken until the connection between the Toronto-Sudbury line and the "Keweenaw-Ottawa" line has been completed.

Work was commenced on the line between Toronto and Parry Sound in Sept., 1901, and the 1st 2 miles between these points were opened Nov. 19, 1906. While this work was going on, two grading outfits were at work between Parry Sound and Sudbury, the French River being the dividing line. One division was handled from Parry Sound north, and the other from Sudbury south. In addition to the above mileage, there was constructed during the same time a branch to the Huron mine of 27½ miles, another to the Carson mine, 3.8 miles, and a branch to Key Harbor, 6 ½ miles, a total of 406.1 miles. This represents a little over a quarter mile of completed track for every working day since the work was started. The outlet is well constructed, the gradients being high and the alignment the best the railway would allow within the company's resources, and the track is laid throughout on 30 lb. rails. Between Parry Sound and Sudbury, and on the branches, there were very difficulties to overcome between the engineers located on the line and the men, when the completed trench was turned over to the operating department, the grading could be done 2,111 feet of track in one day, and the cost of

through truss, are all placed on concrete foundations. These foundations contain 4,340 cubic yards of concrete. The total length of the steel spans is 1,907 ft., and the weight 1,731 tons. Some of the larger bridges are on the crossings of the following rivers from Parry Sound north: Seguin, three deck plate girders each 75 ft. long, banked on either end by a 35 ft. deck plate girder, total length 296 ft. South Magnetawan, a deck plate girder 162 ft. long. Still River viaduct consisting of 2 girders 60 ft. 1 girder 8 ft. 8 in. and 2 girders 10 ft. each placed on steel towers, a total length of 280 ft. and the rail is 18 ft. above water. Piekerd, through truss 300 ft. long, height of truss 32 ft. Rail 5 ft. 6 in. above water, depth of water at crossing 40 to 50 ft. This was one of the most difficult pieces of construction work on the line. The French River at the crossing is divided into two channels and is crossed by 3 girders, 1 span lattice deck truss 128 ft., and two deck plate girders 110 ft. each, total length of crossing 318 ft. and 50 ft. above winter. Wanabiee, one deck plate girder 100 ft. long, 15 ft. above water. Besides the bridges mentioned there are four crossings of the Key River, and five crossings of the Vermilion. The construction of the line was in charge of W. D. Grant, Manager of Construction for Mackenzie, Mann & Co., Angus Sinclair being the principal contractor.

The new line opens up a territory full of fish and game that will gladden the heart of the sportsman, and scenery as beautiful as any part of Muskoka. As soon as the Key Harbor docks are completed and ore shipments commence from the Huron mines, the part of the line between the Huron mine and Key Harbor is expected to be known as the greatest ore shipping piece of track in Canada. It also, later on, the smelter projection becomes an accomplished fact in Toronto, the tonnage of ore then handled should make the line stand alone as the longest piece of track handling heavy bodies of the raw product.

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The morning trip above mentioned was broken at Parry Sound, where the party were entertained at luncheon and at Sudbury in the evening they were entertained at dinner, the Mayor presiding, and D. P. Hanna and others speaking.

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On the following day the party went out on the Moose Mountain branch to visit the iron mines. The company's property there consists of 4,200 acres, and the vein being worked is about 150 ft. wide and has a length of 500 ft., the ore running from 58 to 100% of metallic iron. The mining and crushing plant at Moose Mountain has been erected at a cost of \$150,000, and now that the railway

this year, and that it is proposed to extend it through to Galtwy, Atlin. Steel and ties are being collected in the vicinity of Regina, for starting tracklaying on the Moose Lake branch, as soon as the grading is sufficiently forward. A sale of town lots at The Pas, Sask., took place June 20, when some 265 lots were sold. There are over a dozen buildings in the settlement, which is the present terminus of the company's line reaching out to Hudson Bay. (July, pg. 468.)

#### Master Car Builders' Association.

The 42nd annual convention of the Master Car Builders' Association was held at Atlantic City, N.J., June 17, and following days. The Secretary's report showed a total membership of 726, including 424 active, 275 representative, 13 associate and 13 life members. The number of cars represented in the Association was 2,284,340, an increase of 28,033 for the year. During the year 29 railroads and private car lines had signified their desire to become subscribers to the rules governing the interchange of freight cars, and five railroads had also advised their acceptance of the code of rules governing the interchange of passenger equipment. The dues for the year 1908 were fixed at \$4 per vote.

R. A. Mosely, Secretary of the Interstate Commerce Commission, delivered an address in which he drew attention to a number of matters of importance. He referred to the legislation now before Congress, which aimed to under the M.C.C.B. Association's standards for the protection of railmen the law of the land. The general condition of equipment throughout the country now showed such marked improvement that he believed the time was near when safety appliances would be kept in the best possible condition and the necessity for prosecutions cease. During the preceding year, 2,240 cases of violation of the safety appliance law were taken to the courts. The reports of the Committees on Revision of Standards and Recommended Practice, Triple Test Valves, Brake Shoe Tests, Tests of Cars, Side Bearings and Centre Plates for Freight and Passenger Cars, Steel Passenger Cars, Journals, Heating and Ventilating Passenger Cars, Protective Coatings for Steel Cars, Location of Rails of Running Boards, Standards for Protection of Trainmen, Bus-Car Doors and Fixtures, Park Cars, were received, considered and acted upon.

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the C.N.O.R. mileage is increased to 306.1 miles. The line not only opens up a new route through the Muskoka country, but it leaves the Moose Mountain district, where large iron ore mines are being developed, and creates a new port on the Georgian Bay at Key Inlet. The company is connecting a line from Hawkesbury into Ottawa, which will connect its C.N. Quebec Ry. with the capital, and surveys have been conducted for lines between Toronto and Ottawa, and Ottawa and Key Inlet, which will practically complete the Quebec and Ontario lines. The question of the construction of a line between Sudbury and the Canadian Northern Ry. at Port Arthur, a distance of about 550 miles, will probably not be definitely undertaken until the connection between the Toronto-Sudbury line and the Hawkesbury-Ottawa line has been completed.

Work was commenced on the line between Toronto and Parry Sound in Sept., 1904, and the 149.2 miles between those points was opened Nov. 19, 1906. While this work was going on, two grading outfits were at work between Parry Sound and Sudbury, the French River being the dividing line. One division was handled from Parry Sound north, and the other from Sudbury south. In addition to the above mileage, there was constructed during the same time a branch of the Hutton mine of 27.6 miles; another to the Garson mine, 3.8 miles, and a branch

to Key Harbor, 6.7 miles, a total of 306.1 miles. This represents a little over a quarter of a mile of completed track for every working day since the work was started. The roadbed is well constructed, the gradients slight and the alignment the best the party would allow within the company's standard, and the track is laid throughout to 80-lb rails. Between Parry Sound and Sudbury and on the branches, there were no difficulties in overcoming between the time the engineers located the line and July 3, when the completed roadbed was laid over it. The operating department, on the grading could be done 2,111 ft. had to be cleared along the right-of-way. In grading the roadbed there was moved 2,118,189 cubic yards, of which 92,781 were solid rock, 504,622 classified gravel and 1,907,786 earth. As it was next impossible to get material to bring the 18 in. to the grade line after track had been laid, 700,000 cubic yards had to be brought by train. This train filling is properly off of the grading and had to be done to the track up to sub-grade level, so that grading really amounts to 3,118,189 yards. On top of this were placed 501 cubic yards of ballast, equal to 15 cubic yards per mile of ballast for the line. This large amount of ballast a solid roadbed is accountable for the stable ride the party above referred to over the line and which was so favorably commented upon by all of them.

The construction of the wooden trestles and culverts, there was used 1,164,304 ft. of piling, 903,568 ft. 6-in cedar, 172 ft. 6-in hard pine and 458,888 ft. of hemlock.

Steel bridges, 18 in. number, ranging

from 35 ft. plate girder to the 300 ft.

tail is 98 ft. above water. Pickerel, through truss 300 ft. long, height of truss 52 ft. Rail 54 ft. above water, depth of water at crossing 40 to 50 ft. This was one of the most difficult pieces of construction work on the line. The French River at the crossing is divided into two channels and is crossed by 3 girders, 1 span lattice deck truss 128 ft., and two deck plate girders 110 ft. each, total length of crossing 348 ft., rail 50 ft. above water. Wanapitei, one deck plate girder 100 ft. long, 45 ft. above water. Besides the bridges mentioned there are four crossings of the Key River, and five crossings of the Vermillion. The construction of the line was in charge of W. D. Grant, Manager of Construction for Mackenzie, Mann & Co., Angus Sinclair being the principal contractor.

The new line opens up a territory full of fish and game that will gladden the heart of the sportsman, and scenery as beautiful as any part of Muskoka. As soon as the Key Harbor docks are completed and ore shipments commence from the Hutton mines, the part of the line between the Hutton mine and Key Harbor is expected to be known as the greatest ore shipping piece of track in Canada. If also, later on, the smelter proposition becomes an accomplished fact in Toronto, the tonnage of ore then handled should make the line stand alone as the longest piece of track handling large bodies of the raw product.

The opening trip above mentioned was broken at Parry Sound, where the party were entertained at luncheon and at Sudbury in the evening they were entertained at dinner, the Mayor presiding, and D. B. Hanna and others speaking.

On the following day the party went out on the Moose Mountain branch to visit the iron mines. The company's property there consists of 4,700 acres, and the vein being worked is about 150 ft. wide and has a length of 500 ft., the ore running from 58 to 60% of metallic iron. The mining and crushing plant at Moose Mountain has been erected at a cost of \$150,000, and now that the railway is open, a start will be made in shipping ore. The party subsequently visited the docks at Key Harbor, where loading trestles capable of handling 8,000 tons of ore a day, and other appliances, have been erected. The special train returned to Toronto early on the morning of July 5.

It is reported that construction will be started at once upon the projected branch line from Edmey, on the Toronto-Sudbury line to Orillia, Ont., but we are advised that no definite decision has yet been arrived at.

**Canadian Northern Ry.**—The ballasting on the line into Regina, Sask., is about completed, and it is expected that a regular passenger service train will be started Aug. 1. The service will, it is stated, run through from Winnipeg to Prince Albert, via Brandon, to Regina, and thence over the old Qu'Appelle, Long Lake and Saskatchewan line.

Grading is reported to be practically completed on the branch running northerly from Dalmeny to Carlton, Sask., and the grading outfit has been moved to Prince Albert, to go on with the line to connect that place with Battleford. Local reports state that 30 miles of the line are to be completed

The 42nd annual convention of the Master Car Builders' Association was held at Atlantic City, N.J., June 17, and following days. The Secretary's report showed a total membership of 726, including 424 active, 275 representative, 13 associate and 14 life members. The number of cars represented in the Association was 2,285,330, an increase of 28,933 for the year. During the year 29 railways and private car lines had signified their desire to become subscribers to the rules governing the interchange of freight cars, and five railways had also advised their acceptance of the code of rules governing the interchange of passenger equipment. The dues for the year 1909 were fixed at \$4 per vote.

E. A. Moseley, Secretary of the Interstate Commerce Commission, delivered an address in which he drew attention to a number of matters of importance. He referred to the legislation now before Congress, which aimed to make the M.C.B. Association's standards for the protection of trainmen the law of the land. The general condition of equipment throughout the country now showed such marked improvement that he believed the time was near when safety appliances would be kept in the best possible condition and the necessity for prosecutions cease. During the preceding year, 2,260 cases of violation of the safety appliance law were taken to the courts.

The reports of the Committees on Revision of Standards and Recommended Practice, Triple Test Valves, Brake Shoe Tests, Tests of M.C.B. Couplers, Arbitration, Cast Iron Wheels, Journal Box and Pedestal for Passenger Cars with 5 x 9 in. and 5 $\frac{1}{2}$  x 10 in. Journals, Marking of Freight Equipment Cars, Air Brake Hose Specifications, Automatic Converters, Lateral Bracing of Steel Freight Cars, Side Bearings and Centre Plates for Freight and Passenger Cars, Steel Passenger Cars, Heating and Ventilating Passenger Cars, Protective Coatings for Steel Cars, Location of Ends of Running Boards, Standards for Protection of Trainmen, Box Car Doors and Fixtures, Tank Cars, were received, considered and acted upon.

Owing to the number of committee reports the topical discussions were not reached, and it was decided that members should submit what they had to say upon them in writing, for inclusion in the printed proceedings of the convention.

Following are the officers for the current year: President, R. F. McKenna, Delaware, Lackawanna and Western Rd.; First Vice-President, F. H. Clark, Chicago, Burlington and Quincy Rd.; Second Vice-President, T. H. Curtis, Louisville and Nashville Rd.; Third Vice-President, L.G. Parish, Lake Shore and Michigan Southern Rd.; Executive Committee: J. F. McHaffield, Baltimore and Ohio Rd.; C. E. Fuller, Union Pacific Rd.; H. D. Taylor, Philadelphia and Reading Ry.; J. E. Walsh, Chesapeake and Ohio Ry.; C. A. Schrover, Chicago and Northwestern Rd.

The G.T.R. Passenger Department has issued handsomely got-up brochures, descriptive of trains 2 and 3, and of Montreal and Quebec. They are even "one better" than the folders and booklets heretofore issued by the company.

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**5. Key Harbor Ore Docks, Etc.**

The Canadian Northern Ontario Ry. has completed its ore docks, etc., at Key Harbor, Georgian Bay, for the shipment of iron ore from the mines at Moose Mountain.

The dock is reached from the Georgian Bay in four ranges, with ample room for large vessels at the turns and room to turn at west end of dock. Ranges and flags have already been set out by the Marine Department to mark the channel, and gas buoys are to be placed where necessary as soon as required.

The trestle approach, which is 1,600' long, varies from 10' to 30' in height, and is a standard 4 post timber trestle on rock foundation, bents 15' centre to centre, caps, posts and sills, 12" x 12"; braces, 3" x 10"; stringers, 8" x 10"; 3' under each rail, ties, 8" x 8", 4" apart; guard rail, 8" x 8". The trestle over ore stock pile is 500' long, and 30' high spans, 12' centre to centre, timber, 12" x 12"; floor, 4" planking. The tunnel under trestle is 300' long and 6' deep; being constructed of timber 12" x 12" on the sides, tunnel 6' wide by 5' high, with A shaped roof on top 11' 3" high over all of 12" x 12" and 4" x 12" timbers, sheeted with 3" plank and with valve openings 12" x 24", 6' centre to centre on each side and at bottom of A shaped roof. The belt conveyor in tunnel is 36" wide and 1,096' long, with a capacity of 800 tons an hour. The belts are of 6 ply best grade rubber, made especially for the work with heavy wearing surface. The scale house is 47' x 8', equipped with an automatic and continuous weighing and recording machine. The conveyor from scale house to ore dock is a belt 3' wide and 950' long. The length of conveyor from scale house to ore dock is 465', the difference in elevation from lower end near stock pile to upper end on ore pockets is 65'. The conveyor trestle from stock pile to ore pockets is a three-post trestle on rock-filled timber cribs. Capacity of belt 800 tons an hour.

The ore docks have a capacity of 2,000 tons, with 20 shipping pockets with a storage capacity of 100 tons each. The ore dock is 440' x 28' and 4' above water, built of piles and backed by rock-filled timber crib and decked with 3" planking. The ore pockets are 240' x 24', and 57" 9" high above dock. Bents 6' centre to centre, 4' posts to each bent; sides of pockets lined with 3" plank; bottoms 4" plank with additional lining of 3" hardwood wearing surface.

The power plant, which is located in a concrete building 48' x 44', consists of 2 return tubular boilers 67" x 18", 150 lbs. steam pressure; one steam-driven 200 k.w. alternating current generator, 600 v. 200 s.p.m., direct connected to 17" x 20" automatic engine, 390 h.p. maximum capacity; one 10" x 7" x 12" duplex pump, 300 gals. a minute capacity for fire protection. One 50 h.p. and two 25 h.p. induction motors are

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posts and sills, 12" x 12"; braces, 3" x 10"; stringers, 8" x 16", 3' under each rail ties; 8" x 8", 4" apart; guard rail, 8" x 8". The trestle over ore stock pile is 500' long, and 30' high, spans 12' centre to centre timber, 12" x 12", floor, 4" planking. The tunnel under trestle is 500' long and 6' deep, being constructed of timber 12" x 12" on the sides, tunnel 6' wide by 5' high, with A shaped roof on top 11' 3" high over all of 12" x 12" and 4" x 13" timbers, sheeted with 3" plank and with valve openings 12" x 24", 6' centre to centre on each side and at bottom of A shaped roof. The belt conveyor in tunnel is 30" wide and 1,096' long, with a capacity of 800 tons an hour. The belts are of 6 ply best grade rubber, made especially for the work with heavy wearing surface. The scale house is 47' x 8', equipped with an automatic and continuous weighing and recording machine. The conveyor from scale house to ore dock is a belt 3' wide and 950' long. The length of conveyor from scale house to ore dock is 465', the difference in elevation from lower end near stock pile to upper end on ore pockets is 65'. The conveyor trestle from stock pile to ore pockets is a three-post trestle on rock-filled timber cribs. Capacity of belt 800 tons an hour.

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The power plant, which is located in a concrete building 48' x 44', consists of 2 return tubular boilers 67" x 18', 150 lbs. steam pressure; one steam-driven 200 k.w. alternating current generator, 600 x 200 r.p.m., direct connected to 17" x 20" automatic engine, 390 h.p. maximum capacity; one 10" x 7" x 12" duplex pump, 300 gals. a minute capacity for fire protection. One 50 h.p. and two 75 h.p. induction motors are located at discharge end of belting.

The low level dock is 50' x 23', built of piles capped with 12" x 12" timbers and decked with 3" planking, with pile track trestle approach about 500' long, so that cars can be run on to the dock for the transfer of freight or passengers. Height of dock above water 4', and depth of water 15'.

The chief engineering features of construction consist in bringing the cars from the mine by train on to the stock pile trestle and discharging it from the cars on to the ground in a long pile. Below the level of the ground under the centre of the trestle and running the whole length of it is the tunnel in which the endless rubber belt supported on rollers works. When the valves at foot of A shaped roof are opened by the operator inside the ore (which has already been crushed at the mine to a size suitable for handling on a belt) is delivered

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its own weight through sheet steel hopper on to the belt, and is carried along on belt and discharged on to another sumi belt, which elevates the ore to the top of the ore pockets, a height of 65', and charges it on to still another belt running along the top of the ore pockets, and the belt discharges the ore into any of the ore pockets desired by means of a self-pelling dripper mounted on a suitable track for it to run on. From the pockets the ore is discharged into vessels by means of a gate at bottom of the pocket into a round sprout about 4' wide and 30' long made of sheet steel, which can be raised or lowered to suit vessels by a winch at top of the pockets. Just before the belt leaves the first or stock pile belt, it is weighed in the scale house as the belt travels along, and without the necessity for stopping the belt, by the continuous weigher already referred to.

The construction engineer was R. M. Pitt, of the Canadian Northern Ry. staff, and the contractors Mackenzie, Mann & Ltd. The cost of construction was at \$500,000.00. Construction was commenced in May, 1907, under Hugh Sutherland, Executive Agent for the Canadian Northern Ry. at Winnipeg, and in October was turned over to W. H. Grant, Manager of Construction, Mackenzie, Mann & Co., eastern lines. No work was done during Dec., 1907, or Jan. and Feb., 1908. In March, 1 construction went on again, and the work was completed and the plant ready for ore shipments early in August.

September Birthdays.

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#### Canadian Northern Ry. Construction.

**John Valley Ry.**—The railway subsidy passed at the last session of the Parliament provided for the amount of financial aid towards the construction of the following lines of railway: From Westfield to St. John, N.B., not exceeding 14 miles; from Gagetown to Fredericton, N.B., not exceeding 16 miles; and to a point at or near Grand Falls, not exceeding 55 miles. These subsidies cover a considerable portion of the line which the New Brunswick legislature has authorized the Government to guarantee of bonds to the extent of \$1,500,000 a mile, and for the construction of which negotiations have been opened with Mackenzie, Munro & Co., with a view to making part of the Canadian

shore and Lake St. John Ry. The Parliament at its recent session passed subsidies in aid of the following lines: From Valcartier station to Athabasca, Que., not exceeding 38 miles from Valcartier station towards the point on the 35th mile of the branch to square on the River St. Maurice, to La Falls, not exceeding five miles, and not exceeding 550 miles; from Valcartier station to the point on the 14th mile, not exceeding 1.6 miles; a total not exceeding 19 miles. The branch to La Falls, not exceeding five miles, and has been completed, and some construction work has been done on the St. Johns and Gasford branches.

A subsidy was voted for the construction of a line of railway from a point on the line of the Great Northern Ry. towards the cost of the construction of the C.N.Q. Ry. for a line from Montreal Jet. to Quebec, with a branch

to the C.N.Q. Ry. at Sudbury, not exceeding 52 miles, in aid of the subsidy, for a line not exceeding 70 miles, voted to the Great Northern Ry. of Canada to the C.N.Q. Ry. towards the cost of the construction of a line from Hawkesbury, Ont., not exceeding 65 miles.

**John Valley Ry.**—The railway subsidy at the usual rate and upon the usual conditions was voted towards the construction of a line from Hawkesbury to Ottawa, Ont. The construction of this line, which is an extension of the C.N.Q. Ry. is well advanced.

W. Mackenzie, President, and D. D. Mann, Vice-President, C.N. Ry. had a conference with C.P.R. and G.T.R. officials at the Toronto Union Station, Aug. 18, and it is understood that arrangements are being completed for the entry of the C.N.Q. Ry. trains into Toronto over the C.P.R. instead of over the G.T.R. tracks at present.

We are advised that the proposed branch from Utley, on the Toronto-Sudbury line into Orillia, Ont., will be constructed this season.

To aid in the construction of the line from Sudbury Junction to Hutton Mines, Ontario, the Dominion Parliament at its recent session made provision for the payment of a minimum subsidy of \$3,200 a mile, increasing to \$6,400 a mile as the line so aided not to exceed 30 miles. The line has been constructed and was opened for traffic July 3.

**Nipigon Ry.**—The subsidies voted by the Dominion Parliament to the N. Ry. in 1880, for the construction of in all 80 miles of line, were revoked at the recent session, the indulgence being divided as follows: from near Nipigon station, on the C.P.R., to Nipigon Lake, not exceeding 30 miles, from a point on Nipigon Bay or Lake Superior, to a point on the west of Lake Helen, on the line of the Nipigon Ry., not exceeding 3.50 miles; from a point on the line near the crossing of the Fraser River to Lake Jesse, by way of Canwood's Falls, not exceeding 11.50 miles; from a point on the north shore of Lake Nipigon northerly, not exceeding 45 miles. The charter for the construction of these lines is now controlled by Mackenzie, Munro & Co. (Ltd.), on behalf of the Canadian Northern Ry. It is understood that some portion of these lines will be utilized when the company's line to connect the line west of Port Arthur with the C.N.Q. Ry. at Sudbury is constructed.

**Canadian Northern Ry.**—In connection with the work of betterment on the C.N. Ry. between Port Arthur, Ont., and Wawa, Pease Bros., of Port Arthur, have been given a contract for a section near Katsagon, a point 57 miles west of the lake terminal. In referring to this contract the Railroad Age Gazette of Aug. 7 places the contractors at work at Wanigan, Ont.

Lines is completed, and it is understood that the Moose Lake branch, now under construction, will ultimately be extended to Calgary, and so form the second mentioned terminus. Nothing has been done, except in the way of surveys, in connection with the projected Prince Albert-Hanford line. The extension of the Thunder Hill branch will give a line about midway between the main line to Edmonton and the Prince Albert line, and the company's maps show that a line is projected on the eastern bank of the Saskatchewan River to connect all the three lines. The projected extension of the Rosslyn branch will carry it towards a junction with the Gilbert Plains-Edmonton line.

**Edmonton, Yukon and Pacific Ry.**—The Dominion Parliament last session passed an act guaranteeing the bonds of the company to the extent of \$14,000 a mile for the first 50 miles of line, and to the extent of \$20,000 a mile for a further distance of 100 miles at the rate of 3½%, payable half-yearly, the principal to be repayable in 50 years. The line to be constructed is to start from a point on the company's line, or on the line of the Edmonton and Slave Lake Ry., at or near Edmonton or Sherbrooke, Alta., and to proceed thence in a generally westerly direction to the end point or near the Brazeau River, and the head-quarters of the Melfort River. The act guarantees the principal and interest of the bonds, and the Government is secured by means of a first mortgage upon the lines to be constructed, the rolling stock, franchises and other property of the company. The guarantee of bonds is not to be given until the Yukon, Yukon and Pacific Ry. has become amalgamated with the Canadian Northern Ry., with the latter line, nor until the amalgamated company has made itself liable for the payment of the principal and interest of the securities so guaranteed. (Aug. 18, 55.)

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Railway Liens Patented.—Letters patent covering funds in the western provinces were issued to railways during May as follows:

Canadian Northern Ry. ....	5,763,000
C.P.R. grants Sault branch .....	434,000
C.P.R. grants Sault branch .....	660,000
G.T.R. Pacific Ry. Grants .....	343,510
Mandat South Western Col. Ry. ....	160,000

of the line which the New Brunswick legislature has authorized the Government to guarantee of bonds to the extent of \$3,000 a mile, and for the construction which negotiations have been opened Mackenzie, Mann & Co., with a view to the line becoming part of the Canadian Northern Ry. system.

**Quebec and Lake St. John Ry.**—The Dominion Parliament at its recent session voted subsidies in aid of the following lines: From Valcartier station to L'Assomption, Que., not exceeding 3.8 miles from Valcartier station towards Valcartier, not exceeding 5.50 miles; from end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls, not exceeding five miles; and from a point on the La Tuque branch to steamboat landing near La Tuque, not exceeding 1.6 miles; a total not exceeding 10.9 miles. The branch to La Tuque has been completed and some connection work has been done on the St. James and Gosford branches.

A subsidy voted in 1906 for the construction of a line of railway from Roberval, the present terminal of the line on St. John, westerly towards James Bay for a distance of 100 miles, was rejected. The subsidy act also provided grants towards the construction of the following lines: From Hebertville to St. Michel d'Alma, not exceeding 10 miles; for a line from Chienutimi, south or east, not exceeding five miles.

**Canadian Northern Quebec Ry.**—The Dominion Parliament last session voted a subsidy to the C.N.Q. Ry. for a line from Garneau Jet. to Quebec, with a branch towards the Quebec Bridge, not exceeding 83 miles, in lieu of the subsidy, for a line not exceeding 70 miles, voted Great Northern Ry. of Canada in 1906. A subsidy was also voted to the C.N.Q. Ry. towards the cost of the construction of a line from Montreal, Que., to Hawkesbury, Ont., not exceeding 65 miles and to the Great Northern Ry. of which is one of the constituent lines of the C.N.Q. Ry., towards the construction of a line from St. Jerome to Saguenay (Blou de L'ile), Que., a distance not to exceed 22 miles.

In 1906 the Dominion Parliament voted a subsidy to the G.N. Ry. of Canada towards the construction of a line from or near a point in the united townships of and Hartwell, Que., not exceeding 20 miles in length, and for a line connecting Montford and Gatineau line main line at St. Jerome, not exceeding 10 miles. These subsidies were rejected by the last session of the Dominion Parliament to the C.N.Q. Ry.

Several lines work is in progress and cut-off from Garneau Jet. to connect the branch to the Quebec and the line to St. Jerome has been extended to the junction with the Montreal. The extension of this branch has not been gone on with, and beyond nothing has been done upon the lines from Montreal to St. Jerome from Montreal to Hawkesbury.

**Canadian Northern Ontario Ry.**—At the close of the Dominion Parliament a

as at present.

We are advised that the proposed branch from Udiney, on the Toronto-Sudbury line, into Orillia, Ont., will be constructed this season.

To aid in the construction of the line from Sudbury Junction to Hutton Mines, Ont., the Dominion Parliament at its recent session made provision for the payment of a minimum subsidy of \$3,200 a mile, increasing to \$6,400 a mile as the cost exceeds \$15,000 a mile, the length of line so aided not to exceed 30 miles. The line has been constructed and was opened for traffic July 3.

**Nipigon Ry.**—The subsidies voted by the Dominion Parliament to the N. Ry. in 1906, for the construction of in all 80 miles of line, were revoked at the recent session, the mileage being divided as follows: From near Nipigon station, on the C.P.R., to Nipigon Lake, not exceeding 30 miles, from a point on Nipigon Bay of Lake Superior, to a point on the west of Lake Helen, on the line of the Nipigon Ry., not exceeding 3.50 miles; from a point on the line near the crossing of the Fraser River to Lake Jesse, by way of Cameron's Falls, not exceeding 1.50 miles; from a point on the north shore of Lake Nipigon northerly, not exceeding 45 miles. The charter for the construction of these lines is now controlled by Mackenzie, Mann & Co. (Ltd.), on behalf of the Canadian Northern Ry. It is understood that some portion of these lines will be utilized when the company's line to connect the line west of Port Arthur with the C.N.O. Ry. at Sudbury is constructed.

**Canadian Northern Ry.**—In connection with the work of betterment on the C.N. Ry. between Port Arthur, Ont., and Winnipeg, Pease Bros., of Port Arthur, have been given a contract for a section near Kabaigon, a point 57 miles west of the Lake terminal. In referring to this contract the Railroad Age Gazette of Aug. 7 places the contractors at work at Wahigoon, Ont., which is a point not on the C.N. Ry., but on the C.P.R., 202 miles from Port Arthur, and approximately about 150 miles westerly and northerly from Kabaigon, where the work is being done.

Tracklaying has been started on the Goose Lake line, and it is expected that the line will be opened from Saskatoon to Goose Lake, Sask., this fall. Some portion of the route graded during 1907 has been abandoned, and a new location made.

At the last session of the Dominion Parliament an act was passed guaranteeing the bonds of the company to the extent of \$13,000 a mile towards the construction of the following lines. From near Regina, Sask., to the western boundary of Manitoba, there connecting with the company's branch from Brandon, a distance of 152 miles; from near Saskatoon, Sask., southerly and westerly towards Calgary, Alta., 175 miles, from near Prince Albert, Sask., by way of Battleford and Battleford Junction, to Battleford, Sask., excluding, however, the mileage between North Battleford and Battleford Junction, not exceeding 135 miles; from the company's Thunder Hill branch at or near the western boundary of Manitoba, in a generally westerly direc-

will give a line about midway between the main line to Edmonton and the Prince Albert line, and the company's maps show that a line is projected on the eastern bank of the Saskatchewan River to connect all the three lines. The projected extension of the Rosburn branch will carry it towards a junction with the Gilbert Plains-Edmonton line.

**Edmonton, Yukon and Pacific Ry.**—The Dominion Parliament last session passed an act guaranteeing the bonds of the company to the extent of \$13,000 a mile for the first 50 miles of line, and to the extent of \$25,000 a mile for a further distance of 100 miles at the rate of 3½%, payable half-yearly, the principal to be re-payable in 50 years. The line to be constructed is to start from a point on the company's line, or on the line of the Edmonton and Slave Lake Ry., at or near Edmonton or Strathearn, Alta., and to proceed thence in a generally westerly direction to the coal areas at or near the Brazeau River, and the headquarters of the McLeod River. The act guarantees the principal and interest of the bonds, and the Government is secured by means of a first mortgage upon the lines to be constructed, the rolling stock, franchises and other property of the company. The guarantee of bonds is not to be given until the Edmonton, Yukon and Pacific Ry. has become amalgamated with the Canadian Northern Ry., with the latter title, nor until the amalgamated company has made itself liable for the payment of the principal and interest of the securities so guaranteed. (Aug., pg. 545.)

**Railway Lands Patented.**—Letters patent covering lands in the western provinces were issued to railways during May as follows:

	Acres.
Canadian Northern Ry. ....	3,763.00
C.P.R. grants ..... 454.00	
C.P.R. grants, Souris branch ..... 969.68	
G.T. Pacific Ry. grants ..... 303.31	
Manitoba South Western Col. Ry. .... 160.00	
	7,630.19

**Board of Railway Commissioners.**—The next sittings of the Board will be held at Ottawa, Sept. 1, when a large number of cases have been set down for disposal. One of considerable importance is the application of the G.T.R. for a declaration as to what are "works of necessity" for railways under the Lord's Day Act. The Dominion Parliament at its recent session voted \$13,000 for the maintenance and operation of the Board, exclusive of an amount of \$25,000 authorized by statute.

**National Transcontinental Ry. Contracts.**—A press report states that a contract has been awarded to O'Brien and MacDougall, Ottawa, for the construction of a section of the line between Lake Superior junction and Nipigon, 130 miles. Among the sections for which tenders were recently invited were: from the western end of Faquier Bros.' contract north of Lake Nipigon, Ont., westerly to Dog Lake, about 120 miles; and from Dog Lake to mile 2.8 west of Peninsula Crossing, by alternative routes, 23.76 miles by the northerly and 24.13 by the southerly route, and it is evidently to these two sections the report refers.

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posts and sills, 12" x 12"; braces, 3" x 10"; stringers, 8" x 16", 3' under each rail ties, 8" x 8", 4" apart; guard rail, 8" x 8". The trestle over ore stock pile is 500' long, and 30' high, spans, 12' centre to centre timber, 12" x 12"; floor, 4" planking. The tunnel under trestle is 500' long and 6' deep, being constructed of timber 12" x 12" on the sides, tunnel 6' wide by 5' high, with A shaped roof on top 11' 3" high over all of 12" x 12" and 4" x 13" timbers, sheeted with 3" plank and with valve openings 12" x 24", 6' centre to centre on each side and at bottom of A shaped roof. The belt conveyor in tunnel is 30" wide and 1,098' long, with a capacity of 800 tons an hour. The belts are of 6 ply best grade rubber, made especially for the work with heavy wearing surface. The scale house is 47' x 8', equipped with an automatic and continuous weighing and recording machine. The conveyor from scale house to ore dock is a belt 3' wide and 950' long. The length of conveyor from scale house to ore dock is 465', the difference in elevation from lower end near stock pile to upper end on ore pockets is 65'. The conveyor trestle from stock pile to ore pockets is a three-post trestle on rock filled timber cribs. Capacity of belt 800 tons an hour.

The ore docks have a capacity of 2,000 tons, with 20 shipping pockets with a storage capacity of 100 tons each. The ore dock is 440' x 28' and 4' above water, built of piles and backed by rock-filled timber crib and decked with 3" planking. The ore pockets are 240' x 24', and 57' 9" high above dock. Bents 6' centre to centre, 7 posts to each bent, sides of pockets lined with 3" plank, bottoms 4" plank with additional lining of 3" hardwood-wearing surface.

The power plant, which is located in a concrete building 48' x 44', consists of 2 return tubular boilers 67" x 18', 150 lbs. steam pressure; one steam-driven 200 k.w. alternating current generator, 600 v 200 r.p.m., direct connected to 17" x 20" automatic engine, 390 h.p. maximum capacity; one 10" x 7" x 12" duplex pump, 300 gals. a minute capacity for fire protection. One 50 h.p. and two 75 h.p. induction motors are located at discharge end of belting.

The low level dock is 50' x 28', built of piles capped with 2" x 12" timbers and decked with 3" planking, with pile track trestle approach about 500' long, so that cars can be run on to the dock for the transfer of freight or passengers. Height of dock above water 4', and depth of water 15'.

The chief engineering features of construction consist in bringing the ore from the mine by train on to the stock pile trestle and discharging it from the cars on to the ground in a long pile. Below the level of the ground under the centre of the trestle and running the whole length of it is the tunnel in which the endless rubber belt supported on rollers works. When the valves at foot of A shaped roof are opened by the operator inside, the ore which has already been crushed at the mine to a size suitable for handling on a belt is delivered

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its own weight through sheet steel hopper on to the belt, and is carried along on belt and discharged on to another small belt, which elevates the ore to the top of the ore pockets, a height of 55', and charges it on to still another belt running along the top of the ore pockets, and this belt discharges the ore into any of the ore pockets desired by means of a self-spilling dripper mounted on a suitable track for it to run on. From the pockets the ore is discharged into vessels by means of a gate at bottom of the pocket into a round spout about 4' wide and 30' long, made of sheet steel, which can be raised or lowered to suit vessels by a winch at top of the pockets. Just before the vessel leaves the first or stock pile belt, it is weighed in the scale house as the belt travels along, and without the necessity for stopping the belt, by the continuous weigher already referred to.

The construction engineer was R. M. Hart, of the Canadian Northern Ry. staff, and the contractors Mackenzie, Mann & Ltd. The cost of construction was at \$500,000.00. Construction was commenced in May, 1907, under Hugh Sutherland, Executive Agent for the Canadian Northern Ry. at Winnipeg, and in October was turned over to W. H. Grant, Manager of Construction, Mackenzie, Mann & Co., eastern lines. No work was done during Dec., 1907, or Jan. and Feb., 1908, and in March 1 construction went on earnestly, and the work was completed and the port ready for ore shipments early in August.

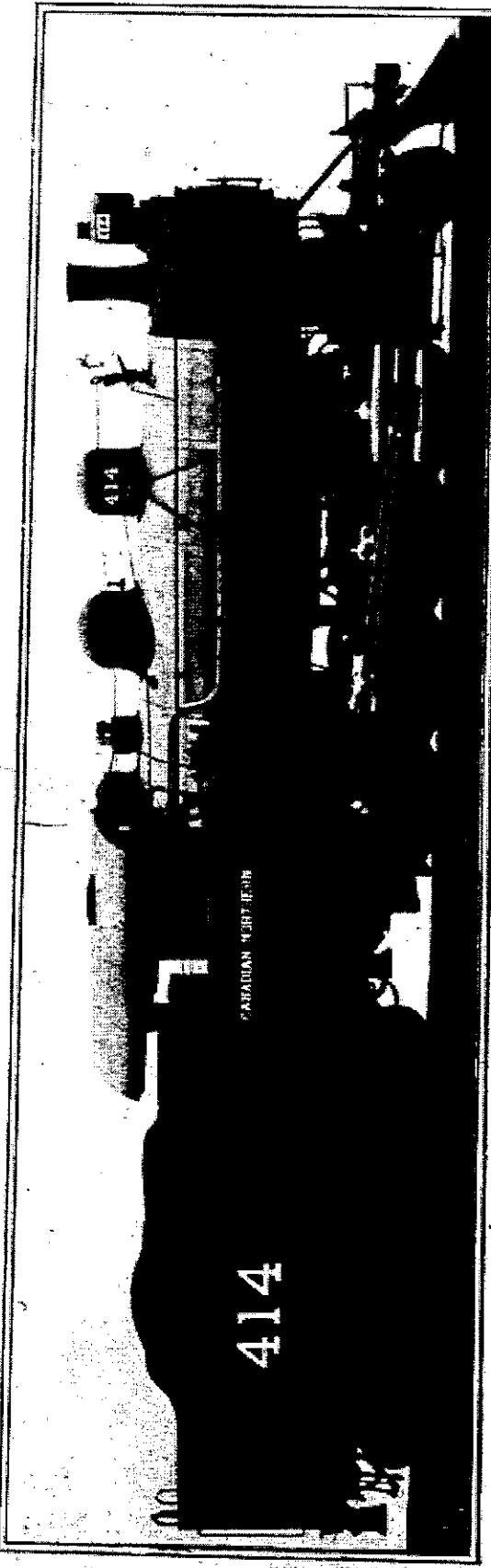
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truck, 5 ft. 2 ins., with Westinghouse air brakes and Latrobe couplers.

The cost of the three motor cars constructed in Canada for the Intercolonial Ry. was

therefore, urge upon railway companies the advisability of issuing a circular to their employees warning them that more care should



CANADIAN NATIONAL RAILWAY CONSOLIDATION LOCOMOTIVE NUMBER FOURTH CANADIAN NORTHERN RY. BY THE CANADIAN LOCOMOTIVE CO. LTD.

The 50 steel hopper ore cars ordered by the Canadian Northern Ry. from the Dominion Hoppercar Co. cost \$18,600 each, and the one constructed in the clearing of wrecks, and

passes, and the reported new bridge  
have been finished. (Oct., pg. 907).

#### Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry.—The cut-  
off which has been under construction for  
the past three years from near Garneau  
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The new line opens up a lot of new territory,  
which is expected to prove of great value  
for colonization and tourist purposes, and  
passes through the towns of St. Casimir, Port  
Nau, Cap Sante, Cap Rouge and St. Foye.  
The C.P.R. is crossed at Lachevrotiere,  
about 45 miles from Quebec. By this route  
the company will secure a direct route be-  
tween Ottawa and Quebec, and Montreal  
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transportation subjects, having contributed largely to technical periodicals, reviews, etc. From 1898 to 1901 he acted in an advisory capacity to the Department of Railways and Canals, and prepared a special report which was subsequently published by the Department. In 1901 he was appointed special commissioner on Railway Rate Differances for Canada, and conducted investigations in leading towns throughout the Dominion. The findings of this investigation were embodied in a report which recommended that a Railway Commission be organized for Canada, with power over rates and classification, and that it should have referred to it the functions hitherto exercised by the Railway Committee of the Privy Council. These recommendations were adopted by the Government, and embodied in the Railway Act of 1903. From 1904 to 1905 he was expert agent of the U.S. Bureau of the Census, and of the Interstate Commerce Commission, and conducted investigations to determine the valuation of railway property in the Western States, and in 1908 he has acted as chairman of conciliation boards to investigate disputes in two mining cases.

October 1908

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#### Canadian Northern Ry. Construction, Etc.

**Canadian Northern Quebec Ry.**—W. H. Moore, a director and secretary of the Quebec and Lake St. John Ry., which is worked in connection with the C.N.Q. Ry., returned to Quebec Sept. 4, after having made an inspection of the route of the proposed extension from Roberval, the present terminus on Lake St. John to St. Filiéren. He was accompanied on his trip by F. M. Spaidal, General Superintendent; H. K. Wicksteed, Chief Locating Engineer, and Col. Talbot, M.P. In an interview, Mr. Moore said orders would be given immediately to the company's engineering staff to make a survey and prepare plans for the construction of the extension, and that construction would be undertaken and pushed to completion next year.

**Canadian Northern Ontario Ry.**—Plans were filed with the Department of Railways at Ottawa, Sept. 16, showing the projected new route for the entrance of the railway into the city. The new plans provide for crossing the Rideau River at the back of the Isolation Hospital, and running across the Stewart property to a junction with the G.T.R., near Gladstone Ave. W. H. Moore, Secretary of the company, who was in Ottawa in connection with the filing of the plans, said the only matter to be settled was the entrance to the city. The new plans overcome many objections that were previously urged, and as they were approved immediately, there will be no obstacle in the way of having the company's trains running into the city this year. The grading of the line was practically completed from Hawkesbury to the suburbs and tracklaying was well advanced. This will give a direct line from Ottawa to Quebec, with a branch to Montreal.

J. J. Mann, Vice-President, referring to reports that the company would start construction on its projected line from Toronto to Buffalo, N.Y., during the winter of the present year, is reported to have said recently: "We have the right-of-way and we intend to construct the line some day but it, however, be premature to make the definite statement that operations would commence in the very near future." The report, with respect to the new line stated that it would have a length of about 100 miles.

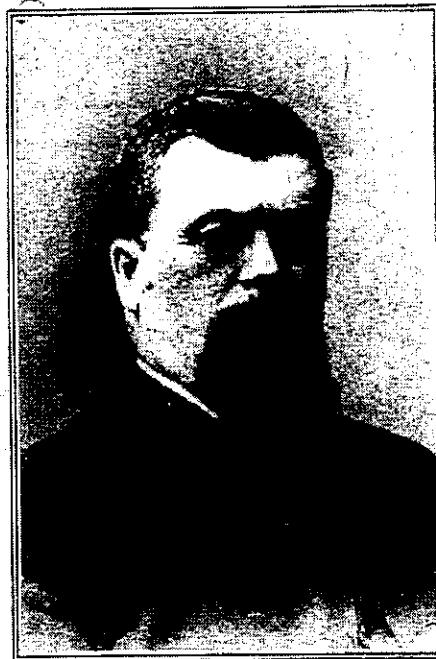
**Canadian Northern Ry.**—W. Mackenzie, President C.N.R., recently met some of the chief officers of the G. T. Pacific Ry. at Winnipeg, with a view of discussing the proposal to establish a joint stock yard at St. Boniface.

A contract has been awarded to the Northern Construction Co., Winnipeg, for the construction of a branch through the Virden district to Rapid City.

The company has sent out 25 men from the Pas Mission to carry on the survey of the route to Hudson Bay.

On the company's Goose Lake branch track has been laid for 35 miles, and ties, etc., are being collected at Delisle; preparatory to the resumption of tracklaying.

Ballasting on the line into Regina, Sask., which will give a direct connection to Brandon, Man., is reported to be completed, and a regular service of trains put in operation. The completion of this line will enable the company to run a through service from Winnipeg



THOMAS GREENWAY

Member of the Board of Railway Commissioners

via Brandon and Regina to Prince Albert over the old Qu'Appelle, Long Lake and Saskatchewan Ry. On this line between Regina and Lumsden, a distance of 20 miles, a considerable quantity of ballast is being put on in order to bring it up to the requirements of the heavier traffic which will be operated over it. At Lumsden a branch of about eight miles has been completed westerly. On the projected line to connect the old Qu'A., L.I., and S. Ry. with Calgary it is reported that 30 miles have been graded and W. Mackenzie, President, stated, Sept. 4, that he expected 100 miles of track would be laid this year. It is stated that the line to Prince Albert will be followed for about 50 miles with a view of obviating the necessity of opening new branches. Mr. Mackenzie also stated that the C.N.R. was not worrying about a union station at Regina, having already secured rights in the present C.P.R. station, which will eventually be turned into a union station and enlarged as demands arise. The line when constructed will, it is claimed, give a shorter route between Winnipeg and

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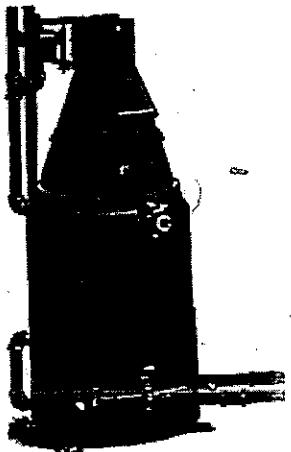
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New York, U.S.A.

investigate disputes in two mining cases.

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**Great Northern Ry. Lines in Canada:**

(Continued from page 793) \*

the Midway and Vernon Ry., a report from Nelson, B.C., states that a project of some importance to the Boundary country has been engaging the attention of the C.P.R. and the G.N.R. officials. It is for the connection of the lines of the two companies at Midway, and the construction of a bridge across the Kettle River, as a joint work. The C.P.R. has a line planned to connect up the B.C. Southern Ry. with the Nicola, Kamloops and Similkameen Ry. at Nicola Lake, and the Midway and Vernon Ry. would connect the B.C. Southern Ry. with the C.P.R. branch now running to Vernon from Steamous Junction. The G.N.R. line touching Midway is the Vancouver, Victoria and Eastern Ry. The three interests have had considerable difficulty in locating lines in the vicinity of Midway, and some clashes took place between construction parties some three years ago at Midway. If there is anything in the present reports, it would appear that the difficulties are in a fair way of settlement.

**Vancouver, Victoria and Eastern Ry. and Navigation Co.**—Plans have been approved for the proposed terminals at Vancouver, B.C., including wharfage facilities on Burrard Inlet, etc. A Stewart, the company's Assistant Chief Engineer, and J. S. Snapp, Right-of-Way Agent, have been in the city recently in connection with the matter. Application is being made to the Board of Railway Commissioners to authorize the construction of a branch line from False Creek to Burrard Inlet. Referring to this a Vancouver paper says this notice means that the company has abandoned the old short line to Burrard Inlet over which there was such a hard fight between the Vancouver, Westminster and Yukon Ry. and the city authorities. The V.V. and E. Ry., which sold its rights in Vancouver to the V.V. and E. Ry., intended successfully for level crossings on the line it proposed to construct. The plans show that the company proposes to take into its construction scheme the Gore Ave. site and to expropriate a section of foreshore adjacent thereto.

Some construction is being done in connection with the company's plans, notably the reduction of the gradient where the track goes from the east end of False Creek, and on the completion of this the work of filling the east end and the south side of False Creek will be proceeded with. Room will thus be made for a series of tracks to accommodate landing cars, and for the erection of warehouses and shops. It is hoped to complete this work during the winter, so as to enable a start to be made in the spring upon the construction of the line to the water front at Burrard Inlet, where the company owns 2,000 ft. of frontage.

**Victoria and Sidney Ry.**—The improvements to the roadbed are practically completed, and the repairs to the dock at Sidney have been finished. (Oct., pg. 907).

**Canadian Northern Ry. Construction, Etc.**

**Canadian Northern Quebec Ry.**—The extension which has been under construction for the past three years, from near Carneau Junction into Quebec, a distance of 80 miles, is expected to be placed in operation Dec. 1. The new line opens up a lot of new territory, which is expected to prove of great value by colonization and tourist purposes, and passes through the towns of St. Casimir, Port

A contract has been let to J. P. Mullarky, Montreal, for the construction of a branch of 10 miles from St. Jacques to Rawdon, Que. Rawdon was one of the points to which a considerable settlement was directed about 70 years ago, and as long ago as 1857, a company with the title of the Rawdon and Industry Ry. was incorporated to give it railway connection. The district is now better known for its attractions to tourists and hunters than for its agricultural possibilities. The line will be constructed for a considerable distance along the parish line between St. Jacques and Ste. Julienne. The right of way is being purchased, and on such portions as have been acquired gangs of men are engaged in effecting a clearing. The grading is expected to be started at once.

**Canadian Northern Ontario Ry.**—The line from Hawkesbury to Ottawa is expected to be completed during the winter, but it is not expected to open it for traffic until Mar. 1, 1909.

**Canadian Northern Ry.**—Work on the joint terminal station at Winnipeg is reported to be making satisfactory progress. The general contractors, P. Lyall & Sons, are proceeding with the piling and getting in of the concrete foundations. The Dominion Bridge Co. is preparing to put up the structural steel at the new freight sheds.

The actual hauling of freight trains was announced to be started Oct. 6, and it was expected that the operating department will take over the completed Brandon-Regina line by the end of the month, or as soon before as the Board of Railway Commissioners had given permission for it to be put in operation.

A tracklaying gang arrived at Saskatoon, Sask., Oct. 6, and went out to Delisle, the present terminus of the Goose Lake branch, to resume tracklaying. At this point there is on hand steel for laying 29 miles of track, and ties sufficient for 75 miles. The grading gang is working beyond Zobaland. W. Mackenzie, President, stated when he was recently in the district, that it was hoped to be able to complete the construction of the line to 75 miles from Saskatoon this year. The portion of the line between Saskatoon and Delisle is being ballasted. When the Board of Railway Commissioners was in Saskatoon Sept. 28, the question of the entrance into the city of this branch was discussed. The Commissioners will give the city permission to construct a footbridge across the tracks at 20th St., a subway is to be constructed at another point, at the cost of the C.N.R., and other work done. The route to be followed by the line is by the crescent on 17th St., and the Commissioners fixed the amount to be paid to property owners for the right-of-way, etc.

The branch from Dalmeny, just west of Warman, Sask., was completed Oct. 1, when steel was laid to Laird. It is said that the line will be extended a few miles further to Carleton next year. The line serves a district which has been settled for some years, and has hitherto been served by Rossmere and other stations between Warman and Prince Albert.

The contractors are making satisfactory progress with the construction of the railway and general traffic bridge across the Saskatchewan River at Prince Albert. The false work is in place, and the bridge company expects to get the actual erection started at once.

ermer was, it is said, to make a thorough examination of the field and to locate a line of railway to the G.T. Pacific Ry. It is reported that a satisfactory route has been found, the gradient being such that it will be possible to run the loaded cars from the collieries to the railway, about 50 miles, by gravity. It would thus only be necessary to maintain locomotives for the purpose of hauling back the empty cars. It is expected that development work will be undertaken on the coal mines at once, and that construction operations will be started on the railway in the spring. D. D. Mann, Vice-President C.N.R., stated in Montreal, Oct. 14, that the company contemplated the immediate development of the coal lands in the Brazos district. The railway will probably be constructed in time to link up with the G.T. Pacific Ry., which is expected to reach the district by the end of 1909. (Oct., pg. 723.)

**Corrections for the Erring.**

"W. G. Brownlee, general superintendent of transportation for the Grand Trunk Railway, has been appointed assistant general manager of the Grand Trunk. Mr. Brownlee will be succeeded on the Grand Trunk System by L. J. Ferritor, superintendent of the Wabash Railway at Peru, Indiana. Mr. Brownlee's new headquarters will be at Winnipeg."—Canadian Machinery, October.

W. G. Brownlee is not General Superintendent of Transportation for the G.T.R. He is General Transportation Manager, and he has not been appointed Assistant General Manager. What our contemporary probably intended to say, judging by the second sentence above quoted, was that Mr. Brownlee had been appointed Assistant General Manager G. T. Pacific Ry., as a press dispatch to that effect was current at the end of August. In pursuance of our policy to publish only official information in regard to appointments, we made enquiries at the time of both the G.T.R. and G.T.P.R. managements, and were advised that Mr. Brownlee had not received an appointment on the G.T.P.R., and that Mr. Ferritor had not received an appointment on the G.T.R. We therefore stated that we were in a position to deny the press report referred to.

"E. P. Gutelius engineer in chief of the C.P.R. eastern lines, has assumed his position as general superintendent of the West Superior division of the C.P.R., in place of F. P. Brady, who resigned."—Railway News and Commercial Traveller, Oct. 3.

There is no official named E. P. Gutelius in the C.P.R. service; there is no such position as "Engineer in chief of C.P.R. Eastern Lines," and there is no "West Superior division" on the C.P.R. By reference to our October issue it will be observed that "F. P. Gutelius, heretofore Assistant Chief Engineer Eastern Lines, Montreal, has been appointed General Superintendent Lake Superior Division."

"Mr. J. M. McGreevy has been appointed assistant roadmaster for the Nelson section of District 3 of the C.P.R."—Canadian Engineer, Oct. 16.

J. M. McGreevy has been appointed Roadmaster, not Assistant Roadmaster, at Nelson, B.C.

"John Mooney has been appointed assistant superintendent of motive power of the Grand Trunk Pacific, with office at Rivers, Man."—Railroad Age Gazette, Oct. 23.

"Mr. John Mooney has been appointed assistant superintendent of motive power on the Grand Trunk Pacific, with headquarters at Rivers, Man."—Railway and Engineering Review, Oct. 24.

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W. Burns and E. M. Hill, of the C.N.R. engineering staff, returned to Edmonton, Alta., recently from the Brazeau River district. The Mackenzie, Mann & Co. interests own some 20,000 acres of mineral lands in that district, and the object of the engineering party's work during the sum-

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**Canadian Northern Ry. Construction, Etc.**

**Canadian Northern Quebec Ry.** — It was announced in Montreal Nov. 11 that the company expects to have its new line between Garneau Jet. and Quebec ready for operation in the spring. The contractors have been pushing the work at a rapid pace, and very little now remains to be done before the track can be declared ready for traffic. This will give the company a shorter and more direct route between Montreal and Quebec than the one it has hitherto used via Rivière à Pierre and thence over the Quebec and Lake St. John Ry.

**Canadian Northern Ontario Ry.** — The work of making the rock cuts on the section of the company's line to Ottawa has been completed from St. Joseph's into the city. The grading has been completed to the west side of Green's Creek, and is nearly finished. The line extends from Orillia to Hawkesbury, Ont., where a connection is made with the C.N. Quebec Ry. to Montreal and Quebec. With respect to entrance into Ottawa, the final arrangements have not yet been completed with the city council, and no further construction will be undertaken until this has been decided. Amended plans have been filed showing the location of the line from the boundary between Russell and Carleton counties, 32 miles from Hawkesbury, to Hazelton's bridge, 37 miles from the same point. The route lies between the Montreal and the Ottawa River for a considerable

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Following are some particulars of the 500 steel frame box cars which the C.P.R. has ordered from the Dominion Car and Foundry Co., Montreal, as mentioned in our last issue.

Length, inside.....	36 ft.
Width, inside.....	8 ft. 6 in.
Height, inside.....	9 ft. 9 in.
Couplers.....	Simplex
Truck bolsters.....	Simplex
Brake beams.....	Simplex
Side bearings.....	.5 in. by 2 in.
Journals.....	McLeod
Journal boxes.....	east iron, C.P.R. standard
Wheels.....	Steel

The Temiskaming and Northern Ontario Ry. recently received 50 steel underframe box cars. Following are chief dimensions:

Length, inside.....	36 ft. 0 in.
Width, inside.....	8 ft. 6 in.
Height, inside.....	9 ft. 0 in.
Length, outside.....	36 ft. 0 1/2 in.
Width at eaves.....	9 ft. 0 3/4 in.
Height to eaves.....	12 ft. 0 in.
Height to top of running board.....	12 ft. 6 1/2 in.
Side doors.....	7 ft. 7 1/2 in. by 6 ft. 0 in. wide
End doors.....	2 ft. 5 1/2 in. by 2 ft. 0 in. wide
Capacity.....	2,448 c. ft., 80,000 lbs.
Numbers (even nos.).....	80,000 to 80,098

The C.P.R. between Oct. 13 and Nov. 19 ordered the following rolling stock: 13 dining cars, 15 second-class cars, 10 first-class cars, 10 coaches (half ordinary passenger, half smoker), 6 baggage and smoking cars, 20 baggage and express cars, 10 mail and express cars, 22 first-class observation cars, 6 sleeping cars, 651 box cars, 29 flat cars, 11 stock cars, 1 steel coal car, 1 snowplow, 10 consolidation locomotives, and 1 articulated compound locomotive, at its Angus, Montreal, shops; and 9 vans at its Barnburn, Que., shops.

The G.T. Pacific Ry. has ordered from the Canadian Locomotive Co., Kingston, Ont., 25 magaz locomotives, for delivery on or before July 1, 1909. Following are chief dimensions, etc.:

Total weight on drivers.....	138,476 lbs.
Total weight, engine, loaded.....	66,976 lbs.
Total weight, tender, loaded.....	143,300 lbs.
Total weight, engine and tender.....	240,776 lbs.
Total wheel base of engine.....	24 ft. 3 in.
Total wheel base of tender.....	19 ft. 3 1/2 in.
Total wheel base of engine and tender.....	53 ft. 10 in.
Total length of engine and tender.....	64 ft. 1 1/2 in.
Cylinders.....	20 by 26 in.
Driving wheels, diam. ....	63 in.
Working pressure.....	200 lbs.
Capacity—water.....	7,000 U.S. gallons.
Capacity—coal.....	20,000 lbs.

#### Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry.—It was announced in Montreal Nov. 11 that the company expects to have its new line between Gaspé and Québec ready for operation in the spring. The contractors have been pushing the work at a rapid pace, and very little now remains to be done before the track can be declared ready for traffic. This will give the company a shorter and more direct route between Montreal and Québec than the one it has hitherto used via Rivière à Pierre and thence over the Québec and Lake St. John Ry.

Canadian Northern Ontario Ry.—The work making the rock cuts on the section of the company's line to Ottawa has been completed from St. Joseph's into the city, and grading has been completed on the side of Green's Creek, and is ready for traffic. This line extends from St.

distances, and then crosses to the south of the road. At Besserer's grove it passes through J. O'Connor's farms, and then closer to the city through the Grey Nun's property at Cyrville village, then to Hurdman's bridge, crossing the C.P.R. and the Rideau River, to J. Thompson's property. The plan shows a strip of land 100 ft. wide. The company expects to have the line fully completed for operation in the spring.

Canadian Northern Ry.—D. D. Mum, Vice-President, who arrived in Winnipeg, Nov. 12, from Edmonton, Alta., having completed an inspection of the company's lines, said in an interview that excellent progress was being made with the new lines, and added it was possible that in some cases grading would be continued during the whole winter. With regard to work for 1909, he said it had been decided that large sums would be expended in improving the line from Winnipeg to Lake Superior. Heavier steel would be laid, heavy bridges would be put in, and the line made equal in all respects to any trunk line on the continent. Faster and much heavier trains could then be carried, and the general service would be very much improved. This expenditure would be made solely for the reason that the demands of business required it.

In reference to the general policy of the company in the West, Mr. Mum said: "Our policy as to railroading in the West has been criticized, but we have found that it is of undoubted advantage in the settlement of a new country that the introduction of what might be called the pioneering system of railroading, the quebec concern is, and the utilization of right roads meet the requirements of a frontier and the development of a country. The result is that the roads increase in capacity as the demands of the traffic. That point has been followed in the C.N.R., and we are engaged in carrying on the second enlargement of their roads in the West. The roadbed between Winnipeg and Port Arthur is being prepared and the best grade of heavy rails laid. The pioneering system you can see, has decided advantages, as it creates a market settles the direction of highways and builds up towns and villages. Then follows, in natural sequence, the perfectly equipped road and other lines, at the back door. When a road thus built, the fixed charges are less, allowing more percentage to the stockholders."

C. W. Cooper, Assistant General Passenger Agent, is reported to have said, Nov. 2, the company has constructed more than 2,000 miles of road this season. There are more than 3,000 miles of extensions surveyed, and on some of these construction will be proceeded with next year.

The company's new line into Regina, Sask., was opened for traffic Nov. 5. A tri-weekly service is being operated from Brandon, Man., to Regina, 225 miles.

Steel had been laid on Nov. 12 as far as Thunder Creek, on the Timberhill branch, a distance of 11 miles, from Thunderhill to this point a bridge 50 ft. 6

inches long, and an additional 25 miles of track this season.

It was reported early in Nov. that 60 miles of track had been laid on the Goose Lake branch, and that the grading had been completed for a further distance of 20 miles. It is hoped to get track completed on this distance during the present season, and to have a further distance of 20 miles graded by the end of the year.

M. H. McLeod, General Manager, went over the line Nov. 2, and it was subsequently reported that grading had been abandoned for the winter, owing to the frost. D. C. Campbell, of the construction department, stated that 30 miles of the branch was ready for service, the tracklaying gang had the steel laid for about 60 miles, and would continue at work through the winter. The surfacing gang would resume work in the spring. While in Saskatoon, Mr. McLeod looked into the condition of the station and yards. He said plans for the new station had been completed, and everything would be in readiness for calling for tenders in the spring. There would also have to be some rearrangement of the yards, so as to give better facilities for handling trains.

The freight offices and sheds which the company is erecting at Saskatoon, Sask., are expected to be completed by Dec. 31. The situation of the buildings is between Twenty-first and Twenty-first Sts., facing on First Ave. As shown by the plans the sheds will be 210 ft. long by 10 ft. wide. On the street side there will be a team approach, while on the other side will be the tracks. The structures are to be of frame metal clad, with hardwood floors. A special room will be provided for bonded freight. The existing station will be remodeled as well as the freight offices are removed to the new buildings, and will be given a modern touch of elegance. The structure is to be undertaken, which is a task which will be arranged for by the end of the year.

Railways and the Lord's Day Act.—The annual report of the Lord's Day Alliance for 1907-08 expresses satisfaction with the manner in which the existing legislation is enforced. The only real complaint is that the organization has to make its record to the operation of electric railways on Sundays. The report says there seemed to be an increasing tendency on the part of electric railways to operate their cars on Sundays. The Alliance had not had much success in putting a stop to the practice. The recent decision of the Ontario Railway and Municipal Board in the Port Arthur Sunday car case, which for the present prevents the Province from prosecuting the touch for a violation of the law, has created a new situation, and since its decision several companies have started Sunday operation. The enforcement of the law against steam railways has been accompanied with great difficulty owing to persistent endeavors of the companies to be exempted from the general law by special legislation.

Judgment has been delivered in the Supreme Court, dismissing the appeal of the

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dimensions, etc.)

Total weight on drivers	1,183,176 lbs
Total weight, engine, loaded	161,976 lbs
Total weight, tender, loaded	143,340 lbs
Total weight, engine and tender	1,305,376 lbs
Total wheel base of engine	10' 24 1/2 in.
Total wheel base of tender	19 ft. 3 1/2 in.
Total wheel base of engine and tender	33 ft. 10 in.
Total length of engine and tender	64 ft. 1 1/2 in.
Cylinders	20 in. by 26 in.
Driving wheels, diameter	200 lbs.
Working pressure	1,000 U.S. p.s.i.
Capacity—water	20,000 lbs.
Capacity—coal	

### Canadian Northern Ry. Construction, Etc.

**Canadian Northern** Quebec, Nov. 11.—It was announced in Montreal Nov. 11 that the company expects to have its new line between Gaspé and Québec ready for operation in the spring. The contractors have been pushing the work at a rapid pace, and very little now remains to be done before the track can be declared ready for traffic. This will give the company a shorter and more direct route between Montreal and Quebec than the one it has hitherto used via Rivière à Pierre and the route over the Quebec and Lake St. John R.R.

**Canadian Northern** Ontario Ry.—The work marking the rock cuts on the section of the company's line to Ottawa has been completed from St. Joseph's into the city of Green's Creek, and is nearly through. This line extends from the rail to Hawkesbury, Ont., where it connects with the C.N. Quebec Ry., Montreal and Quebec. With respect to entrance into Ottawa, the final arrangements have not yet been completed with the city council, and no further construction will be undertaken until this has been settled. Amended plans have been filed with the location of the line from the boundary between Russell and Carleton counties

between Hawkesbury and Hull, 14 miles from the same point to the bridge, 57 miles from the Montreal road. The route lies between the Montreal road and the Ottawa River for a considerable

distance, and crosses the river at a point about 10 miles above Ottawa. The distance between the two points is 100 miles, and the time required for the trip is 10 hours.

Highways and railroads settle the direction as in creation of markets, settles the direction of highways and liquids up towns and cities. Then follows in natural sequence the perfectly equipped road and other lines. When a road is thus built, the fixed charge, or less, is being collected and the best articles of heavy traffic laid. The stockholders, you can see, has its greatest advantage,

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C. W. Cooper, Assistant General Passenger Agent, is reported to have said, Nov. 2, the company has constructed more than 1,300 miles of road this season. There are more than 2,000 miles of extensions suggested, and on some of these construction will be proceeded with next year.

The company's new line into Regina was opened for traffic Oct. 3. A tri-weekly service is being operated from Brandon, Man., to Regina, 293 miles. The street had been laid on Nov. 12 as far as Thunder Creek on the Thunderhill branch. A distance of 11 miles from Thunderhill junction to the first point a bridge, 830 ft. long, and 54 ft. high, is being erected. It will take about a month to complete the bridge, and it is expected to resume track laying shortly after the bridge is finished.

There is still enough raw material to lay another 15 miles of track, and it is intended to do so. The company is to pay the company to be engaged in the construction of the line to Pas Mission every this year. The company's tracklaying gang started on Nov. 11 for the line under construction to Hudson Bay, on which track has already been laid to Pas Mission. It is bound to be

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Co. for leave to place wires across G.T.R. at four points in Minto tp., Ont.

5794. Dec. 7.—Dismissing application of G.T.R. for order varying order 2757 of Mar. 27, 1907, authorizing construction of branch line between Caldwell and Penetanguishene.

5795. Dec. 7.—Dismissing application of G.T.R. for an order varying order 2759 of Mar. 27, 1907, by extending time for construction of branch between Orillia and Midland, near Tiffin, Ont.

5796. Dec. 7.—Dismissing application of City of Toronto for order to vary order of the Railway Commission of the Privy Council of Mar. 11, 1902, respecting protection of Dowling and Dunn Avenues, Toronto.

5797. Dec. 7.—Interswitching charges at Walkerville, Ont., and grain rates to Walkerville. (See pg. 31.)

5798. Dec. 3.—Authorizing C.T.R. and C.N.R. to operate trains over G.T.R. crossing in Hawkesbury, Ont.

5799. Dec. 3.—Authorizing C.P.R. to construct a spur to A. T. Kellher's premises, sec. 5 and 6, tp. 24, r. 24, w. 7th m.

5800. Dec. 7.—Dismissing application of C.N.R. for approval of its line from Billings Bridge to mileage 29, west from Ottawa, Ont.

#### Regulation for Erecting Mail Cranes.

The Board of Railway Commissioners has passed the following order, 5647: In pursuance of the powers conferred upon it by secs. 26, 30, and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf, it is ordered that every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, using mail cranes, be forbidden to erect, place or maintain, on or after Jan. 1, 1909, any mail crane along its line of railway, at a distance less than 7 ft. 13 $\frac{1}{2}$  ins. from the centre of the track to the point of the arm of the crane when in position, or at a height less than 10 ft. 10 ins. from the bottom of the rail to the top of the arm when in position. And it is further ordered that every such railway company failing or neglecting to comply with the foregoing regulation be subject to a penalty of \$100 for every such failure or neglect.

#### Freight Cars in Passenger Trains.

The Board of Railway Commissioners has passed the following order, 5736: In pursuance of the powers conferred upon it by secs. 21 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf: It is ordered that every railway company subject to the legislative authority of the Parliament of Canada be forbidden to handle freight cars in through main-line passenger trains, unless such freight cars are equipped with air-brakes, steel-tired wheels, and special trucks designed for use through passenger train service. Provided, however, that every such company may be at liberty to use such freight cars in through passenger service when its

#### Canadian Northern Ry. Construction, Etc.

The Quebec and Lake St. John Ry. has filed plans for extensions of the Quebec and Lake St. John Ry. from Roberval and Chienamini, and it is expected that construction will be started in the spring.

Canadian Northern Quebec Ry.—At a recent meeting of the Quebec city council, a letter was read from the company, signed by W. A. Kingsland, Auditor, and H. K. Wicksteed, Chief Engineer, stating that the present yard and trackage was excessively cramped and inadequate for the requirements of the present time. The company, in view of the early opening of the direct line to Montreal, and of the Hawkesbury-Ottawa line, considered that a rearrangement of the present yard was imperative. Plans had been prepared for the solution of the difficulty. These involved the removal of the freight shed to another site and making available for passenger business six separate tracks, three for arrival and three for departure, in place of the single one now used. This arrangement involved the removal of the present shops and engine house, which were quite inadequate for the carrying on of the company's business. Plans for the company's requirements showed an area of about 20 acres to be covered with tracks and buildings. It was, in the company's opinion, impracticable and contrary to the city's interests that any such area of land within the present city limits should be devoted to this purpose, and, therefore, an outside area would have to be obtained. It was submitted that an area of land in the direction of the Beauport flats afforded the only chance for the necessary expansion of the facilities. The President had authorized progress to be made with the work, but before making a start the company desired to have the approval of the corporation to the general scheme of improvement. If the council would pass such resolutions as would enable the company to make an immediate start, the first step taken would be the erection of the car repair shop. This would have the effect of concentrating in Quebec a large amount of work now done in Shawinigan and other outside points. The letter was referred to the Finance Committee for consideration, and is being taken up in connection with the proposal to annex St. Malo and Limoilieu to the city. If the amalgamation is decided upon the city council is favorable to the company's proposals, as the present agreement with the city, with respect to the location of the shops within the city, will not require to be amended. One of the conditions of the amalgamation will have to be more direct communication by means of at least one additional bridge. Dorchester bridge is a long distance away from the heart of the village, and the railway bridge has no communication except for steam and electric cars. At low water the St. Charles River, separating Limoilieu from Quebec, is less than 300 ft. wide.

Tracklaying on the Garneau cut-off was completed Dec. 10, but G. Tombs, General Freight and Passenger Agent, said it was not likely that a passenger service would be operated before the spring, although schedules had been arranged. The Department of Railways has entered into a contract with the company, under

M. H. MacLeod, General Manager, on his return to Winnipeg, after a trip of inspection over the company's Western lines, Dec. 9, stated that three spans of the six-span bridge over the Saskatchewan River at Prince Albert, Sask., had been completed, and he expected that the whole structure would be completed by March.

Canadian Northern Ontario Ry.—G. Tombs, General Freight and Passenger Agent C.N.O.R.'s Quebec Ry., who went over the C.N.O.R.'s new line from Hawkesbury to Ottawa, Ont., Nov. 30, stated that all that is required to put it in thorough working order is the completion of a couple of bridges. It is not likely, however, that this line will be opened for traffic until the spring. An early extension of the line westward may be looked forward to, added Mr. Tombs.

In connection with the application of the company for a right-of-way for an entrance into Ottawa, the Minister of Railways heard representatives of the company and the city council Dec. 17. It is proposed to cross the Rideau River about 1,000 ft. north of Hurdiman's Bridge, run through the Stewart property and strike the G.T.R. near the Ottawa and New York Ry. new weigh scales. The Hurdiman road would be crossed by a trestle about 600 ft. south of Gladstone Ave. The council expressed an opinion, in instructing its representatives, that the bridge should be built on as few piers as possible, to lessen the danger of ice jams.

Plans have been filed with the Town Clerk of Driffield, Ont., showing the location of the company's projected branch line from Udny into the town. It is expected that the line will be constructed in the spring.

W. H. Moore, Secretary C.N.O.R., stated, Dec. 12, that the company was prepared to extend its present line from Sudbury to Sellwood, Ont., to the newly opened Gowganda silver district, if the Temiskaming and Northern Ontario Ry. Commission would co-operate. The company is extending its line from Sellwood to Burwash, 20 miles, and a further distance would bring it to Gowganda. The suggestion is that the T. and N.O. Ry. should extend its line from Charlton to Gowganda, and that each line should give the other running rights.

Canadian Northern Ry.—In connection with the purchase of the Duluth, Rainy Lake, and Winnipeg Ry. by the C.N.R. Co., it is stated that the agreement provides for the construction of branch lines into the Seine River country, northerly from Fort Frances, Ont. The Weyerhausers, who are interested in timber limits along the D. R.L. and W.R. in Minnesota, also own a number of limits along the Seine River valley, which the projected branch line will be constructed to develop.

Press reports state that the line will be extended northerly from Macleod's pit to Brant, in Stonewall district, Man.

A bi-weekly train service was put in operation, Dec. 1, on the Goose Lake branch, extending from Saskatoon to Zeelandia, about 70 miles.

A Saskatoon, Sask., press report states that a survey party in charge of B. Beaumont and Mackenzie started out, Dec. 3, to locate a route for the company's projected railway to Calgary. It is said to be desired to have

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MONTREAL, DECEMBER 7.

5796. Dec. 7.—Dismissing application of City of Toronto for order to vary order of the Railway Commission of the Privy Council of Mar. 11, 1902; respecting protection of Dowling and Dunn Avenues, Toronto.

5797. Dec. 7.—Interswitching charges at Walkerville, Ont., and grain rates to Walkerville. (See pg. 31).

5798. Dec. 3.—Authorizing G.T.R. and C.N.R. to operate trains over G.T.R. crossing in Hawkesbury, Ont.\*

5799. Dec. 3.—Authorizing C.P.R. to construct a spur to A. T. Kellher's premises, sec. 5 and 6, tp. 24, r. 24, w. 7th m.

5800. Dec. 7.—Dismissing application of C.N.O.R. for approval of its line from Billings Bridge to mileage 29, west from Ottawa, Ont.

#### Regulation for Erecting Mail Cranes.

The Board of Railway Commissioners has passed the following order, 5847: In pursuance of the powers conferred upon it by secs. 26, 30, and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf, it is ordered that every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, using mail cranes, be forbidden to erect, place or maintain, on or after Jan 1, 1909, any mail crane along its line of railway, at a distance less than 7 ft. 1 $\frac{1}{4}$  ins. from the centre of the track to the point of the arm of the crane when in position, or at a height less than 10 ft. 10 ins. from the bottom of the rail to the top of the arm when in position. And it is further ordered that every such railway company failing or neglecting to comply with the foregoing regulation be subject to a penalty of \$100 for every such failure or neglect.

#### Freight Cars in Passenger Trains.

The Board of Railway Commissioners has issued the following order, 5736: In pursuance of the powers conferred upon it by secs. 26 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf: It is ordered that every railway company subject to the legislative authority of the Parliament of Canada be forbidden to handle freight cars in through main-line passenger trains, unless such freight cars are equipped with air-brakes, steel-tired wheels, and special trucks designed for use through passenger train service. Provided, however, that every such company shall be at liberty to use such freight cars in through passenger service when its cargo cars, or freight cars, especially crippled as aforesaid, become disabled, or unfit for use while in transit, and such cars shall be available to receive the baggage or freight, as the case may be, to avoid unnecessary delay in forwarding the same. In this event the cars must not be loaded beyond their marked capacity, and the speed of the train must not exceed thirty-five miles an hour. And it is further ordered that every such railway company failing to comply with the foregoing requirements shall be liable to a penalty of not exceeding \$50 for every such offence.

yard and trackage was excessively cramped and inadequate for the requirements of the present time. The company, in view of the early opening of the direct line to Montreal, and of the Hawkesbury-Ottawa line, considered that a rearrangement of the present yard was imperative. Plans had been prepared

for the solution of the difficulty. These involved the removal of the freight shed to another site and making available for passenger business six separate tracks, three for arrival and three for departure, in place of the single one now used.

This arrangement involved the removal of the present shops and engine house, which were quite inadequate for the carrying on of the company's business. Plans for the company's requirements showed an area of about 20 acres to be covered with tracks and buildings. It was, in the company's opinion, impracticable and contrary to the city's interests that any such area of land within the present city limits should be devoted to this purpose, and, therefore, an outside area would have to be obtained. It was submitted that an area of land in the direction of the Beauport flats afforded the only chance for the necessary expansion of the facilities.

The President had authorized progress to be made with the work, but before making a start the company desired to have the approval of the corporation to the general scheme of improvement. If the council would pass such resolutions as would enable the company to make an immediate start, the first step taken would be the erection of the car repair shop. This would have the effect of concentrating in Quebec a large amount of work now done in Shawinigan and other outside points. The letter was referred to the Finance Committee for consideration, and is being taken up in connection with the proposal to annex St. Malo and Limousin to the city. If the amalgamation is decided upon the city council is favorable to the company's proposals, as the present agreement with the city, with respect to the location of the shops within the city, will not require to be amended. One of the conditions of the amalgamation will have to be more direct communication by means of at least one additional bridge. Dorchester bridge is a long distance away from the heart of the village, and the railway bridge has no communication except for steam and electric cars. At low water the St. Charles River, separating Limousin from Quebec, is less than 300 ft. wide.

Tracklaying on the Garneau cut-off was completed Dec. 10; but G. Tombs, General Freight and Passenger Agent, said it was not likely that a passenger service would be operated before the spring, although schedules had been arranged.

The Department of Railways has entered into a contract with the company, under the terms of the act granting subsidies in aid of certain railways, for the construction of a line of 30 miles, from near Arundel, at the northerly terminus of the Montfort and Gatineau Colonization Ry., to the united townships of Preston and Hartwell; and for a line of 15.2 miles to connect the Montfort and Gatineau Colonization Ry. with the main line of the C.N.Q.R. at St. Jerome, Que. This latter line has been constructed.

A branch line to Totogan, Man., has been opened. This is an extension of the Oakland branch, starting from Portage la Prairie, Totogan being 28 miles distant.

Nov. 30, stated that all that is required to put it in thorough working order is the completion of a couple of bridges. It is not likely, however, that this line will be opened for traffic until the spring. An early extension of the line westward may be looked forward to, added Mr. Tombs.

In connection with the application of the company for a right-of-way for an entrance into Ottawa, the Minister of Railways heard representatives of the company and the city council Dec. 17. It is proposed to cross the Rideau River about 1,000 ft. north of Hurdman's Bridge, run through the Stewart property and strike the G.T.R. near the Ottawa and New York Ry. new weigh scales. The Hurdman road would be crossed by a trestle about 600 ft. south of Gladstone Ave. The council expressed an opinion, in instructing its representatives, that the bridge should be built on as few piers as possible, to lessen the danger of ice jams.

Plans have been filed with the Town Clerk of Orléans, Ont., showing the location of the company's projected branch line from Uxbridge into the town. It is expected that the line will be constructed in the spring.

W. H. Moore, Secretary C.N.O.R., stated, Dec. 12, that the company was prepared to extend its present line from Sudbury to Sault Ste. Marie, Ont., to the newly opened Gowganda silver district, if the Temiskaming and Northern Ontario Ry. Commission would co-operate. The company is extending its line from Sault Ste. Marie to Burwash, 20 miles, and a further distance would bring it to Gowganda. The suggestion is that the T. and N.O. Ry. should extend its line from Charlton to Gowganda, and that each line should give the other running rights.

**Canadian Northern Ry.**—In connection with the purchase of the Duluth, Rainy Lake and Winnipeg Ry. by the C.N.R. Co., it is stated that the agreement provides for the construction of branch lines into the Seine River country, northerly from Fort Frances, Ont. The Weverhausers, who are interested in timber limits along the D., R.L. and W.R. in Minnesota, also own a number of limits along the Seine River valley, which the projected branch line will be constructed to develop.

Press reports state that the line will be extended northerly from Macleod's pit to Brant, in Stonewall district, Man.

A bi-weekly train service was put in operation, Dec. 1, on the Goose Lake branch, extending from Saskatoon to Zeelandia, about 70 miles.

A Saskatoon, Sask., press report states that a survey party in charge of B. Beaumont and J. Mackenzie started out, Dec. 3, to locate a route for the company's projected railway to Calgary. It is said to be desired to have the location so far completed that construction may be gone on with in the spring. (Dec. 1908, pg. 579.)

As a result of the settlement of the strike of machinists on the C.P.R., there has been a rearrangement of the officials of the federation of employees, the offices of which are at Montreal. P. Kennedy, of the Machinists' Union, has been elected to succeed B. Hardy as President; A. R. Mowatt becomes Vice-President, and Jas. Somerville becomes Secretary-Treasurer, succeeding J. H. McVety.

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**Canadian Northern Ry. Construction, Etc.**

**Canadian Northern Quebec Ry.**—Application will be made to the Dominion Parliament for an act extending the time for the construction of the proposed line from Rawdon to Archambault and for the line from there to James Bay, with branches to Amqui and Tadoussac, Que.

**Canadian Northern Ontario Ry.**—The Dominion Parliament will be asked for an act authorizing the construction of the following new railway: (1) From or near Nipigon northerly to a junction with the National Transcontinental Ry., with two branches which water connections at the northerly and southerly ends of Lake Nipigon. (2) A new authorized line between Montreal and French River, in or near Chisholm tp., easterly and westerly to the company's eastern branch, in or near Capreol tp.

From the authorized line between Sudbury Jet. and Port Arthur, near the source of Vermillion River, northerly and easterly to a junction with the National Transcontinental Ry., near its crossing of the Abitibi

steel is laid for the railway. The railway line will follow the sleigh road as nearly as possible. It is stated that there have been some 3,000 claims staked out, and that there is a population of about 4,000 people in the district. These are at present being supplied largely from Sudbury, from which point the C.N.O.R. is operating by sleighs, a passenger, freight and express service.

In a recent interview, D. D. Mann, Vice-President C.N.R., stated that the next project which was absolutely essential to the carrying out of the company's programme was the construction of the line between Sudbury and Port Arthur, Ont. The company had to get assistance from the Government for this and he added: "We shall get after it as soon as Parliament meets." W. H. Moore, Secretary of the company, was in Ottawa recently, and it was said that his visit had to do with the obtaining of a subsidy for the construction of this line.

W. Mackenzie, President, in an interview at Montreal, Jan. 15, said the company was going to construct the line in the near future. The company's engineers had already per-

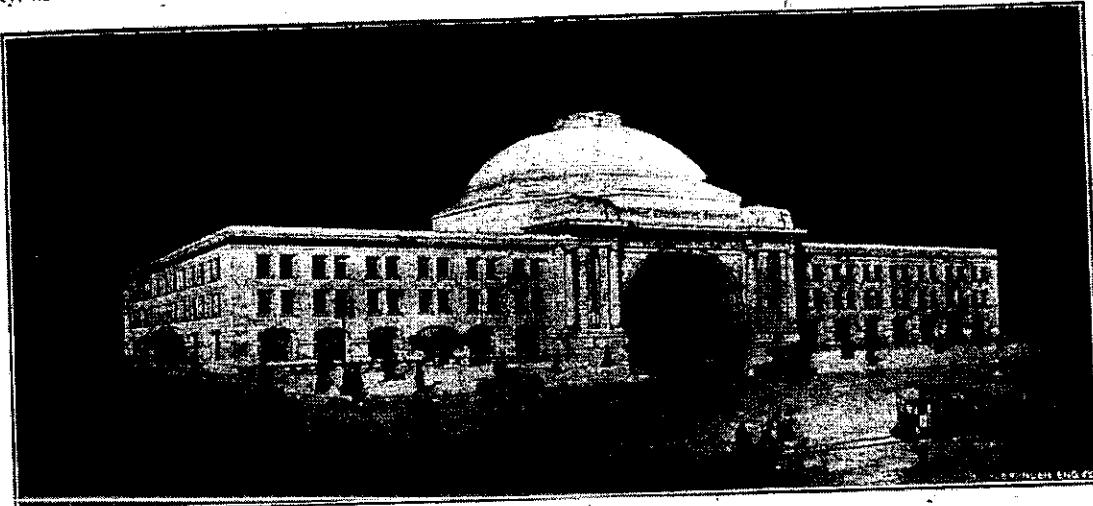
the Dominion Government for the purchase of the mounted police barracks in Calgary, Alta., which it is proposed to use as a union station by the C.N.R. and the G.T. Pacific Ry.

The Edmonton Board of Trade is pressing the company to extend the Unionville branch to Athabasca Landing, Alta., and it is expected that work will be put in hand during the coming season. (Jan., pg. 27.)

**Edmonton and Slave Lake Ry.**—Application will be made to the Dominion Parliament for an Act extending the time within which the company may complete and put into operation the lines which it was authorized to construct by sec. 8, chap. 66, of the statutes of 1893. G. F. Macdonell, Toronto, is solicitor for the applicants. (Sept., 1907, pg. 663.)

**C.P.R. Industrial Department.**

F. W. Peters, Assistant to the Second Vice-President, C.P.R., Winnipeg, has issued the following circular:



FORT GARRY STATION, WINNIPEG

Now being erected by the Canadian Northern Ry. for joint use of Canadian Northern Ry. and Grand Trunk Pacific Ry.

(4) From the last mentioned line to its starting point and the great bend of the Montreal River, southward easterly to near the south end of Temiskaming. It is also desired to extend the time within which the new lines may be constructed: (1) to Kincardine; (2) Arnprior to Quebec; (3) Pembroke to Port Hope or Peterborough; (4) Pickering tp. to Owen Sound; (5) near Toronto to Windsor, with a branch from London to St. Thomas and a branch or loop north of Toronto; (6) Barrie River to Goderich; (7) from Dunnville and Port Dover to Owen Sound; (8) Washago to Midland; (9) Kesbury to the Ottawa-Toronto line or Lanark; (10) Parry Sound to North Bay; (11) the line authorized in 1902 from River to Batchawana Bay; and (12) the line in 1903 from Toronto to Ottawa, a high road which the company is to build from Selkirk Jet., on its line through, Ont., into the Gowganda

manently located a good portion of the route from Port Arthur eastward. A first-class route had been found, its location being between the C.P.R. and the National Transcontinental Ry. At some points the route would be nearer the N.T. Ry. than the C.P.R. We have reason to believe that about 37 miles of line will be built this year, from Selkirk Jet. 3 miles east of the present terminus at Selkirk westward.

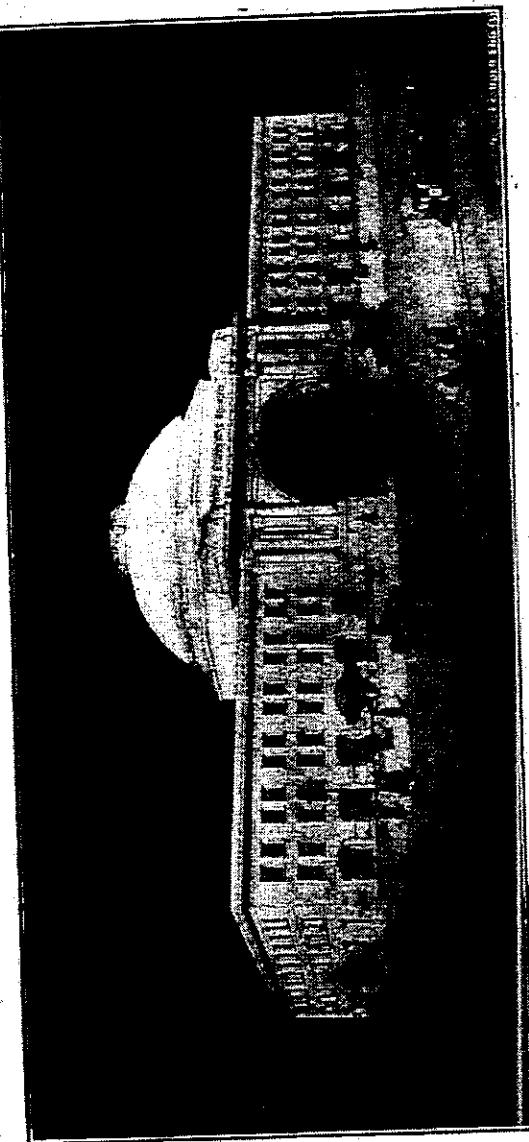
**Canadian Northern Ry.**—The Mayor of Port Arthur, Ont., was in Winnipeg, Jan. 1, in conference with W. Mackenzie, and other officers and officials of the C.N.R., discussing matters affecting the railway interests of the city. It was stated that as a result of the conference an agreement had been signed for the transfer of a piece of the city property to the company upon which is to be built an hotel at a cost of \$250,000. It is said the erection of this hotel is to be started early in the season. The company is reported to have also agreed to make considerable extensions of its terminal tracks, and to do a good deal in the way of dredging in the harbor. To

"This company, with a view to encouraging the development of the cities, towns and villages along its lines in the West, and supplying their needs, has established an Industrial Department. Enquiries are constantly coming in through the company's various departments from manufacturers, importers, wholesale merchants and individuals in Eastern Canada and elsewhere, as to the openings in the West for manufactures, wholesale and retail houses, etc. Many of the new, as well as the older established points along our main line and branches throughout the West, are desirous of securing industries which will supply their needs and assist in their growth and prosperity. Our desire is, therefore, to obtain from all stations along our Western lines full information as to their requirements and the attractions their particular localities present to settlement, as well as to manufacturers, jobbing or any industry that will assist in the development of our great west and bring a profitable return for investment. Secretaries of boards of trade are invited to correspond freely with the undersigned, and receive all information as outlined."

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Montreal, Jan. 15.—said the company was going to construct the line in the near future, in junction with the National Transcontinental Ry., near its crossing of the Abitibi

Montreal, Jan. 15.—The company was President, C.P.R., Winnipeg, has issued the following circular:



PORT CLARK STARION, WINNIPEG

Now being erected by the Canadian Northern Ry. for joint use of Canadian Northern Ry. and Grand Trunk Pacific Ry.

(d) From the last mentioned line its starting point and the Great western bend of the Montreal River, south and westerly to near the south end of Ile aux Coudres. It is also desired to extend the time within which the new lines may be constructed: (1) from to Kingardin; (2) Arnprior to name; (3) Pembroke to Port Hope or name; (4) Pickering to Owen Sound; (5) near Toronto to Windsor, with a branch Landon to St. Thomas and a branch or loop north of Toronto; (6) River to Goderich; (7) from Dunnville and Port Dover to Owen Sound; (8) Wasaga to Midland; (9) Kesbury to the Ottawa-Toronto line or Lankirk; (10) Parry Sound to North Bay; (11) the line authorized in 1892 from Sudbury to Bala; (12) the line in 1905 from Toronto to Ottawa. (13) the road, which the company is using from Sault Ste. Marie, on its line through Ont., into the Gaspé Peninsula, is expected to be completed at an early date.

It was reported, Jan. 11, that the road had been completed and the work of making the steplable for wagon traffic is expected to be completed in time for the summer trade.

Negotiations are said to be in progress with

inately located a good portion of the route from Port Arthur eastward. A first-class route had been found, its location being between the C.P.R. and the National transcontinental Ry. At some points the route would be nearer the N.Y. Ry. than the C.P.R. We have reason to believe that about 37 miles of line will be built this year, from Sault Ste. Marie east of the present terminus at Sault Ste. Marie westward.

Canadian Northern Ry.—The Mayor of Port Arthur, Ont., was in Winnipeg, Jan. 1, in conference with W. Mackenzie, and other officers and officials of the C.N.R., discussing matters affecting the railway interests of the city. It was stated that as a result of the conference an agreement had been signed for the transfer of a piece of the city property to the company upon which is to be built a hotel at a cost of \$250,000. It is said the erection of this hotel is to be started early in the season. The company is reported to have also agreed to make considerable extensions of its terminal tracks, and to do a good deal in the way of dredging in the harbor, to increase the freight storage capacity, a shed is being built over the steel dock. A new dock is to be built just south of the present one; the work is to be started as soon as possible, and it is expected to have it completed for the summer trade.

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"This company, with a view to encouraging the development of the cities, towns and villages along its lines in the West, and supplying their needs, has established an Industrial Department. Enquiries are constantly coming in through the company's various departments from manufacturers, importers, wholesale merchants and individuals in Eastern Canada and elsewhere, as to the openings in the West for manufacturers, wholesale and retail houses, etc. Many of the new, as well as the older established points along our main line and branches throughout the West, are desirous of securing industries which will supply their needs and assist in their growth and prosperity. Our desire is, therefore, to obtain from all stations along our Western lines full information as to their requirements and the attractions their particular localities present to settlement, as well as to manufacturers, jobbing or any industry that will assist in the development of our great west and bring a profitable return for investment. Secretaries of boards of trade are invited to correspond freely with the undersigned and furnish all particulars possible, as outlined above, and manufacturers or intending investors are also asked to communicate with me if they desire any information. Such enquires will receive the most careful and prompt attention, and it will be my endeavor to give information that will be reliable."

February 1909

## Canadian Northern Ry. Construction, Etc.

**Maritime Provinces.**—The Premier of Nova Scotia was in Toronto Feb. 1, and following days in consultation with W. Mackenzie, president, and other C.N.R. officers. It is said that the conference had to do with railroadsatters in the province, and an agreement is reported to have been reached which will aid in the construction of several hundred miles of steam and electric railways, and some information in the conditions affecting the Intercolonial and South-Western Ry. On Feb. 11, Mr. Mackenzie and a number of his officers, went to Montreal and Ottawa to consult with the Dominion Government. The Nova Scotia Legislature will, it is asked, at its forthcoming session, ratify the arrangement reached.

Since the foregoing has been put in type, we have officially advised that no agreement has been entered into for the construction of additional railways.

The Mayor of St. John, N.B., was in Ottawa in Feb., in connection with railway matters, and met some of the C.N.R. officers. A press report from St. John states that no engineer of the city has been informed by C.N.R. officials that, failing the obtaining of rights over the Intercolonial Ry., the company will proceed with the construction of its own lines to the Atlantic coast.

**Canadian Northern Quebec Ry.**—The Dominion Parliament is being asked to extend the time within which the following lines may be constructed: An extension of the St. Jeanne-Rawdon branch beyond Rawdon to Lake Archambault, Montcalm County, que; a double or single line of railway from the Quebec and Lake St. John Ry., or from deep water in the harbor, and thence through the city of Quebec to the shore of James Bay, and a branch line from the main line at or near Lake St. John, through Chicoutimi and St. Alphonse or Ha Ha Bay, to the St. Lawrence River at or near Tadoussac.

**Quebec and Lake St. John Ry.**—Application is being made to the Quebec Legislature for an act extending the time within which the line authorized by sec. 10, chap. 71, Edward VII., may be constructed and for other purposes.

The company is locating a route for an extension from Roberval, on Lake St. John, easterly for about 30 miles; and for a line from Chicoutimi easterly for about 20 miles.

**Canadian Northern Ontario Ry.**—The question of entrance of the C.N.O.R. into Quebec is not yet finally settled. Until this is done, and it is impossible to fully connect the line from Hawkesbury, the work on the line is in a forward condition.

The road which has been constructed from Saguenay on the company's line near Saguenay, into the Gaspéia country,

River towards its head waters, until the southern limits of the great clay belt is reached near the Missinabi River, thence to Long Lake, and on to near the C.P.R. at Nipigon River, and thence north of but close to the C.P.R. into Port Arthur. This route, it is reported, will provide easy gradients, and will be much easier to construct than was the C.P.R. between the same points.

The company has located about 80 miles of its line from Senneterre towards Port Arthur, Ont. Of this 27 miles is under contract and construction is being proceeded with. Angus Sinclair, Toronto, is the contractor.

A deputation of farmers and other residents in the district west of Lake Manitoba, waited on the Manitoba Government, Feb. 16, to press for the construction of a C.N.R. branch through that district. The Premier stated that the Government had promised a guarantee of bonds for the construction of such a line, the bonds were ready for issue at any time, and the Government would present the case to the C.N.R. President. The Premier had an interview with M. H. McLeod, General Manager and Chief Engineer, who stated that an engineer would be sent to make a survey for the line, but he could not say anything at all in regard to construction.

Construction work was done during 1908 upon the following lines, and track will be laid on them during the current year: Oak Point northerly, 12 miles; Rosburn branch, a further distance of 20 miles; Hullboro branch, 50 miles; Prince Albert to Battleford, five miles; a spur of 0.6 mile at mileage 73 Ontario Division. The company also completed during 1908 a revision of the track between Lumsden and Disley, Sask., on the Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co.'s line, 8.46 miles.

**Canadian Northern Ry.**—Considerable improvements are to be made at the company's shops at Winnipeg during the coming season. These include the erection of a new carpenter's shop to cost \$25,000, and some smaller additions to existing buildings.

A contract is reported let to S. Brown, Winnipeg, for the erection of new freight sheds at Saskatchewan, Sask., at a cost of about \$20,000. Some improvements and additions are, it is said, also to be made to the local shops.

In connection with the construction of a line into the Brazeau coal district, a Strathcona, Alta., report says it will be built during the summer.

**Edmonton and Slave Lake Ry.**—Application is being made to the Dominion Parliament for an Act extending the time within which the company may construct its authorized line from Edmonton, via Athabasca Landing and Lesser Slave Lake, to Peace River, about 400 miles. (Feb., pg. 113.)

VICE-PRESIDENT MANX IN BRITISH COLUMBIA.

M. A. Manx, Vice-President, Canadian

view, I have paid this visit to your city and called upon the Premier of this province with the view of seeking such assistance from the Provincial Government as will enable us and at no distant date to build our transcontinental road right down through your province, until it reaches tide-water. While nothing of a definite character has as yet in this relation been arranged, I am glad to be able to state that we have already received some encouragement; while I am in a position to assure you that if the necessary aid is granted we will positively construct our line to the coast.

"The C.N.R. has at present 3,450 miles of its road completed and in full operation between the Great Lakes and the foothills of the Rockies, while we intend to complete 2,000 additional miles in the near future. We have secured assistance towards the execution of our undertakings, both from the Dominion and Provincial Governments, which has not only ensured speedy construction, but has also enabled us to secure the required capital at the lowest possible rates. Of all the bond guarantees which we have received during the last 12 or 15 years, no contributing government has ever yet been called upon to pay a single dollar. These railways, which we are building over the prairies in the northwestern provinces, will, moreover, not only reach every competitive point, as well as every city and town within the limits of those provinces, but will also minister to the needs and to the convenience of at least 75% of the entire population of those prairie provinces, while during this coming year, when our lines are farther advanced towards completion, a great field and a vast home market will be opened for the splendid and varied products of your forests, of your mines, of your fisheries and of your orchards.

"In 1886, when the C.P.R. was finished, there were only 157,000 people, all told, settled in that fertile and wonderful stretch of country which lies between the shores of the Great Lakes and the Rocky Mountains; while now over 1,000,000 souls occupy that same territory. During the last 7 years 142,000 settlers have annually come into those rich and inviting tracts; and taking up homesteads upon these plains have become permanent and useful settlers, a great movement of population which has been largely and directly connected with the opening up of the Saskatchewan Valley and the steady construction of the C.N.R. And when we turn our attention to, and extend our proposed transcontinental line down through your beautiful province to the coast, which I hope will be done at a very early date, it is also our intention to build branch lines to your many fertile valleys, where white men with their families will settle and become permanent citizens of this great commonwealth. This province gives every reasonable promise of becoming, at a very early date, one of the

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**London Northern Ontario Ry.**—The question of the entrance of the C.N.R. into Ontario has not yet finally settled. Until this is done, it is impossible to fully complete the line from Hawkesbury, the work on which is in forward condition.

A road which has been constructed on the company's line near Hawkesbury, into the Gowganda country, has traffic Feb. 2. Stopping is provided at Burwash, Welcome Point, and a good service is said to be given. The Gowganda Transport Co. of constructing a railway into the country brought before the Ontario Legislature Jan. 29, by the President and officers. Mr. Mackenzie submitted that the future must decide whether this road would be followed by the company had not then asked for such a line.

Interview plans were laid before the government showing the route of line to connect the present line with the western lines now at Port Arthur, Ont. It is said he will submit a formal proposal to the government as to the aid which desires to secure. The plan for this line shows a route through Sudbury, and running northward through the valley of the Vermillion

16, to press for the construction of a C.N.R. branch through that district. The Premier stated that the Government had promised a guarantee of bonds for the construction of such a line, the bonds were ready for issue at any time; and the Government would present the case to the C.N.R. President. The Premier had an interview with M. H. McLeod, General Manager and Chief Engineer, who stated that an engineer would be sent to make a survey for the line, but he could not say anything at all in regard to construction.

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#### VICE-PRESIDENT MANN IN BRITISH COLUMBIA.

D. D. Mann, Vice-President Canadian Northern Ry., who was the principal guest at a Canadian Club luncheon at Victoria recently, said, in the course of a speech: "The great wealth of these extensive western provinces unquestionably is to be found in the products of the soil, of the mine, of the forest, and of the orchard; and it is and will be through the free and unlettered interchange of traffic in all these immensely rich and valuable products between the different sections of this great western country that we can in the best possible manner contribute to the complete development of Canada as a whole, and to the full and permanent accomplishment of its brilliant future. This can only be brought about through the building of great lines of railway, which shall penetrate into every available portion of this country, running from the east to the west. It is our own particular ambition to construct our own railway from the shores of the Atlantic to the Pacific coast, and with this important end in

additional view in the near future... we have secured assistance towards the execution of our undertakings, both from the Dominion and Provincial Governments, which has not only ensured speedy construction, but has also enabled us to secure the required capital at the lowest possible rates. Of all the bond guarantees which we have received during the last 12 or 15 years, no contributing government has ever yet been called upon to pay a single dollar. These railways, which we are building over the prairies in the northwestern provinces, will, moreover, not only reach every competitive point, as well as every city and town within the limits of those provinces, but will also minister to the needs and to the convenience of at least 75% of the entire population of those prairie provinces, while during this coming year, when our lines are farther advanced towards completion, a great field and a vast home market will be opened for the splendid and varied products of your forests, of your mines, of your fisheries and of your orchards.

"In 1886, when the C.P.R. was finished, there were only 157,000 people, all told, settled in that fertile and wonderful stretch of country which lies between the shores of the Great Lakes and the Rocky Mountains; while now over 1,000,000 souls occupy that same territory. During the last 7 years 142,000 settlers have annually come into those rich and inviting tracts; and taking up homesteads upon these plains have become permanent and useful settlers, a great movement of population which has been largely and directly connected with the opening up of the Saskatchewan Valley and the steady construction of the C.N.R. And when we turn our attention to, and extend our proposed transcontinental line down through your beautiful province to the coast, which I hope will be done at a very early date, it is also our intention to build branch lines to your many fertile valleys, where white men with their families will settle and become permanent citizens of this great commonwealth. This province gives every reasonable promise of becoming, at a very early date, one of the greatest, if not the very greatest, among all the provinces of the Dominion, an opinion, and a forecast which are amply justified by the many and most important natural resources that you possess in your minerals, in your fruits, in your vast forests and in your fisheries, conjoined with the important markets which are open to your occupancy, the rapidly expanding market upon the plains of the northwestern provinces, as well as your easily accessible foreign markets. In view of all these facts we may with much confidence regard the future of the province of British Columbia as assured and beyond all question."

The I.C.R. employees at the Moncton, N.B., shops, are said to have demanded the continuance of the present short time day, viz., 8 hours, but with pay for the full day of 10 hours. It is said that the ex-Minister of Railways, Hon. H. R. Emerson, has promised to support this demand.

MARCH 1909

**Canadian Northern Ry. Construction, Etc.**

**Canadian Northern Quebec Ry.**—The Board of Railways Commissioners has ordered the company to effect considerable improvements in its Montford branch between Ste. Foy and Arundel, Que. The length of line covered by the order is about 40 miles, and the first 10 miles is reported to be particularly good. Guy Tombs, the company's General Freight and Passenger Agent, stated subsequently that workmen were at all last summer ballasting the track, digging ditches, erecting new stations and doing other work. New and heavier rails had been purchased in the fall; these had been delivered and were ready to be laid as soon as the spring opened up. Other improvements would be gone on with during the season.

The Canadian Northern Ontario Ry. has undertaken construction on the wharf at the foot of York St., Toronto, a freight warehouse 150 by 40 ft., and one story high.

The Ontario Premier announced in the Legislature, Mar. 18, that the Government had decided to aid the C.N.O. Ry. to the extent of 1,000 acres a mile, or a total of 2,000,000 acres, for the construction of a line from Sudbury to Port Arthur, a distance of about 500 miles, the line to be constructed through the great clay belt. The company said the Premier asked for a land grant and for a guarantee of bonds. The Government decided to decline to guarantee any bonds, and to offer to the company a grant of 4,000 acres a mile if it decided to proceed at once with the construction of the 500 miles of railway, and to carry it through the southern portion of the great clay belt. The Government would retain the pine timber and minerals on the land granted, and the right to say when and at what price the land is to be put on the market for sale. If the company agreed to these terms, the bill would be prepared and laid before the House for approval.

A deputation from the western part of the province waited on the Government, Mar. 17, and asked that a generous subsidy be granted to the company. Prior to this the company had made a concession to the request of the Government and submitted a proposal, with respect to the construction of the line, asking for a cash subsidy of \$2,000 a mile and 7,500 acres of land in addition to a guarantee of bonds.

President Mackenzie, in an interview, Mar. 22, says, "The clause in the bill that the lands in the clay belt will be available for all purposes is a dead loss."

**Canadian Northern Public Works Ry.**—Plans have been shown to the Dominion Minister of Public Works by the Canadian Northern Ry. for the construction of a dock at Port Arthur, Ont., on lots lying between the north shore of Lake Superior, produced, and the south shore of St. Ignace St., produced.

Since the Manitoba Legislature has passed a bill providing for the guarantee of bonds for the construction of 210 miles of line. The bill, at the rate of \$13,000 a mile, also provides for the guarantee of \$1,000 of bonds for terminal stations and terminals under which the guarantee of \$1,000 are to be used jointly by the National Transcontinental

A delegation from the territory north of Oak Point, Man., recently waited upon the Manitoba Government to urge the completion of the branch from Oak Point. Track has been laid as far as Lundar, and the delegation asked that it be extended along the lake shore to the narrows of Lake Manitoba, instead of directly northerly as previously intended.

**Duluth, Winnipeg and Pacific Ry.**—A company with this title was registered at St. Paul, Minn., Mar. 19. It has been organized for the purpose of constructing a line from Virginia, the southern terminus of the Duluth, Rainy Lake and Winnipeg Ry., to Duluth, Minn. The D.R.L. and W. Ry. was lately acquired by the Canadian Northern Ry.

**Alberta Midland Ry.**—The Alberta Legislature has passed an act incorporating a company with this title for the purpose of constructing a number of railways in the province. In the course of the discussion in committee, it was stated that the lines mentioned in the bill were those covered by the charter of the Alberta Central Ry., a company holding a Dominion charter, and that they were extensions of the Canadian Northern Ry. The routes of the various lines mentioned in the bill as it came before the committee were as follows: From Strathcona via Calgary to the confluence of the Little Bow and Belly Rivers, thence southerly to Lethbridge, with a branch from near Bittern Lake northeasterly to Vegreville; a branch from the crossing of the Little Bow River, southerly via Macleod to the southern boundary of the province; a branch from the last mentioned line between Macleod and the crossing of the Belly River, westerly to the western boundary of the province; a branch from between Cardston and the southern boundary of the province, to the western boundary of the province. In passing through committee provision was made for the construction of the following additional lines: From Calgary to Banff; from Cochrane northerly to join the C.N.R. at Pigeon Lake; an extension into Wetaskiwin; an extension to Nanton; and an extension from Cochrane to Red Deer and on to Rocky Mountain House.

The Government Act for the guaranteeing of C.N.R. bonds to the extent of \$13,000 a mile, provides for the construction of 850 miles of line, and covers practically the whole of the lines mentioned in the bill. In the discussion before the Legislature it was stated that the C.N.R. would commence the construction of the Athabasca Landing extension, and the line from Vegreville to Camrose and Calgary this season, and might possibly construct the lines in the Crow's Nest Pass country. (Mar., pg. 183. See also Saskatchewan and Alberta Railways, Feb., pg. 125.)

**Level Crossings Protection.**—The House of Commons has passed a bill providing for the appropriation by the Government of \$200,000 a year for five consecutive years for the purpose of aiding in the providing of protection, safety and convenience for the public in respect of highway crossings at rail level. The sums voted are to be placed to the credit of The Railway Grade Crossing Fund, and to be applied under the authority of the Board of Railway Commissioners. The Board may fix the amount the Dominion shall

**TRADE AND SUPPLY NOTES.**

The matter which appears under this heading compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the article referred to, and in publishing the same we incur no responsibility. At the same time we wish our readers to distinctly understand that we are paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

The Canadian Piling Co. has recently installed a turntable tractor at the C.P.R. Quebec roundhouse. This makes 32 stalled on the C.P.R. system at various points.

E. L. Dyer has issued a booklet, "How to test wire, how to build fences and the concrete posts," which can be obtained mailing 10c. in stamps or coin to him King St. and Atlantic Ave.

The Northern Electric and Manufacturing Co., Ltd., Montreal, has been awarded a contract for supplying and installing Western Electric alternator, exciter and switchboard equipment for the town of Iberville, Que.

The Goldschmidt Thermit Co., 103 Raymond St. West, Toronto, has issued a 36-page booklet, "Instructions for the use of Thermit in Railroad Shops," which should prove interest to railway mechanical men. A copy will be sent on application.

The Holden Co., Ltd., has been incorporated under the Dominion Companies Act, with \$45,000 capital stock and head office in Montreal, to acquire the business heretofore carried on by N. J. Holden Co., Ltd., and to carry on a general railway and contractors' supply business, etc.

The Meaford Wheelbarrow Co., Ltd., Meaford, Ont., has secured the Canadian rights to manufacture the line of roller-bearing wheelbarrows and concrete carts made by the Sterling Wheelbarrow Co., Milwaukee, Wis., and will offer the same to the general trade.

The B. Greening Wire Co., Ltd., Hamilton, Ont., is installing electric welding machinery in its works for the more economical welding of the iron frames for wire door mats, wire guards, tellers' cases, etc., and for the wire chain fittings, and welding of wire generally.

C. T. Medbury, until recently Manager of the Westinghouse Electric and Manufacturing Co.'s office, has been appointed Manager of the Canadian Westinghouse Co.'s Montreal office, succeeding H. D. Bayne, who recently resigned, and who has since sailed on extended tour through Europe.

The B. Greening Wire Co., Ltd., Hamilton, Ont., has in press a series of illustrated catalogues of goods manufactured in various departments. The first one relates to the wire screening, wire cloth and perforated metal departments. It is copiously illustrated, and contains a number of useful tables, which will prove of value to anyone interested in screening wire and/or perforated metals. Copies will be sent by the B. Greening Wire Co. on request to any address.

Owing to the rapid increase in the port business of The Page Wire Fence Company of Walkerville, Ont., since the

A great deal of work was done all last summer ballasting the tracks, digging ditches, erecting new stations and doing other work. New and heavier rails had been purchased in the fall; these had been delivered and were ready to be laid as soon as the spring opened up. Other bettered rails would be gone on with during the season.

The Canadian Northern Ontario Ry. has under construction on the wharf at the foot of York St., Toronto, a freight warehouse 220 by 40 ft., and one story high.

The Ontario Premier announced in the Legislature, Mar. 18, that the Government had decided to aid the C.N.O. Ry. to the extent of 1,000 acres a mile, or a total of 2,000,000 acres, for the construction of a line from Sudbury to Port Arthur, a distance of about 500 miles, the line to be constructed through the great clay belt. The company, said the Premier, asked for a land grant and for a guarantee of bonds. The Government declined to decline to guarantee any bonds, and to offer to the company a grant of 4,000 acres a mile, provided it proceeded at once with the construction of the 500 miles of railway, and to carry it through the southern portion of the great clay belt. The Government would retain the pine timber and minerals on the land granted, and the right to say when and at what price the land is to be put on the market for sale. If the company agreed to these terms, a bill would be prepared and laid before the house for approval.

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Presently, Mar. 17, Mr. Mackenzie, in an interview, Mar. 17, said: "What I hear is true concerning the amount put upon the land grant, then most valuable to us. The land, according to the general idea, is not very, and if we are to be bound by restrictions in handling it, then we will be practically nil."

**Canadian Northern Ry.**—Plans have been submitted to the Dominion Minister of Transport showing the location of a line to be built at Port Arthur, Ont., 100 miles lying between the north and south Sts., produced, and the south Sts., produced.

Before the Manitoba Legislature the guarantee of bonds for the construction of 210 miles of line. The amount to be at the rate of \$13,000 a mile, also provides for the guarantee of \$3,000 of bonds for terminal stations and terminals under which the guarantees of the two companies are to be used jointly by the National Transcontinental and Trunk Pacific Ry. It is said that the company has given serious consideration to electrifying its new shops. A press report stated that it announced that its shops would be built in the near future, and that power would be supplied from Electric Ry. plant at Lac

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## MAINLY ABOUT PEOPLE.

Bosmer, director C.P.R., has been director of the Dominion Textile Co. Van Horne sailed from New York, a visit to Cuba, and returned Feb. 25.

Bartheona has given \$5,000 to the College Hospital, Gower St., Eng.

for some years Michigan Central Agent at Perry, Ont., died there aged 83.

G. Shaughnessy is reported to have three stores on St. James St.,蒙特利爾, for \$15,000.

J. Forget, President Montreal St. Paul family, sailed from New York, for the Mediterranean.

Maud Angus, daughter of R. B. P.R. director, was married to Dr. Bipman, at Montreal, Feb. 15.

A. M. Nanton, Managing Director Alberta Land Irrigation Co., has been elected President of Winnipeg Stock Exchange.

A. S. McAllister, Secretary of the Point Charles Railway Y.M.C.A., has been transferred to a similar position at Kenora, Ont.

E. W. Leonard, General Manager C.P.R. Eastern Lines, remained at Preston Springs, Ont., during February, on account of ill-health.

W. Scott, General Passenger Agent C.P.R. Eastern Lines, who has been seriously ill with pneumonia, was reported, Feb. 25, to be progressing favorably.

T. J. Drummond, Montreal, Vice-President of the Superior Corporation, has been elected director of the Royal Bank of Canada.

E. F. Oster, eldest son of E. B. Osler, M.P., C.P.R. director, was married in Toronto, Feb. 24, to Miss N. J. H. Kerr, daughter of Hon. J. K. Kerr.

Sir H. Montagu Allan is suing the city of Monte Carlo for \$1,000, damage sustained to walls surrounding his house, caused by leakage from the high level reservoir.

J. McMichael, Vice-President and General Manager Great North Western Telegraph, Toronto, is spending a holiday in Florida in his own orange grove.

Hatcher, a C.P.R. ex-employee, by a Winnipeg press despatch inherited £500,000 through the uncle in New South Wales.

R. Gibson, Reamsville, Ont., general contractor, has been chairman of the Senate committee looking for the current session.

The will of the late W. Becket, Director Allan Steamship, recently granted in Liverpool, England, valued at about £24,254.

Neill, Agent C.P.R. at Taber, presented with a gold watch, sob and 10, by the townspeople, on his unusual position at Lethbridge.

Master Mechanic, G.T.P.R., at was operated on at St. Joseph's Hôpital, Ont., early in Jan., and Feb. 22, to be progressing favorably.

who was for some time Inverness Ry. and Coal Co., has been appointed General Northern Crown Bank.

General Baggage Agent has been re-elected Sec-

her of the board of examiners for certificates of land surveyors for Ontario, sitting at Toronto in Feb.

Major R. W. Leonard, C.E., St. Catharines, Ont., who was engineer in charge of construction of the Cape Breton Ry., is now President and General Manager of the Coniagis Mines, Cobalt.

James Brown, at one time locomotive foreman G.T.R., at Hamilton, Ont., died there recently, aged 83. He was in the employ of the G.W.R. and G.T.R. for over 30 years, and retired about 20 years ago.

H. C. Elliott, Assistant General Passenger and Ticket Agent G.T.R., Montreal, has been elected President of the Province of Quebec Fish and Game Protective Association for the current year.

M. K. Cowan, K.C., Assistant Solicitor G.T.R., has recovered from the illness which prevented his appearing at the recent fittings of the Board of Railway Commissioners at Toronto, at the end of Jan.

R. J. Smith, chief ticket clerk C.P.R. Passenger Department, Montreal, has been appointed as the Eastern Canadian Passenger Agents' Association's representative on the Inter-territorial Ticket Committee.

G. W. Stephens, Chairman of the Montreal Harbor Commission, was, it is announced, married in London, Eng., Feb. 24, to Signorita Bisacchi di Belmonte, of Naples, Italy, whom he met while abroad during 1908.

T. H. White, C.E., formerly Chief Engineer of Construction Mackenzie, Mann & Co.'s eastern lines, and Mrs. White, who have spent over a year in travelling in Europe and Africa, have returned to Toronto.

Three men were arrested on Queen St., Toronto, Jan. 27, for having stolen an automobile from the residence of D. D. Mann, Vice-President Canadian Northern Ry. The arrest was made within an hour after the machine was missed.

Senator Beloeil, who acted for the Delaware and Hudson Co. in the purchase of the lines forming the Quebec, Montreal and Southern Ry., has been appointed chairman of the Senate committee on railways for the current session.

T. F. Scott, who was engaged as a construction engineer on the Temiskaming and Northern Ontario Ry. at Cochrane, Ont., has been recommended for appointment as assistant to the City Engineer of Toronto at a salary of \$3,250 a year.

John Starr, of John Starr, Son & Co., electrical contractors, etc., Halifax, N.S., who died there Feb. 15, aged 80, was father of D. A. Starr, General Manager Clyde Valley Electric Power Co., Glasgow, Scotland, and formerly Manager of the Cornwall, Ont., Electric Ry.

R. Whitehead, who died at Smith's Falls, Ont., recently, aged 80, is said to have been the first locomotive engineer on G.T.R. construction in 1851, and remained in the company's service until 1876, when he joined the C.P.R. service, from which he retired on pension a few years ago.

Wm. and Mrs. Mackenzie, Miss Ethel Mackenzie, A. M. and Mrs. Graham, and Z. A. Lash, K.C., returned to Toronto, Feb. 24, after about three weeks' absence, during which they visited Monterey, Mexico, and Mexico City. The party travelled in Mr. Mackenzie's private car Atikokan.

J. Duguid, who has been appointed General Foreman G.T.R. shops, Toronto, was presented with a gold watch, Feb. 20, by the

J. T. Henry, W. Stitt and G. T. Bell have been appointed to represent the Eastern Canadian Passenger Association to confer with other passenger associations respecting arrangements for the sale of variable route summer tourist tickets from southeastern territory to resorts north of the Ohio and Potomac Rivers.

The late H. C. Hammond's will, which has been filed in Toronto for probate, disposes of an estate valued at \$1,205,944.91. Amongst the public bequests are: The Toronto Free Hospital for Consumptives, \$20,000; Sick Children's Hospital, \$5,000; Home for Incurables, Toronto, \$5,000; Children's Aid Society of Toronto, \$3,000.

Lord Mount-Whyte, who has been living on the big estate in Scotland which he bought from Andrew Carnegie, is now spoken of as the next Governor-General of Canada. The choice old ex-Canadian says he will only accept the exalted position on one condition, and that is that his official duties must not be allowed to interfere with his annual shooting holiday in the west every autumn.—"Ten Years Hence," Winnipeg Tribune.

E. N. Todd, whose appointment as Export Freight Agent, C.P.R., Montreal, was announced in our Jan. issue, was born at Huntington, Que., Oct. 17, 1870; and entered C.P.R. service May, 1890, as junior clerk, Foreign Freight Department, Montreal, since when he has been: June, 1890, to May, 1900, chief import clerk, same department; May, 1900, to Aug. 1901, in service with the Franco-Canadian Steamship Line; Aug., 1901, to 1904, chief correspondence clerk, Foreign Freight Department, C.P.R., Montreal; 1904 to Jan., 1909, Export and Import Freight Agent, C.P.R., Toronto.

T. Lowry, President of the Minneapolis, St. Paul and Sault Ste. Marie Ry., died at Minneapolis, Minn., Feb. 4, after several months' illness. He was born in southern Illinois, Feb. 27, 1843; and entered railway service in 1866, as a director of the Minneapolis, Sault Ste. Marie and Atlantic Ry. He was elected President of the M. St. P. and S.S.M. Ry. in 1889, and again in July, 1891. In referring to Mr. Lowry's death, Sir Thos. G. Shaughnessy, President C.P.R., said, recently: "He was recognized as one of the foremost men in the northwestern States. He was an energetic and enterprising business man, and was of the type that the world finds it difficult to spare."

A unique dinner took place at the Windsor Hotel, Montreal, Feb. 12, those present being: Seven Presidents of international associations residing in Montreal, viz., G. T. Bell, G.P. & T.A., Grand Trunk and G.T. Pacific Ry., and President American Association General Passenger and Ticket Agents; J. H. Callaghan, General Storekeeper C.P.R., and President Railway Storekeepers' Association; W. J. Camp, Electrical Engineer C.P.R., and President Association of Railway Telegraph Superintendents; C. H. Gould, Librarian McGill University and President American Library Association; W. McNab, Principal Assistant Engineer G.T.R., and President American Railway Engineering and Maintenance of Way Association; J. Powell, chief draughtsman G.T.R. Motive Power Department, and President Society of Railway Club Secretaries; and H. H. Vaughan, Assistant to Vice-President C.P.R., and President American Railway Master Mechanics' Association.

Press reports state that a scheme is under consideration to inaugurate a company to operate a line of airships between Ottawa and Montreal. M. D. Baldwin, Montreal,

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**Canadian Northern Ry. Construction, &c.**

**Canadian Northern Ontario Ry.**—The new freight shed on the pier at the foot of York St., Toronto, has been completed, but rail connection with it has not yet been made, as permission will have to be obtained from the Toronto City Council to carry a line across Lake St. Pier, which is 440 ft. long, and is metal sheathed with 12 doors on either side.

The Ontario Legislature has made a grant of 1,000 acres of land a mile for the construction of 500 miles of line from Sudbury, N.E., northerly and westerly to Port Arthur, Ont. The land is to be granted in alternate blocks of one township of nine miles square, adjoining the line throughout the clay belt. The deficiency in acreage is to be set aside by such places and in such areas as may be directed by the Government. Construction is to be started within a year and completed by Dec. 31, 1913, but the government may grant an extension of time. The lands are to be sold at such times and prices as may be directed by the Government; the minerals and pine timber are reserved, but settlers should have the right to cut timber for building and fencing. The government may set apart the lands reserved on the completion of every 10-mile section of the line.

A delegation from Port Arthur, Ont., waited on the Dominion Government, May 21, to urge the making of a grant in aid of construction of the 500-mile section between Selwood and Port Arthur.

The company's application to the Dominion Parliament for an act extending the time for the construction of a line from Sudbury to Port Arthur, with a branch from Sudbury to Little Current, is before the Railway Committee of the House of Commons. The proposal to construct the branch was not specified in the original notices, but supplemental notices having been given, the company was allowed to proceed with the bill.

**Canadian Northern Ry.**—In a discussion in the House of Commons on the Hudson Bay Railway recently the Minister of Railways stated that the C.N.R. to Port Arthur had not been fully inspected by the Government Engineers, and he indicated that trains had been run on parts of the members stated that trains could be run over the line during winter when the ground was frozen, but that it was practically impossible to run trains over it in summer.

Passengers are being asked for the erection of a passenger station at Saskatoon, Sask. The new building is to be of wood and stone, and will be located at the corner of 21st St., on the same line as the freight sheds.

The company has a large force engaged upon the construction of the two approaches to the traffic part of the bridge on the north side of the river at Prince Albert, Sask. The bridge is being blasted so that the piles will be driven, and the traffic part of the bridge was expected to be completed by

Camrose into Strathcona, that the company will also penetrate the northern wilds, and expects to have trains running into Athabasca Landing within a year, and that surveys are now actively at work in the field.

The indications are that it is the intention in the very near future to complete the C.N.R. as a transcontinental line right through to the Pacific coast. About 1,000 men are already at work clearing right-of-way, grading, etc., from the C.N.R.'s Toronto-Sudbury line in the direction of Port Arthur. And while this start has been made on the eastern end preliminary work in British Columbia has also been put in hand. T. H. White, formerly Chief Engineer of Construction for Mackenzie, Mann & Co.'s eastern lines, has gone West to take charge of surveys in B.C., and will probably establish his headquarters at New Westminster. He is accompanied by C. F. Hannington and J. Irving, who will have charge of survey parties. It is probably the intention to make survey to connect the projected Pacific coast terminus with the line, which has been surveyed from present terminus at Edmonton, Alta., to the Rocky Mountains.

**Edmonton & Slave Lake Ry.**—The Dominion Parliament has been granted an extension of time within which the construction of this railway from Edmonton, Alta., to Slave Lake may be completed.

**Railway Fencing and Cattle Guards.**

The following memorandum by Chief Railway Commissioner Mabee has been sent to all railway companies under the Board's jurisdiction:

At every sitting of the Board from Winnipeg to Victoria complaints were made against the railway companies in connection with the fencing, or rather the defective and non-fencing of their rights of way, and that the law regarding cattle guards was not complied with. Claims innumerable for stock killed, and refusal to make compensation were disclosed. Many cases appeared where stock had been killed upon the tracks and farmers were afraid to ask for compensation for fear of being involved in endless litigation. It would seem, perhaps, that upon the whole the absence of fences along the right of way is a more fruitful source of loss to the rancher and farmer than defective cattle guards, or of their absence. Cases were given where those in charge of the construction of railways entered upon improved and enclosed land, threw down the fences, made no attempt to enclose the right of way, allowing stock to get out upon the highways, thus injuring crops, and in some instances these cattle were killed upon distant railway tracks. Whether these wrong-doers were independent contractors, or servants or officers of the railways under construction did not appear, but so far as this Board has power, it is determined that such high-handed and unreasonable conduct shall cease. The Railway Act is clear upon the questions of fencing and cattle

bhinges and fastenings, provided that sliding or hurdle gates constructed before Feb. 1, 1904, may be maintained, and (c) Cattle guards on each side of the highway at every highway crossing at rail level with the highway.

(2). The railway fences at every such highway crossing shall be turned into the respective cattle guards on each side of the highway.

(3). Such fences, gates, and cattle guards shall be suitable and sufficient to prevent cattle and other animals from getting on the railway.

(4). Wherever the railway passes through any locality in which the lands on either side of the railway are not enclosed and either settled or improved, the company shall not be required to erect and maintain such fences, gates, and cattle guards, unless the Board otherwise orders or directs."

There has been no order of the Board respecting fencing through unenclosed or unimproved lands, and the practice of the companies, so far as I can learn, has been to leave their rights of way entirely unfenced, until the adjacent owner or owners had erected side fences, when such owner or owners would be expected to call upon the company to erect its fences. Cases, however, were presented where the side fences had been long since erected, but yet the railway fences had not been erected. We have been furnished with no information by the railway companies of the amounts paid by them for cattle killed upon their lines, or of the number of claims they have disputed, but from the large number of cases that were brought to the attention of the Board where compensation has not been made, the better opinion perhaps is that the disputed claims vastly exceed those in which settlements have been made. If not, the companies have been paying out very large sums that would have been much better spent in protecting their rights of way. Now the statute defines clearly the kind of fence and cattle guard that must be provided; the fence must be at least 4 ft. 8 in. high, and it and the cattle guards must be "suitable and sufficient to prevent cattle and other animals from getting on the railway." It is just as incumbent upon the companies to fence against hogs as it is against horses, yet it is not pretended that any attempt has been made to do so, and instances were given where farmers had so many hogs killed that they were compelled to abandon any attempt to raise them.

It seems to be the practice in Manitoba, Saskatchewan, some parts of Alberta, and British Columbia to remove the cattle guards entirely in winter. This is done, it was said, to facilitate the operation of the snow ploughs. It was not shown by any railway expert that this practice is necessary, but it was shown by many Saskatchewan farmers that it was more important to them to have the cattle guards in place during winter than any other season, as during the other seasons their cattle were mostly pasturing in the hills in charge of herders. At ~~and~~ <sup>and</sup> these cattle guards have been

39 and be directed by the Government.

Construction is to be started within a year and completed by Dec. 31, 1913. Will the Government may grant an extension of time. The funds are to be sold at such times and places as may be directed by the Government (the amounts and place of the time, which has been surveyed from present terminus at Baden-Powell, Alta., to the Rocky Mountains, and so on). The funds are reserved for settlers should have its right to cut timber for building and fencing. The Government may set apart the lands reserved on the completion of every 10-mile section of the line, the dedication from Port Arthur, Ont., April 27, to urge the making of a grant in aid of construction of the 500-mile branch between Sudbary and Port Arthur.

The company's application to the Dominion parliament for the construction of a gap 6-in Sudbary to Port Arthur, with a branch from Sudbary to Little Current, is before the Railway Committee of the House of Commons. The proposal to construct the branch was not specified in the original motion, but supplemental bills, or general notes, having been given, the company was allowed to proceed with the bill.

**Canadian Northern Ry.**—In a discussion of the House of Commons on the Bill to Incorporate the Canadian Northern Railway recently the Minister of Transport stated that the C.N.R. to date his mission had not been fully inspected by the Government Engineers, and he understood that trains had been run on the line. The members stated that this new holding is to be of solid stone, and will be located at the corner of 21st St. on the same line as the old sheep.

The company has a large force upon the construction of the railway, and the contractors are being asked for the erection of the bridge on the north side of the line at Prince Albert, Sask. The piles are being blasted so that the piles will be driven, and the track part of the bridge is to be completed by June 1.

The false work under the bridge has been removed, and the riveting of the structure is being pushed forward. The swing span is being erected. Mr. Fairmont press despatch says: "The C.N.R. is preparing to undertake the active construction of a line into Cypress and Valgary this season; that said line will run from Vassville south, and another branch will be built from

New Westminster. He is accompanied by C. F. Huntington and J. Irving, who otherwise orders or directs."

There has been no order of the Board respecting fencing through unenclosed or uninhabited lands, and the practice of the company, so far as I can learn, has been to lease their plots of way directly or indirectly, until the adjacent owner or owners had erected suitable fences, when such owner or owners would be expected to call upon the company to erect its fences. Cases, however, were presented where the able fevers had been since erected, but yet the railway fences had not been erected. We have been furnished with no information by the railway companies of the amounts paid by them for cattle killed upon their lines,

or of the number of claims they have disposed of, but from the large number of cases that were brought to the attention of the Board where compensation has not been made, the better opinion perhaps is that the disputed claims vastly exceed those in which settlements have been made. If not, the companies have been paying out very large sums that would have been much better spent in protecting their rights of way. Now the statute defines clearly the kind of fence and cattle guard that must be provided, the fence must be at least 4 ft. 6 in. high, and it and the cattle guards must be "satisfactory and sufficient to prevent cattle and other animals from getting on the railway." It is just as ridiculous to allow hogs as it is against horses. Yet it is not pretended that any attempt has been made to do so, and instances were given where farmers had to many losses suffered upon the company's fence.

It seems to be the practice in Manitoba, Saskatchewan, some parts of Alberta, and British Columbia to remove the cattle stands entirely in winter. This is done, so far as the company's operation of the snow ploughs. It was not shown by any railway expert that any such property is necessary, but it was shown by many Saskatchewan farmers that it was more important to them to have the cattle guards in place during winter than during other seasons, as during the other seasons the cattle guards were mostly pasture in the hills in charge of herders. At any rate these cattle guards have been removed during the winter months with more can be known than has yet appeared, the service must cease. Furthermore, the railway companies must maintain upon the railway tall fences of escarpish and maintain cattle guards that will prevent cattle and other animals from getting upon the railways. This is the requirement of the law, and I know

#### Railway Fencing and Cattle Guards.

The following memorandum by Chester Railway Commissioner Mauve has been sent to all railway companies under the Board's jurisdiction:

At every sitting of the Board from Victoria to Victoria complaints were made against the railway companies in connection with the fencing, or rather the defective and non-fencing of their rights of way, and that the law regarding cattle guards was not complied with. Cattle damageable for stock killed, and refused to make compensation were discussed. Many cases appeared where stock had been killed upon the tracks and farmers were afraid to ask for compensation for fear of being involved in a cattle litigation. It would seem, however, that upon the whole the absence of fences along the right of way is a more fruitful source of loss to the rancher and farmer than defective cattle guards, or of their absence. Cases were given where there were compelled to abandon any attempt to raise them.

It seems to be the practice in Manitoba, Saskatchewan, some parts of Alberta, and British Columbia to remove the cattle stands entirely in winter. This is done, so far as the company's operation of the snow ploughs. It was not shown by any railway expert that this was more important to them to have the cattle guards in place during winter than during other seasons, as during the other seasons the cattle guards were mostly pasture in the hills in charge of herders. At any rate these cattle guards have been removed during the winter months with something must be done to control the observance of its provisions. See Sec. 254

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OCTOBER, 1909.]

## THE RAILWAY AND MARINE WORLD.

### Canadian Northern Ry. Construction, Etc.

The Canadian Northern Quebec Ry. is preparing to erect a roundhouse and machine shop at Joliette, Que. Plans have been prepared, but the matter has not yet reached the construction stage. It is said that it will be built by the Imperial Construction Co., of Toronto.

Quebec and Lake St. John Ry.—We are advised that the only work to be done at present in Quebec is the remodeling of the yard and putting up an addition 50 by 100 ft. to the car repair shops,

Canadian Northern Ontario Ry.—Tracklaying has been completed on the extension from Hawkesbury to the vicinity of Ottawa, and ballasting and other work necessary to complete the line for operation is well advanced. It is expected that construction into Ottawa will be completed so as to permit of the opening of the line for traffic early in Oct. Work on a temporary bridge over the Rideau River was started Sept. 15, to be completed by the end of Sept.

Tenders were received to Sept. 18 for the grading, etc., of the first section of the line between Ottawa and Toronto, viz., from Toronto to Trenton, about 100 miles. The route adopted leaves the company's Toronto-Sudbury line in the Don Valley, about six miles from Toronto, and will strike the boundary of Scarborough tp. about midway between the G.T.R. and the C.P.R., and keeping about equidistant from these two lines, strikes the boundary of Pickering tp. in the vicinity of Cherrywood, where the line will join the line formerly located. This line runs through the middle of Pickering and Whitby tps., crossing the G.T.R. branch line from Whitby near Brooklin. The line will then drop a little southerly to Orono, in Clarke tp., and thence will gradually run south east until it reaches Port Hope; from thence it will parallel the G.T.R. to Trenton, passing through Clunbury, Grafton, Colborne and Brighton. Beyond Brighton the line crosses the G.T.R. main line and follows along

A contract has been let for supplying a duplicate pumping plant to provide water for the Fort Rouge shops and yards, Winnipeg. Each unit of the plant will be capable of pumping 500,000 gallons in 24 hours.

The stables at the joint terminal at Fort Garry are in course of erection. The building is to be of two stories, 228 by 100 ft. wide, containing 144 stalls. The contractors are G. H. Archibald and Co.

Tenders were received to Sept. 22 by the city engineer of Saskatoon, Sask., for the construction of a subway under the C.N.R. there.

Surveys on the line from Yellowhead Pass to Vancouver, B.C., are being pushed vigorously. The latest reports were that parties were working in the vicinity of Cranberry Lake. The surveys are extending northwards along the valley of the North Thompson River. Another party is working westward through the foothills of the Rocky Mountains towards the Yellowhead Pass. Two other parties, it is reported, have practically completed the final location of a line through the Fraser River canyon between Lytton and Yale, 54 miles. The location of the line between Yale and Hope is also in hand. Between Hope and New Westminster no serious engineering difficulties are likely to be encountered, as the Fraser River valley widens out considerably and there is plenty of room for more than one railway. (Sept., pg. 633.)

### American Association G. P. and T. A.

The 54th annual convention of the American Association of General Passenger and Ticket Agents was held at Toledo, Ohio, Sept. 14 and 15. The President, G. T. Bell, Assistant Passenger Traffic Manager G.T.R. and G.T.P.R., occupied the chair, and in replying to an address of welcome by the Mayor made a number of interesting references to the position of Toledo as a railway centre. In his closing address Mr. Bell urged co-operation

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D. D. Mann stated in an interview Sept. 7 that the company's general locomotive and car repairing and construction shops would be located in Toronto. They will not be constructed until the line from Toronto to Ottawa and the line from Sudbury to Port Arthur have been completed. The matter has been brought before the city council by the Mayor. A suggestion has been made that the G.T.R. yards at East York, which have been closed, the work done there being transferred to Mimico, would be suitable for the C.N.O.R. It is stated that a C.N.O.R. official has made an inspection of the property.

~~Canadian Northern Ry.~~—The Mayor of Fort William, Ont., received a letter Sept. 3 from H. Sutherland, Executive Agent C.N.R., Winnipeg, to the effect that the company was willing to pay its share of the cost of the Yonge St. subway according to the understanding between the city and the C.P.R. The propositions which remain to be approved by the C.N.R. pertain to the abandonment of certain rights on Arthur and Vickers streets, and the terms offered by the C.P.R. for the lease of running rights over C.P.R. rails from West Fort William to Port Arthur. When carried out this agreement will bring about the concentration of the railway tracks on the river front.

~~Application is being made for the amalgamation of the Northern Extension Ry. with the C.N.R. The N.E.R. connects different portions of the C.N.R. system in and adjacent to Winnipeg, crossing at St. James bridge and Portage Ave.~~

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Canadian Northern Ry.—The Mayor of Fort William, Ont., received a letter Sept. 8 from H. Sutherland, Executive Agent C.N.R., Winnipeg, to the effect that the company was willing to pay its share

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lines via the Angora valley and the Similkameen district. They are working on Campbell creek, south of Kamloops, and at Stump Lake with the object of securing a route into the Nicola Valley. It is stated that the line may ascend the Tulameen River and reach the western slope of the Hope Mountains near Hope. (Cont., pg. 733.)

#### Canadian Northern Ry. Construction, Etc.

**Canadian Northern Quebec Ry.**—The question of terminals for the C.N.Q.R. and its allied line, the Quebec and Lake St. John Ry., in Quebec, is being considered by the officials. Reports state that traffic is increasing to such an extent that a considerable enlargement in the yard space is imperative. The question of the shops is also receiving consideration, but nothing definite will be done until a site has been settled on.

**Canadian Northern Ontario Ry.**—In reference to the entry of the line from Hawkesbury into Ottawa, the city council approved a plan involving the construction of a level crossing over Hurdman road. When the matter came before the Board of Railway Commissioners for final sanction, it was referred to the Board's engineer. It is understood that this official reported against the crossing being allowed, and recommended that instead of the route approved by the city council, the line enter the city over the Ottawa and New York Ry. and the C.P.R. bridge. The suggested route will necessitate the breaking of the line outside the city and putting in a curve to the C.P.R. about 300 yards south of the present approved route.

The route of the proposed line from Toronto to Ottawa, as far as Trenton, Ont., about 100 miles, was set out in our last issue. For this section a contract has been let to Angus Sinclair, C.E., Toronto, and preparations are being made for the construction. Beyond Trenton, the located line keeps along the lake shore line for some miles east of Belleville, and bears away northeasterly before passing out of Thurlow tp. The route is northeasterly through Tyendin-

the land.

The Minister of Railways, Oct. 6, approved the location of the projected line from the Niagara River to Toronto, so far as it is located through Saltfleet and Barton tps. This portion of the line will start at Fruitland and follow the route of the Toronto, Hamilton and Buffalo Ry. a short distance, through Stony Creek and Bartonville, entering Hamilton at practically the same point. It is reported that the surveys from Burlington into Hamilton have been completed; the route from Toronto follows the power line right of way to Burlington, and then branches off along the north shore of Burlington Bay to Carroll's Point, crosses over a trestle at the Desjardins canal, under the high level bridge, and the G.T.R. to Coot's Paradise, and then runs southerly and joins the T.H. & B.R. at Garth St.

**Canadian Northern Ry.**—Application will be made next session of the Dominion Parliament for an extension of time for the construction of the following lines: from Strathcona, southerly, to the Canadian boundary; between Winnipeg and Ste. Anne, southerly, to the International boundary; from Regina to Humboldt and via the Charrat River to the Pas Mission, and between Humboldt and the South Saskatchewan River, crossing the same south of Prince Albert; from Prince Albert to Edmonton; from Swan River, westerly, to the main line at the crossing of the Saskatchewan River; from the authorized line of the Morden and Northwestern Ry. between Neepawa and the west boundary of Manitoba, northwesterly to the main line between Grand View and Battleford; from Regina, westerly, to the Red Deer River, with a branch to Carleton; from Gladstone to Fort Nelson or Fort Churchill; from Oak Point to the Grand Rapids on the Saskatchewan River; from Edmonton to the Pacific via the Pine River Pass or other feasible pass; from McCreary via Cartwright, southerly, to the International boundary; from Russell, westerly, via Yorkton to the Saskatchewan-Calgary line.

Hudson Bay Jct., near Elbowmari, Sask. As soon as this is completed an 8-stall roundhouse will be erected.

A deputation from Yorkton, Sask., was authorized, Oct. 6, to interview the C.N.R. management with a view to securing an extension of the Rothesay branch to Yorkton, Willowbrook and Beaverdale, Sask.

Survey parties are locating a route for a branch line into the Brazeau coal fields. It will be about 75 miles long, and it is expected the surveys will be completed this fall.

Plans have been filed showing the route of about 54 miles northerly from Kamloops, B.C., towards the Yellowhead Pass. A gradient of less than one-fifth of 1% has been secured. C. F. Hanning left Kamloops, Oct. 11, to complete location surveys for a further distance northerly. Another party has completed the location of the route from Kamloops to Agassiz on the south side of the river, about 60 miles east of Vancouver. A number of reports are in circulation as to the location of the terminals in the vicinity of Vancouver and New Westminster. Every large suit of property there is stated to have something to do with the company's intentions. Among these unfounded reports is one that the company has purchased Anacis Island at the mouth of the Fraser River. The island has an area of 800 acres, and the report set out that it was proposed to lay out terminal yards, and to erect elevators, ships, etc., there.

D. D. Mann, Vice President, arrived in Victoria, Oct. 15, to confer with the Premier on the matter of bid for the proposed extension to the coast. It is understood that a definite understanding has been arrived at, and that a proposal will be submitted by the Government to the new Legislature as soon as it meets.

The B.C. Premier said, Oct. 21, that the Government had entered into a contract with the C.N.R. for the construction of a line from the Yellowhead Pass to Kamloops, by way of North Thompson River; from Kamloops to New Westminster and Vancouver, and from Vancouver to English Bluff. From this point to

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tion of a level crossing over Hurdman road. When the matter came before the Board of Railways Commissioners for final sanction, it was referred to the Board's engineer. It is understood that this official reported against the crossing being allowed, and recommended that instead of the route approved by the city council, the line enter the city over the Ottawa and New York Ry. and the C.P.R. bridge. The suggested route will necessitate the breaking of the line outside the city and putting in a curve to the C.P.R. about 300 yards south of the present approved route.

The route of the proposed line from Toronto to Ottawa, as far as Trenton, Ont., about 100 miles, was set out in our last issue. For this section a contract has been let to Angus Sinclair, C.E., Toronto, and preparations are being made for the construction. Beyond Trenton, the located line keeps along the lake shore line for some miles east of Belleville, and bears away northeasterly before passing out of Thurlow tp. The route is northeasterly through Tyendinaga and Richmond tps., until it crosses one of the old surveys in the middle of Campden tp. The Bay of Quinte Ry. is crossed south of Enterprise, and the Kingston and Pembroke Ry. a short distance north of Verona. Continuing easterly, it passes north of Desert Lake and Mud Lake, crossing the Brockville, Westport and Northwestern Ry. at Newboro. Still proceeding easterly, Port Hope is reached, where the direction again becomes northeasterly, the route surveyed in 1906, being followed through Smith's Falls, and Richmond to Ottawa, where connection will be made with the Ottawa-Hawkesbury line, now practically completed. It is understood that there will be a branch line from some convenient point into Lanark. We are advised that some residents of Perth have surveyed a line for a branch to connect with

Calgary; from Regina, southerly, to the International boundary; between Winnipeg and Ste. Anne's, southerly, to the International boundary; from Regina to Humboldt and via the Carrot River to the Pas Mission, and between Humboldt and the South Saskatchewan River, crossing the same south of Prince Albert; from Prince Albert to Edmonton; from Swan River, westerly, to the main line at the crossing of the Saskatchewan River; from the authorized line of the Morden and North Western Ry. between Neepawa and the west boundary of Manitoba, northwesterly to the main line between Grand View and Battleford; from Regina, westerly, to the Red Deer River, with a branch to Carlton; from Gladstone to Fort Nelson or Fort Churchill; from Oak Point to the Grand Rapids on the Saskatchewan River; from Edmonton to the Pacific via the Pine River Pass or other feasible pass; from McCleavy via Cartwright, southerly, to the International boundary; from Russell, westerly, via Yorkton to the Saskatoon-Calgary line.

The company will also ask for power to construct the following additional lines: Dundee, northerly and easterly, to the Winnipeg River; Portage la Prairie, southerly and easterly, to tp. 2, r. 7, e.p.m.; Hartney, westerly, to tp. 5, r. 7, w. 2 m.; Moose Jaw, southerly and easterly, to Bientail with a branch from near Estevan to Roche Perce. Between Davidson and Didsley on the Qu'Appelle, Long Lake and Saskatchewan Ry., westerly and northwesterly, to the Saskatoon-Calgary line; Lashburn, westerly, between Camrose and Edmonton; Saskatoon-Calgary line near tp. 28, r. 6, w. 4 m. to Rocky Mountain House; Saskatoon-Calgary line near the crossing of Red Deer River, northerly, through near Innisfail and Rocky Mountain House to head waters of Bruzeau and McLeod Rivers and to Yellowhead Pass;

vicinity of Vancouver and New Westminster. Every large sale of property there is stated to have something to do with the company's intentions. Among these unfounded reports is one that the company has purchased Anacis Island at the mouth of the Fraser River. The Island has an area of 900 acres, and the report set out that it was proposed to lay out terminal yards, and to erect elevators, ships, etc., there.

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**Canadian Northern Ry. Report.**

The following directors' report, over the signature of W. Mackenzie, President, was submitted at the annual shareholders' meeting in Toronto, Oct. 30:

The result of operations for the year ended June 30 is as follows:

GROSS EARNINGS—	
Passenger traffic	\$1,928,680.35
Freight traffic	7,481,325.94
Express, mail, telegraph, dining and sleeping cars, interest and profits from elevators and other subsidiary companies	1,171,715.64
	\$10,581,317.93

WORKING EXPENSES, including taxes, etc. \$7,015,405.76	
Net earnings	\$3,566,392.73
Fixed charges	2,919,407.13
Burplus	\$646,745.04

The average mileage operated was 3,013 miles, compared with 2,806 miles for 1907-8. The gross earnings increased from all sources, compared with 7.410% and 68.77% respectively last year. The increase in gross earnings, while comparing favorably with the increased mileage operated, is not as large as your directors hoped. This is explained in part by the unusually quiet conditions of business generally throughout the Dominion, which was reflected in a substantial decrease in the movement of westbound commodity traffic, a standard of traffic which earns for all railways the highest rates. Since the close of the fiscal year, however, there has been a very gratifying increase in the four months' business to Oct. 31, over the corresponding period

why traverses the most fertile section of the great Saskatchewan plains, in which

your company has heavy holdings of land in the vicinity of the homesteads and pre-emptions which constitute the greatest remaining block of surveyed unoccupied wheat lands of this continent. The extension of your lines in Saskatchewan is the logical outcome of the methods adopted in Manitoba, which have proved so satisfactory in every way.

In Alberta, following a demand to connect Edmonton with Calgary and the southern portion of the province, the construction of a line has been rapidly pushed forward; steps are now being taken towards reaching the Brazeau River coal fields. In

which are most extensive deposits of easily mined high-grade coal. It is expected that Southern Alberta will be served in the following year. These extensions in territory which affords a large and expanding market for British Columbia, having already produced a widespread demand for the speedy continuation of your railway to the Pacific coast.

Your directors are glad to note the further justification of their policy of selling lands to the homeseeker as against the speculator that is seen in the substantial increase in the areas under cultivation in all the districts tributary to your newer branch lines. A direct tie to the line between Saskatoon and Calgary, now completed, your directors have sold large quantities of land, on which the increase in cultivated areas, since the railway was built, is phenomenal. At Rosetown, to take one example, which has only since the close of the present fiscal year been placed under the Operating Department, three elevators have already been built to receive the grain now being threshed. The land sales during the past year were 111,510 acres, and realized \$1,091,722.37—

In pursuance of your directors' policy of keeping pace in every way with the development of each section of country served by your railway, it has been necessary to incur further large expenditures in maintaining and improving the physical conditions of your property as a whole. At Port Arthur additional docks and sheds for the accommodation of both passenger and freight traffic carried over the Great Lakes have been constructed. Interests closely allied with your railway are building a palatial hotel in close proximity to your station at Port Arthur, which will be ready for next summer's tourist business. Industrially the city continues to make satisfactory progress. The Atikokan Iron Co.'s furnaces are continuing to produce an excellent quality of pig iron, the ore for which is hauled by your railway. The construction of an extensive shipbuilding plant within the city's limits has been started; and other enterprises requiring large quantities of iron for the western market will be commenced shortly. In Winnipeg the completed Fort Rouge shops have proved of great value in the economical maintenance of equipment. The Fort Garry station, in which the Dominion Government and G.T.P.R. will be your tenants, is nearing completion, and will, it is expected, be in full use next spring.

The connection of your railway at Fort Frances with the Duluth, Rainy Lake & G.T.P.R. will be your tenants, is nearing completion, and will, it is expected, be in full use next spring. The connection of your railway at Fort Frances with the Duluth, Rainy Lake & G.T.P.R. will be your tenants, is nearing completion, and will, it is expected, be in full use next spring. The connection of your railway at Fort Frances with the Duluth, Rainy Lake & G.T.P.R. will be your tenants, is nearing completion, and will, it is expected, be in full use next spring. The connection of your railway at Fort Frances with the Duluth, Rainy Lake & G.T.P.R. will be your tenants, is nearing completion, and will, it is expected, be in full use next spring.

directors report. This is explained in part by the unusually quiet conditions of business generally throughout the Dominion, which was reflected in a substantial decrease in the movement of westbound commodity traffic, a standard of traffic to Oct. 31, over the corresponding period of 1908, of \$561,300, and to this increase largely; indeed, the volume of business received from the manufacturing sections of Eastern Canada and from Great Britain is quite as large as in the buoyant years of 1905 and 1906.

Your directors are confident that a proportionate increase over last year's figures will continue, for the grain crop of 1909 is one of the best for several years, and grades uniformly higher than any previous year. This opinion is fully sustained by the larger milling interests and the elevator companies operating in Western Canada. While the increase in yield and quality extends over the entire territory served by your railway, the outstanding fact of the year is the leading position enjoyed by Saskatchewan in the production of wheat and other grains. The following figures are taken from the last estimates of the Saskatchewan Minister of Agriculture, published Oct. 22. Wheat, 84,000,000 bushels; oats, 102,500,000 bush.; barley, 8,000,000 bush.; flax, 7,800,000 bush. The rapid rise of Saskatchewan to pre-eminence is especially gratifying to your directors, because it is chiefly in that province that they have extended the mileage during the last four years. It has been their aim to acquire the advantages of first construction in the best districts of all sections of the province, and their efforts to preempt as it were, the most advantageous positions for the company have been co-existent with the desires of the farming population, expressed through their representatives in the legislatures, to be served by your railway. The case of the extension from Saskatoon towards Calgary admirably illustrates this aspect of your directors' policy. During the year 60 miles were opened for traffic, and it is estimated will furnish your railway with 2,000,000 bushels of grain for shipment to Port Arthur

company, your directors have sold large quantities of land, on which the increase in cultivated areas, since the railway was built, is phenomenal. At Rosetown, to take one example, which has only since the close of the present fiscal year been placed under the Operating Department, three elevators have already been built to receive the grain now being threshed. The land sales during the past year were 115,462 acres, and realized \$1,061,722.37—an average of \$8.36 an acre. Whilst the acreage sold was less than that of the previous year, the average price realized has been increased by \$1.04 an acre. Very satisfactory sales have been made since the close of the fiscal year at still higher prices, and negotiations are now going forward for numerous sales at further enhanced values. The increase in facilities for the production of grain, cattle and other farm product has the double advantage of increasing the demand for lumber and other building materials, the manufacture of which, at various points on your railway, becomes each year a more important traffic factor. At Port Frances large pulpwood and paper mills industries are being established in connection with the development of the water power at that point, but a notable feature of the recent expansion of the western provinces is the multiplication of government manufacturing plants, chiefly in Winnipeg, where there are now 144 operating factories of all kinds.

During the last five years certain allied companies have been amalgamated with your company, in addition to which a large amount of new mileage has been added to the system in respect of which an adjustment of the capital stock has been made during the year. During the year \$1,027,600 4% bond grant bonds were issued on the security of 1,250,000 acres of selected lands, the proceeds of which have been applied to general purposes. Your directors have exercised their authority under the mortgage to redeem part of the issue, and from buy-backs received on land sales have repurchased \$40,000 of bonds, so that the liability is now \$987,400 or \$4.80¢,347.36. Additional trust obligations were incurred in trust to \$2,500,000 to provide the necessary equipment of all kinds to meet the requirements of traffic. Obligations incurred for the same purpose were recorded in the amount of \$2,250,000 during

trunc iron to Duluth, Minnesota, states through Duluth. This connection gives you railway a much longer haul than heretofore from the growing passenger and freight business originating in the U.S. The lines under construction in Alberta will furnish abundant traffic immediately they are opened, for in the central and southern parts of that province the need for additional railways has been strongly represented to your directors. To the north of Edmonton and in the extensive Peace River District there is already the nucleus of prosperous agricultural settlement, and a general trade throughout a territory five times as large as the United Kingdom, at present without railway service.

The accounts and statistical tables appended to the report are submitted by F. B. Burne, Third Vice-President, as follows:

ASSETS	
Cost of railways and equipment	\$16,260,266.61
Acquired securities, cash	5,726,360.21
Advances to other companies	1,420,420.62
Advances to lines under construction and terminals at Winnipeg	4,067,128.76
Value of material and supplies on hand	\$1,347,431.68
Due from agents, stations, business, etc.	418,113.34
Deferred payments on land sales	2,273,229.58
Less with National Trust Co. account of land sales	4,305,827.08
984,534.64	<hr/>
Capital stock	<hr/>
Bonds and stock, Canadian Government	26,727,182.37
4% perpetual consolidated debenture stock	24,054,746.62
Land Grant Bonds, 1899	£1,800,000.00
1917	4,800,000.00
Capital stock bonds, 1906	6,305,316.68
5,776,322.47	<hr/>
Current liabilities—	
Interest payable	550,234.36
Unpaid accrued wages	929,332.51
Due to other companies, net	2,698,623.14
Complaints and dividends	4,163,084.01

various due July 1, 1909.

yield and quality extends over the entire territory served by your railway, the outstanding fact of the year is the leading position gained by Saskatchewan in the production of wheat and other grains. The following figures are taken from the last estimates of the Saskatchewan Minister of Agriculture, published in the 1902 Wheat, \$4,000,000 bushels; oats, 112,200,000 bush.; barley, 8,000,000 bush. flour, 3,800,-000 bush. The rapid rise of Saskatchewan to pre-eminence is especially gratifying to your directors, because it is chiefly in that province that they have extended the mileage during the last four years. It has been their aim to acquire the advantages of first construction in the best districts of all sections of the province, and their efforts to pre-empt as it were, the most advantageous positions for the company have been co-existent with the desires of the farming population, expressed through their representatives in the legislatures, to be served by your railway. The case of the extension from Saskatchewan towards Calgary admirably illustrates this aspect of your directors' policy. During the year 60 miles were opened for traffic, and it is estimated will furnish your railway with 2,000,000 bushels of grain for shipment to Port Arthur, 1,000 miles distant. The line has recently been extended an additional 60 miles to Kindersley, and trading has been completed for a further 60 miles. The rail-

ways, large lumber and paper manufacturing industries are being established in connection with the development of the water power at that point, but a notable feature of the recent expansion of the western provinces is the multiplication of general manufacturing plants, chiefly in Winnipeg, where there are now 144 operating factories of all kinds.

During the last five years certain allied communities have been amalgamated with our company, in addition to which a large amount of new mileage has been added to the system in respect of all which an adjustment of the capital stock has been made during the year. During the year \$1,027,400 4% land grant bonds were issued on the security of 1,250 (800) acres of selected lands, the proceeds of which have been applied to general purposes. Your directors have exercised their authority under the mortgage to redeem part of the issue, and from payments received on land sales have retired \$10,000 of bonds, so that the liability is now \$1,017,400 or \$4,865,346 6%. Additional car trust obligations were incurred amounting to \$2,500,000 to provide the necessary equipment of all kinds to meet the requirements of traffic. Obligations incurred for the same purpose were reduced to the extent of \$2,350,400 during the year, so that the liability on this account has been increased by only \$150,000.

Advances to banks under contract	1,420,425.62
Construction and terminals at Winnipeg	4,867,128.76
Value of materials and supplies on hand	\$1,347,631.60
Due from agents, stations, etc.	418,113.34
4,765,744.94	
Pledged judgments on hand	
Suited with National Trust	7,273,229.68
Cash amount of land sales 4,302,637.98	11,575,866.68
Other on hand	962,534.64
Capital stock	\$142,397,000.44
Bonds and stock guaranteed by Government of Canada	36,727,163.17
4% perpetual consolidated debenture stock	24,054,716.65
Land Grant Bonds 1899	\$ 1,000,000.00
1907	4,865,346.66
6,865,346.66	
4,776,232.17	
Our trust obligations	
Current liabilities	
Paid pay ratio	560,214.36
Paid undrawn vouchers	924,352.51
Due to other companies	2,688,621.14
Total	4,163,188.01
Contingent and dividend warrants due July 1	
Balance paid	1,149,647.36
Accrued interest on bonds and equipment securities	
186,147.53	1,346,694.89

12-1909

## THE RAILWAY AND MARINE WORLD.

Canadian Northern Ry. Construction, Etc.

Canadian Northern Ry. — The line from Hawkesbury via Rockland to Ottawa, 59 miles, was inspected and passed for the operation of freight and passenger trains by the Inspecting engineers of the Department of Railways Dec. 3. A through train service from Quebec and Montreal to Ottawa was put in operation by the Canadian Northern Quebec Ry., Dec. 5. As a result of the refusal of the Board of Railway Commissioners to confirm an agreement with the Ottawa City Council, by which the line would cross Hurdman's Road at rail level, the company has had to erect a temporary station at Gladstone Ave. It is intended to construct a subway instead of a level crossing, and when this is done the line will connect with one of the existing lines near the University oval and run into the Central station. In connection with the securing of the right of way for the line from Toronto to Ottawa, of which the section from Toronto to Trenton is under contract, the C.N.O. Ry. paid \$17,800 into court, and has to pay \$30,000 more into court, to enable it to enter into possession of certain lands required for its right of way in the vicinity of Toronto, the value of which is being settled by arbitration, and with considerable difficulty.

Lake in Connection with the Survey for the Line to connect the G.N.O. Ry. near Sudbury, with the C.N.R. at Port Arthur. — One party is reported to be at work between Nipigon River and Long Lake, and another between Nipigon River and Black Sturgeon River. It is expected that the new line will cross the Nipigon River at Deschamps, a short distance north of the C.P.R. Canadian Northern Ry.—Application is being made to the Dominion Parliament to authorize the construction of the following lines of railway: From Dundee northerly and easterly, to the Winnipeg River; Portage la Prairie, southerly and easterly, to tp. 2 r. 7, e.p.m.; Hartney, westerly, to tp. 5 r. 7, w. 2 m.; Moose Jaw, southerly and easterly, to Blenfait with a branch from near Estevan to Roche Perce. Between Davidson and Disley on the Qu'Appelle, Long Lake and Saskatchewan Rd., westerly and north-westerly, to the Saskatoon-Calgary line; Lashburn, westerly, to between Camrose and Edmonton; Saskatoon-Calgary line near tp. 28 r. 6, w. 4 m. to Rocky Mountain House; Saskatoon-Calgary near the crossing of Red Deer River, north-westerly, through or near Innisfail and Rocky Mountain House to head waters of Brazeau and McLeod Rivers and to Yellowhead Pass; Winnipegosis, southerly, to constructed line near south Manitoba, from authorized

on or fort Churchill, or some other point on Hudson Bay; the line commencing at the end of the 40 miles constructed by the Winnipeg and Great Northern Ry., thence to St. Laurent, or Oak Point, on Lake Manitoba, and thence generally northerly to the Grand Rapids on the Saskatchewan River, (partially constructed); the line authorized to be constructed from near the Narrows of Lake Winnipeg, near Battledore, Sask., thence to Edmonton, Alta., and on to the Pacific Coast, near the Skeena River, by way of Pine River Pass, or other feasible pass; and the partially constructed line from McCreary Station, Man., passing through Cartwright to the southern boundary of the province.

W. Mackenzie, President, stated in a recent interview in Toronto, that the company had completed over 400 miles of track during 1909, and had finished the surveying of a route from Edmonton, Alta., to Vancouver, B.C. As soon as the necessary sanction had been given by the British Columbia Legislature, to the agreement made with the Government, construction work would be proceeded with on the line to Vancouver.

The Supreme Court of Ottawa gave judgment Dec. 13, in the case in which the Canadian Northern Ry. appealed against an order of the Board of Railway Commissioners requiring it to fence certain portions of its railway. The court

inches

run into the Central station.

In connection with the securing of the right of way for the line from Toronto to Ottawa, of which the section from Toronto to Trenton is under contract, the C.N.O. Ry. paid \$17,800 into court, and has to pay \$30,000 more into court, to entitle it to enter into possession of certain lands required for its right of way in the vicinity of Toronto, the value of which is being settled by arbitration. Construction is proceeding with considerable rapidity. It is reported that the fencing along nearly the whole of the right-of-way has been put up. Between Trenton and Brighton, over four miles of grading, has been completed, and considerable stretches have also been graded in the vicinity of Collierville, and other points between Cobourg and the Don Valley. An effort is being made by the residents of the lake front towns to induce the company to change the route of the line easterly from Trenton, so that it will take in all the lake shore territory, striking the C.N. Quebec line at Hawkesbury, from which point the company has already a connection with Ottawa. W. Mackenzie, President C.N.R., on his return to Toronto from Halifax, N.S. recently was waited upon by a delegation representative of the lake front towns between Toronto and Prescott, to urge consideration of the matter.

D. D. Mann, Vice-President C.N.R., said in an interview in Toronto, Dec. 16: "We will erect repair shops and a roundhouse in Toronto next summer. Should we be given the right of entry, Ashbridge's Marsh will probably be the site on which they will be built. When our eastern and western lines are coupled up we will have to have very extensive shops in Toronto. And as our eastern line is being built under a year's contract, and should be finished, as far as Trenton next fall, we will have to start constructing these shops in the summer. They will be large enough for the requirements of our two lines running out of Toronto, and will be so arranged that extensions can be made just as fast as the exigencies of business demand. The suggestion has been made that Ashbridge's Marsh would be an excellent site,

westerly, to the Saskatoon-Calgary line; Lashburn, westerly, to between Camrose and Edmonton; Saskatoon-Calgary line near tp. 26, r. 6, w. 4 m. to Rocky Mountain House; Saskatoon-Calgary near the crossing of Red Deer River, north-westerly, through or near Innsfail and Rocky Mountain House to head waters of Brazeau and McLeod Rivers and to Yellowhead Pass; Winnipegosis, southerly, to constructed line near south end of Lake Manitoba; from authorized line between Prince Albert and Battleford near tp. 49, r. 2, w. 3 m., north-westerly and northerly to Great Slave Lake; from authorized line east of Lake Manitoba, westerly, via the Narrows to its constructed line between Grandview and Roblin. The company asks power to issue bonds to the amount of \$25,000 in addition to \$5,000 a mile for specific purposes mentioned in sec. 4, chap. 50, of the statutes of 1902, and excepting that in respect of any of the lines constructed west of the easterly limit of the foothills of the Rocky Mountains, bonds to the value of \$35,000 a mile may be issued. The decision of the Minister of Railways shall be final as to the limit of the easterly limit of the foothills of the Rocky Mountains.

The bill also provides for an extension of time for the construction of the following lines authorized by sec. 2, chap. 92 of the statutes of 1902:—from Strathcona, south-easterly to Calgary, Alta., from Lethbridge, south-westerly to the Intercolonial boundary between ranges one and four west of the third meridian, Sask., from near Russell, on the Roosburgh branch, westerly via Yorkton, to near Goose Lake, Sask.; from 10 miles north of the company's line between Winnipeg and Ste. Anne, Man., generally southerly north-easterly down the valley of the Carron River to a point near Pas Mission on the Saskatchewan River, and from the Saskatchewan River, north-easterly to the Saskatchewan River, north-easterly to the South Saskatchewan River, from near the crossing of the South Saskatchewan River near the company's Prince Albert

necessary sanction had been given by the British Columbia Legislature to the agreement made with the Government concerning work to be proceeded with on the line to Vancouver.

The Supreme Court of Ottawa gave judgment Dec. 13, in the case in which the Canadian Northern Ry. appealed against an order of the Board of Railway Commissioners requiring it to fence certain portions of its railways. The court dismissed the appeal as to enclosed lands, but allowed it so far as unenclosed lands are concerned.

Edmonton and Slave Lake Ry.—The Dominion Parliament is being asked to authorize the company to amalgamate with the C.N. Ry. Co., Yellow Head Pass to Vancouver.—We are officially advised that during last summer an instrumental survey was made of the North Thompson River valley from Kamloops to Cranberry Lake, and a location projected thereon has been approved for 88 miles north from Kamloops. This survey was made by C. F. Hartung and Jno. Irene, in charge of parties working from Cranberry Lake south and from Kamloops north, respectively. These two parties are now working independently. The Fraser River line, Hastings from Cranberry Lake, via Yellow Head Pass, trying easterly towards New Westminster, down the South Thompson. A survey of the Fraser River valley was also made during the summer from seven miles up the South Thompson above Lytton, westerly, for 37 miles, by J. V. Nimmo, to a junction with a party in charge of W. R. Gwyer, working easterly up from Yale, which party has since been running the line from Yale westerly towards New Westminster where they were expected about the end of 1901. Of this work, 15 miles from Yale up the Fraser River and 6 miles from Lytton the engineer in charge of the surveys.

Winnipeg and Pacific Ry.—A U.S. press report states that contractors are about to be let for the construction of an extension of the Thurluth, Rainy Lake and Winnipeg Ry., from near Virgina to the border, a distance of 70 miles.

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territory, striking the C.N. Quebec line at Hawkesbury, from which point the company has already a connection with Ottawa. W. Mackenzie, President C.N.R., on his return to Toronto from Halifax, N.S., recently was waited upon by a delegation representative of the lake front towns between Toronto and Prescott. To the right of entry, should we be given, the right of entry, Ashbridge's Marsh will probably be the site on which they will be built. When our eastern and western lines are coupled up we will have to have very extensive shops in Toronto. And as our eastern line is being built under a year's contract, and should be finished as far as Trenton next fall, we will have to start constructing these shops in the summer. They will be large enough for the requirements of our two lines running out of Toronto, and will be so arranged that extensions can be made just as fast as the exigencies of business demand. The suggestion has been made that Ashbridge's Marsh would be an excellent site, and should the city grant us the right to construct a line down there the district may be adopted. In connection with this matter the company's application for a right-of-way on the east bank of the Don into the Ashbridge's Bay district have been left over with the Toronto City Council of 1910 to deal with. Plans were filed Dec. 8, showing a proposed plan of entry of the company's line from Toronto to Buffalo into Hamilton. The plans show a route over the C.P.R. and the Toronto, Hamilton and Buffalo Ry. A Hamilton report says that the C.P.R. objects to the plan on the ground that the Hunter St. tunnel is not calculated to accommodate more than the present traffic.

Engineering parties are in the field in the vicinity of the Niagara River and

early limit of the location as \$35,000. Mountains, bonds to the value of a mile may be issued. The decision of the Minister of Railways shall be final as to the limit of the eastern limit of the foothills of the Rocky Mountains.

The bill also provides for an extension of time for the construction of the following lines authorized by sec. 2, chapter 92 of the statutes of 1908:—from Strathcona, southerly to Calgary, Alta.; from Regina, south-westerly to the international boundary between ranges one and four west of the third meridian, Sask.; from near Russell, on the Rossburn and Site Anne, Man.; generally south-easterly to the boundary of Manitoba; from near Goose Lake, Sask., from 10 miles north Fraser River and 5 miles from Lytton to the boundary of Alberta; from near Battleford, Sask., generally westerly to the Brazeau River, Alta.; from near Regina northerly to Humboldt, then easterly down the valley of the Carron River to a point near Pas Mission on the Saskatchewan River, and from between Humboldt and the South Saskatchewan River, north-easterly to the crossing of the South Saskatchewan River near the company's Prince Albert branch, and the bill further provides for further extending the time for the construction of the following lines:—from Prince Albert, Sask., to Edmonton, Alta.; from Swan River, Man., westerly to the Saskatchewan River, partially constructed; from the Morden and North-Western Ry. between Neepawa and the westerly boundary of Manitoba, and northerly to the line between Grandview and Battleford, Sask.; from near Regina, north-westerly and westerly to the Red Deer River, Alta., with a branch, from west of the Saskatchewan River northerly to tp. 46, r. 4, west of the third meridian; the railway authorized to be constructed by the Winnipeg and Hudson Bay Ry. and Steamship Co. (partly constructed) from Winnipeg to Port Nelson.

loops. This survey was under charge of Flinnings and Joe Irvine, in charge of parties working from Cranberry Lake, south and from Kamloops north, respectively. These two parties are now working from Cranberry Lake to Flinns. Flinns also made during the summer from seven miles up the South Thompson River towards Yellow Head Pass. Irvine from Kamloops westerly, down the South Thompson, to a junction with a party from New Westminster, where they were expected about the end of 1909. Of this work, 15 miles from Yale up the Fraser River and 5 miles from Lytton down, have been approved and plans for the remainder are now before the Government for approval or in course of preparation. T. H. White is the chief engineer in charge of the survey's Duluth, Winona and Pacific Ry.—A U.S. press report states that contracts are about to be let for the construction of an extension of the Duluth, Rainy Lake and Winnipeg Ry., from near Virgina to Duluth, Minn., about 70 miles. Surveys have been completed for the projected line, the only point in regard to which there is any uncertainty is the entry into Duluth. (Dec. 1909, pg. 815.)

The brakeman was a novice, and on his first run there was a stiff grade to mount, on which the engineer always had more or less trouble, but this time he came near sticking. At the station on the top of the grade, the engineer saw the new brakeman, and with a sigh, said, "I tell you what, my lad, we had a job to get up there, didn't we?" "We certainly did," replied the brakeman, "and if I hadn't put the brake on, wed have slipped back."

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January 1910

**Canadian Northern Ry. Construction, Etc.**

**Quebec and Lake St. John Ry.**—A contract has been signed, under the act granting aid to certain railways, between the Dominion Government and the company for the construction of a line from the 35th mile of the La Tuque branch to La Tuque Falls, not to exceed five miles.

**Canadian Northern Quebec Ry.**—During 1909 the company completed its cut-off from Garneau to Quebec, 78 miles, thus giving it its own independent entrance into that city. It also constructed a branch from St. Jacques to Rawdon, Que., bringing into communication with Montreal one of the oldest settled districts to the north. A railway connection with Rawdon was first proposed in 1856, but nothing was done, and the district lay unopened. The company is operating a train service on the line from Hawkesbury to Ottawa, about 58 miles, which line, however, forms part of the mileage of the Canadian Northern Ontario Ry.

**Canadian Northern Ontario Ry.**—In connection with the company's line from Hawkesbury to Ottawa application was made Jan. 6 to the Board of Railway Commissioners for authority to divert the Ottawa and Montreal road at 29 miles west of Hawkesbury if necessary. It was agreed out that the company was seeking to divert a road which it did not have power to cross. The matter was adjourned in order that the townsmen might have an opportunity of looking into the situation.

The ballasting on the line has been completed and the Ottawa yards are being laid out. The station at Henderson is only a temporary one, and is being utilized until all the questions with regard to the entrance into the city are settled. The temporary roundhouse

following day, stated to be without foundation.

The Board of Railway Commissioners issued an order, Jan. 1, authorizing the placing in operation of the line between Sellywood and Gowganda Jet, Ont., about 30 miles. A train service was put in operation Jan. 3.

**Duluth Winnipeg and Pacific Ry.**—The extension of the Duluth, Rainy Lake and Winnipeg Ry., from Virginia, Minn., southerly to Duluth, is to be constructed under the above title. The line has been located between the points named, 75 miles. It does not pass through any places of importance, but runs within a short distance of Eveleth. The work is generally heavy clay and gravel cuttings with about five miles of heavy rock work, including a tunnel of 300 ft. on the south 45 miles. The north 30 miles is lighter work, but passes through a number of swamps and muskegs, which will require draining. The bridging is generally light, excepting where the line enters larch, where a number of streets are raised overhead. It is proposed to construct ore docks at West Duluth, which will require a fairly long trestle approach.

J. B. Mann, Third Vice President C. N. Ry., is President and H. P. Gossney, of Mackenzie, Mann & Co., Toronto legal office, is Secretary. H. T. Hazen, Duluth, is Chief Engineer. (Jan. 1, pg. 43.)

The Canadian Northern Ry. has under construction a rail-road of about six miles at Kakabeka Falls, and in connection therewith is carrying on some grade revision work which will have the effect of facilitating the movement of traffic between Port Arthur and Whitefish. It is expected that the work will be completed this year.

Work on the Fort Garry station in Winnipeg is well advanced. This station will be used by the National Transcontinental Ry. as the terminus of its line from Moncton N. B. to the G. T. F. The temporary station for the line to

tended from Russell, Man., for 50 miles, and it is proposed to further extend it to a junction with the Winnipeg-Edmonton line at Buchanan, mileage 318 from Winnipeg.

The Thunderhill branch has been extended from the Manitoba boundary for about 10 miles into Saskatchewan. It is proposed to extend this line to a junction with another projected line extending from near Aberdeen, on the Winnipeg-Edmonton line to Fenton on the Prince Albert line.

During 1909 the company graded about 365 miles on the line projected from Maryfield near the Manitoba boundary, southern Saskatchewan, and southern Alberta, to Lethbridge, and laid steel on 90 miles. The Legislature proposes to guarantee the company's bonds in respect of the construction of this line through the province. Track was laid during 1909 on a spur line at Blenheim, Sask., 164 miles, and connecting with the Maryfield-Lethbridge line.

Track was laid during 1909 on the Goose Lake Branch for a further distance of 56 miles. A train service was put in operation over this branch in Oct. 1909, from Saskatoon to Rosetown, 72 miles. The grading is completed for 25 miles beyond Kindersley, which will be the divisional point on the line to Calgary. The Saskatchewan Government proposes to guarantee the company's bonds for the construction of this line.

During 1909 the company graded, according to a statement made by the Saskatchewan Minister of Public Works, 26.77 miles of the branch from Prince Albert and the chief Engineer reported Jun. 12 that to Dec. 31, 1909, track had been laid on 12.5 miles. This line, it is intended will be carried on to Battleford, from near the present end of track A branch will be constructed northwesterly to Crooked Lake, on which the Minister of Public Works recently

Canadian Northern Ontario Ry.

Hamilton Northern Ontario Ry.—In connection with the company's line from Hawkesbury to Ottawa application was made Jan. 5 to the Board of Railway Commissioners for authority to divert the Ottawa and Montreal road at 29 miles west of Hawkesbury. It was stated out that the company was seeking to divert a road which it did not have power to cross. The matter was referred in order that the township council might have an opportunity of looking into the situation.

The ballasting on the line has been completed and the Ottawa yards are being laid out. The station at Henderson is only a temporary one, and is to be utilized until all the questions with regard to the entrance into the city are settled. The temporary roundhouse is being erected at the foot of Millerson Ave. is expected to be completed early in Feb. It will accommodate 12 locomotives and will have a repair shop attached.

The C.N.C.R. at present enters the city station, Toronto, by the Don Valley Station, Toronto, by the Don Valley. In favor of the C.P.R., and it is reported real estate circles that recent purchases of land indicate that the company is desirous of securing a line so that an entrance can be obtained on the east end. The report states that the land required will enable the company to construct a line which will connect with its present right of way for the Burlington Galt line at the junction of Bayport St. and Dupont St. The project however is in the rumor stage yet.

In the conversation with the Toronto Engineer regarding Jan. 14 that the company's engineers were surveying out the property the vicinity of Burlington Street between Hamilton and Wright Ave in the neighborhood.

Ry. survey parties were making surveys in the neighborhood. The surveying made indicate a line which skirt Burlington and run with the G.T.R. to the north of the city line. The surveys have been completed and the ground which would mean the C.N.R. would pass underneath the G.T.R. would be required for the construction of the line. The surveys are to

West Duluth, which will require a fairly long tractive approach. J. B. Hanna, Third Vice President of N.P., is president, and R. P. Denison, of Mackenzie, Main & Co.'s Toronto legal office, is Secretary. H. T. Baker, Duluth, is Chief Engineer. (Jan., pg. 43.)

The Canadian Northern Ry. has under construction a cut-off of about six miles at Kakabeka Falls, and in connection therewith is carrying out some grade re-sistor work, which will have the effect of facilitating the movement of traffic between Port Arthur and Winnipeg. It is expected that the work will be completed this year. Work on the Fort Barry station in Winnipeg is well advanced. This station will be used by the National Transcontinental Ry. as the terminus of its line from Moncton, N.B. and by the G.T. Pacific Ry. as its terminus for the line to the Pacific Coast. The work will cost about \$60,000.

A delegation, representing the city council of Brandon, Man., had a conference with the C.N.R. officials at Winnipeg, Jan. 12, with respect to the erection of the proposed station and hotel there. A branch line has been completed into Brandon, Man., a distance of four miles, track being laid in 1909.

In the Oak Point train a further distance of 26 miles has been graded. This it is said is ready for the track. Thus it is expected will be laid soon. This year the rails have been applied to the Minister of Railways for the revision of the route of the trans-Canada.

A line has been completed to St. Rose du Lac, south of Lake Manitoba, a distance of 10 miles. This has been graded on the north through the Turtle Mountain country. The branch from Hatherell, Man., has been constructed through Rosedale to the boundary of Saskatchewan, a distance of about 10 miles.

The Saskatchewan Legislature has considered considerably the old catch grading the government to give preference to the C.N.R. over the G.T.R. for the construction of the line. The two roads are to

have or ab initio. A train service was put in operation over this branch in Oct., 1909, from Saskatoon to Rosetown, 72 miles. The grading is completed for 25 miles beyond Kindersley, which will be the divisional point on the line to Calgary. The Saskatchewan Government proposes to guarantee the company's bonds for the construction of this line.

During 1909 the company graded, according to a statement made by the Saskatchewan Minister of Public Works 26.7 miles of the branch from Prince Albert, and the Chief Engineer reported, Jan. 12, that to Dec. 31, 1909, track had been laid on 12.5 miles. This line, it is intended, will be carried on to Battleford, from near the present end of track. A branch will be constructed northwesterly to Crooked Lake, on which the Minister of Public Works recently told the Saskatchewan Legislature that 45.47 miles of grading had been done. This latter line is one of those for which the Saskatchewan Government is asking authority to guarantee a bond issue.

The Saskatchewan Department of Public Works gives the following information respecting the combination railway and traffic bridge at Prince Albert: This is a steel bridge on concrete piers consisting of five fixed spans of 150 ft. in length and one swing span 260 ft. in length over the navigable channel. The bridge connects Prince Albert with the north bank of the North Saskatchewan river to which point all roads from the north converge. The central portion of the bridge is devoted to the C.N.R. right of way. The highway traffic portion of the bridge consists of two 12 ft. roadway decks situated on the outside of the main truss.

The bridge from Vegreville southward is now completed for 20 miles, and is further eastward for a considerable distance. It is intended ultimately to complete the bridge on this line with the line to Athabasca at a point about 20 miles from the latter point on the line from Laramie to Athabasca Landing, Alta., a further distance of 20 miles was graded during 1909. Track on either side of this mileage during the current year. A despatch from Edmonton states that the Alberta Government

over the C.P.R. and the  
real estate circles that recent pur-  
chases of land indicate that the com-  
pany is desirous of securing a line so  
that an entrance can be obtained on the  
west. The report states that the land  
owned will enable the company to con-  
struct a line which will connect with its  
present right of way for the Toronto-  
Waterloo line at the junction of Yonge Street  
and Dupont St. The project how-  
ever is in the rumor stage yet.

In connection with the Toronto-Hamilton  
connection the Hamilton City Engineers re-  
port June 14 that the company's en-  
gineers were studying out the properties  
of electric development of its power  
in the vicinity of Burlington Beach  
and in press reports states that En-  
gineers Planning and Wright are in  
the N.O.R.R. survey parties  
in the neighborhood. The sur-  
veys being made indicate a line  
will skirt Burlington and run  
with the G.T.R. to the limit of  
their line. The surveys have been  
carried low ground which would mean  
the C.N.R. would pass underneath  
it a short distance west of the  
bridge where the G.T.R. tracks  
high. It would then head  
in the direction of the marsh,  
the mudflats canal on a low  
ridge. A sharp sharp grade  
will give the line in connection with  
the tracks east of the canal and  
west of it. It would probably run those  
on the western entrance into the

reports circulated in St. Cath-  
erines. It is thought that a site had been pur-  
chased for a station were on the

council of Brandon, Man., had a confer-  
ence with the G.S.W. officials at Winni-  
peg June 12, with respect to the erection  
of the proposed station and hotel there.  
A branch line has been completed into  
Lundee, Man., a distance of four miles,  
truck being laid to 1909  
in the Oak Point branch in a farther  
distance of 36 miles has been graded  
and is ready for the track. This it is  
expected will be laid early this year  
and will be used for the revision of the  
route of Railways for the revision of the  
line has been completed to St. Rose  
du Lac, southeast of Lake Traubel.  
Man., a distance of 13 miles.  
A further distance of 10 miles has  
been graded in the branch through the  
Turtle Mountain country, Man.  
The branch from Halibut Man., has  
been constructed through Rapid City to  
the boundary of Saskatchewan, about  
a distance of about 10 miles.

The Saskatchewan Legislature has un-  
der consideration a bill authorizing the  
Government to grant to the  
Government for construction of 50 miles of  
branch lines, of which 10 miles are to  
be constructed during the  
next season. These lines include one from Moose Jaw,  
southeastly to the British Columbia boundary,  
where it will form the branch from Mary-  
field, Man., about 10 miles from the  
junction. Regina line westward and north-  
west to Swift Current, 135 miles.  
From Maryfield to Melville 66 miles  
from the Moose Lake branch southward  
to the Grand Prairie, about 60 miles  
The Roslyn branch has been ex-

ecuted respecting the combination rail-  
way and traffic bridge at Prince Albert:  
This is a steel bridge on concrete piers  
consisting of five fixed spans of 150 ft.  
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ways track beds situated on the outside of  
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The tracks from Verville southward  
has been completed for 26 miles, and is  
under construction for a considerable  
further mileage. It is intended ultimately  
to connect up this line with the line  
under construction from Saskatoon,  
Sask. to Calgary, Alta., at a point about  
20 miles from the latter point.

The line from Edmont. to Athabas-  
ka Landing, Alta., at further distance of  
22 miles was graded during 1909. Track  
was laid from the end of this route  
during the current year. A despatch from Edmonton  
states that the Alberta Government  
has received assurances from the com-  
pany that the line will be completed to  
Edmonton, Jan. 14, on his return from  
Victoria, B.C., and in the course of an  
interview quoted that work on the main  
line west will be rushed next season and  
W. McKenzie, president reached Ed-  
monton, Jan. 14, on his return from  
Victoria, B.C., and in the course of an  
interview quoted that work on the main  
line west will be pushed to the front  
now. The company is also preparing  
to build into Grand Prairie country next

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FEBRUARY, 1910.]

THE

summer and surveyors are now in the field running preliminary lines. The Alberta government has guaranteed bonds for this section.

With respect to the surveys for the extension of the line westerly from Edmonton to the Pacific coast, B. S. Scott, an engineer in the employ of the Pacific Pass Coal Co., is quoted as stating that the C.N.R. location surveys are being made in the vicinity of the McLeod River, and that the parties are working westerly to the Yellowhead Pass. These surveys are being made for the purpose of securing a route in place of that formerly located, which has been in part taken by the G.T. Pacific Ry.

W. Mackenzie, President; D. D. Mann, Vice President; A. D. Davidson, Land Commissioner, and F. H. Phippen, General Counsel, arrived in Victoria, Jan. 6, for the purpose of completing the agreement with the British Columbia Government for the construction of the section of the line from the western boundary of Alberta to Vancouver. Speaking at a dinner given by the Canadian Club, Jan. 6, Mr. Mackenzie said the C.N.R. had long aimed at reaching the Pacific coast, and now there was every assurance that this policy would be carried into effect. The Premier of British Columbia, who also spoke, said the Government would aim at securing for the people of the province competition with the existing line, and if this competition was secured by the construction of the C.N.R., as he believed would be the case, there would be a complete transformation in the province within five years. A deputation from the Boards of Trade of Vancouver and Victoria waited on the C.N.R. officers, Jan. 11, to discuss rates, and asked that a clause be inserted in the agreement with the Government with regard to freight and passenger rates. The negotiations were brought to

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A report from Vancouver, Jan. 12, states that the entire line between Hope and the Yellowhead Pass, via Kamloops, has been located, with the exception of a stretch of 50 miles between Tete Jaune Cache and the pass. The surveys for this section are being proceeded with under C. F. Hannington. A party under W. K. Gwyer completed a traverse survey of the proposed line through the Fraser River valley between Hope and the New Westminster bridge, about 70 miles. The results, T. H. White, Chief Engineer in charge, is said as saying, are very satisfactory. The maximum gradient is 0.4%, and this occurs at only two or three points near Hope. At other points it has been possible to obtain 0.1% gradient. Two small tunnels may have to be driven, one 15 feet below Hope, and the other at a mas mountain. The first location survey was commenced Jan. 17. (Jan. 20, 1910)

Portland Canal Short Line Ry.—The work for the construction of this rail-

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...es below Hope, and the ...  
...mas mountain. The first location sur-  
... was commenced Jan. 17. (Jan.  
... 17)

Portland Canal Short Line Ry.—The  
...ter for the construction of this rail-  
...s reported to have been secured by  
...an Northern Ry. interests. The  
...to be constructed will be about 15  
... long, and will connect up some  
...ries with Edgewater on Portland  
... R.C. D. D. Mann, Vice President  
... is reported to be interested in  
... of the mines which have been de-  
...ed in the district. (Aug., 1909.)

Victoria and Barkley Sound Ry.—In  
...view Jan. 6, W. MacKenzie, Presi-  
... is reported to have stated that the  
... interests would probably pur-  
... this charter. Negotiations have  
... in progress between M. E. Cartin,  
... taining the V. and B.S.R., and  
... interests for the sale of the char-  
... The company has completed sur-  
... for about 40 miles of its projected  
... way from Victoria. (Aug., 1909.)

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## THE RAILWAY AND MARINE WORLD.

**grading and wooden bridges.** They have done considerable clearing of right of way and about 400,000 cu. yds. of excavation. They have a great number of teams on the tote road hauling in plant, tools and supplies, so as to be in readiness for the works upon which the Board of Railway Commissioners recently passed an order, practically an industrial spur, connecting the Quebec and Lake St. John Ry. with the Montmorency Pulp Co.'s mills near the Montmorency Falls. Heretofore the company's logs were sent over the falls and floated out, and the spur was hurriedly constructed in the fall of 1900 in order to handle the traffic. The work on the branch line to Hawdon, Que., has been closed down. Grading is practically completed, and some track has been laid. On the resumption of work a bridge will be constructed across the Quarau River and the branch completely. W. D. Barclay, General Manager, is quoted as having stated in Montreal, Feb. 6, that plans had been prepared for the company's Montreal terminals, and that they are being considered by the executive at Toronto. According to what Mr. Barclay is reported to have said, the site will be a central one; the cost will be about \$5,000,000, and the work will be completed within two years.

**enabling Intending contractors to bid very much lower for the work than they otherwise could.** From 179 miles west of Wolf creek to 597 miles west thereof, the work has not been placed under contract. From 697 miles west of the Wolf creek to Prince Rupert, 240 miles, the work of grading and the construction of wooden bridges is under contract with Foley, Welch and Stewart. No work has been executed on the first 40 miles, and

**Canadian Northern Quebec Ry.**—The Canadian Northern Line of the Montmorency branch, for the operation described as the Board of Railway Commissioners recently passed an order, is practically an industrial spur, connecting the Quebec and Lake St. John Ry. with the Montmorency Pulp Co.'s mills near the Montmorency Falls. Heretofore the company's logs were sent over the falls and floated out, and the spur was hurriedly constructed in the fall of 1900 in order to handle the traffic. The work on the branch line to Hawdon, Que., has been closed down. Grading is practically completed, and some track has been laid. On the resumption of work a bridge will be constructed across the Quarau River and the branch completely. W. D. Barclay, General Manager, is quoted as having stated in Montreal, Feb. 6, that plans had been prepared for the company's Montreal terminals, and that they are being considered by the executive at Toronto. According to what Mr. Barclay is reported to have said, the site will be a central one; the cost will be about \$5,000,000, and the work will be completed within two years.

**Canadian Northern Ontario Ry.**—A bill has been passed by the House of Commons, authorizing the company to construct the railways mentioned on page 43 of our Jan. issue, and extending the time of their issue, and within which certain of the lines authorized by sec. 2, chap. 92, of the Statute of Limitations, may be entered into. The bill has been passed by the House of Commons, authorizing the company to enter into contracts for the construction of the lines mentioned on page 43 of our Jan. issue, and within which certain of the lines authorized by sec. 2, chap. 92, of the Statute of Limitations, may be entered into.

**James Bay and Eastern Ry.**—A bill has been passed by the House of Commons and is now before the Senate incorporating a company with this title to construct a railway from the Canadian Northern Ry. near Lake Athabasca, generally easterly and southeasterly, passing south of Lake St. John to the mouth of the Saguenay River, with a branch to Ha Ha Bay on the Saguenay River. The provisional directors are—G. G. Ruel, G. F. Macdonnell, R. H. M. Temple, A. J. Reid, R. P. Ormsby.

**Wabunpitae Ry.**—The Ontario Legislature is being asked to incorporate a company with this title to construct a railway to be operated by steam or electricity from some point on the Canadian Northern Ontario Ry. in the township of Hutton or Creelman northerly, passing through the Ontario Lakes, to the Burwash and Welcome Lakes, to the Wanapitei River, above the outlet from Welcome Lake. The provisional directors are—D. D. Mann, D. B. Hanna, F. H. Pridden, G. F. Macdonnell, Toronto.

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The work on the branch line to Rawdon, Que., has been closed down. Grading is practically completed, and some track has been laid. On the resumption of work a bridge will be constructed across the Quareau River and the branch completely.

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~~has~~ Canadian Northern Ontario Ry.—A bill has been passed by the House of Commons authorizing the company to enter into agreements as specified by sec. 361 of the Railway Act with the following companies:—Central Ontario Ry., Ontario and Ottawa Ry., Irondale, Bancroft and Ottawa Ry., Marmora Ry. and Mining Co., Bay of Quinte Ry., Brockville, Westport and North Western Ry., Toronto, Niagara and Western Ry. and Bessemer and Barry's Bay Ry.

Work on the Hawkesbury-Ottawa line has been completed, and trains are being operated over it. There are questions connected with the entrance of the line into Ottawa from Toronto yet to be settled, but for the present construction in Ottawa is completed.

The construction of the first 100 miles of the Toronto-Ottawa line, from the Don valley to Trenton, is being pushed forward. The work is being carried out by the general contractor—Angus Sin-

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A train service was started over the Maryfield branch line, Feb. 7. Track has been laid for 80 miles, and grading has been completed for a further 80 miles.

The bill for the ratification of the agreement between the company and the B.C. Government for the construction of a line from the Alberta—B.C. boundary to Vancouver, is under discussion by the B.C. Legislature. It is said that R. G. Tatlow, who has resigned the office of Provisional Treasurer, will be appointed a Commissioner to take charge of the funds realized by the sale of the securities and pay them out to the C.N.R. for the construction of this line, and to the Kettle River Valley Ry. in respect of the construction of the line from Grand Forks to Vancouver. (Feb., pg. 169.)

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The company has completed and opened for traffic the extension of its line from Sellwood Jct. to Gow Ganda Jct., Ont., 30.7 miles. The construction was carried out by Angus Sinclair Co.

**Ontario and Ottawa Ry.**—A bill has been passed by the House of Commons and is now before the Senate incorporating a company with this title to construct a railway from the Canadian Northern Ry. near Lake Couchiching, easterly to Snowdon tp., Haliburton county, Ont.; and from Herschell tp., Hastings county, easterly to Renfrew, thence crossing the Ottawa River and continuing in a generally south-easterly direction to Hull, Que., or recrossing the Ottawa River to Ottawa. The company is authorized to enter into agreements with the various Mackenzie, Mann & Co. lines, and also with the Central Ontario

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**W. Mackenzie.** President is credited with stating in Montreal recently that the company will build 500 or 600 miles of line west of Port Arthur this year, and will make a good start on the B.C. section.

**Wellington Collieries Ry., Etc.**—Press reports state that the Wellington Collieries, the railway, steam and other vessels, and the other Dunsmuir properties on Vancouver Island, have been sold, one report stating that the C.P.R. is the purchaser, and another the Canadian Northern Ry. A Victoria, B.C., telegram of Feb. 11, says that Mackenzie & Mann are the real owners of the great coal mines and coal bed areas on the Dunsmuir interests on Vancouver Island. The price paid is said to have been \$11,000,000, and the firm is reported to have been backed in the deal by J. P. Morgan, of New York, and his associates. A part of the project is to erect immense steel and iron works on the Island, and one of the provisions laid down is that \$5,500,000 is to be spent at once on developing mines and the associated enterprises. The price, \$11,000,000, must be paid in cash by May 1.

The Interstate Commerce Commission in the case of T. M. Partridge Lumber Co. vs. Great Northern Ry. Co. et al., including the Canadian Northern Ry. Co., has declared that the rates on fence posts and poles from Rainyette and War-

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The Interstate Commerce Commission in the case of T. M. Partridge Lumber Co. vs. Great Northern Ry. Co. et al., including the Canadian Northern Ry. Co., has declared that the rates on fence posts and poles from Beaudette and Warroad, Minn., are unreasonable and has prescribed new rates. Through routes have been established from Beaudette to such destination points.

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