

THE  
SYDNEY AND  
LOUISBURG  
RAILWAY

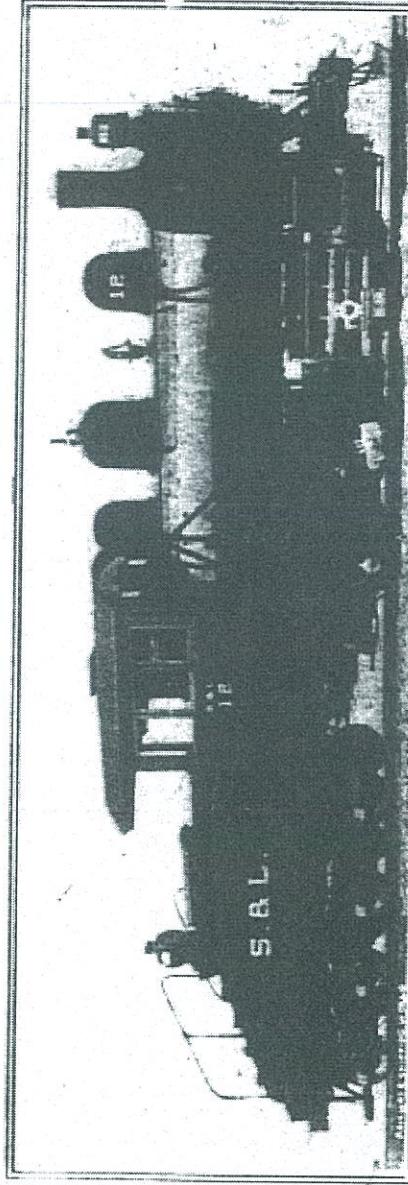
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**THE LOCOMOTIVE AND MACHINE COMPANY OF  
MONTREAL, LIMITED**

Imperial Bank Building, Victoria Square, Montreal, Canada

**Builders of LOCOMOTIVES for all Classes of Service**



**NEW YORK OFFICE, - American "Locomotive" Company, 25 Broad Street.**

See also Quebec Southern Ry. and Montreal-Longueuil bridge.

The Sydney and Louisburg Ry., it is reported, is to be relaid with heavy steel rails, and a branch line built to Lingan beach, a favorite summer resort. A passenger station and freight house is to be erected at Sydney, N.S., and an iron bridge is to be constructed over the tracks at Charlotte St., Sydney.

December 1901

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[DEC., 1901.]

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**Sault Ste. Marie (Mich.) Terminal Co.**—F. H. Clergue, C.W. Worthington, H. Von Shon, J. H. More, and J. E. Whalen, all of Sault Ste. Marie, have been incorporated under the Union Depot Act of the State of Michigan, for the purpose of building a union station, with terminal facilities, in Sault Ste. Marie, Mich. The Co. has a capital of \$100,000, and it is proposed to locate the station on the power canal of the Lake Superior Power Co. It is said spur tracks will be built around the town connecting with the railways and manufacturing institutions along the canal.

**South Shore Line Ry. (N.B.)**—During the past few months ballast trains have been at work all along the line, 40,000 new ties have been put in, and the road bed generally improved. At New Musquash the location of the line has been straightened and a new bridge built. A new drawbridge has been completed at Musquash, and a bridge at Diggush.

**South Shore Ry. (Que.)**—It is proposed to relay all the tracks with 80 lb. steel rails, for which purpose rails have already been delivered at Sorel. The whole of the line is to be put in thorough order, and as soon as the bridges over the St. Francis and Yamaska rivers are completed the line will be extended to Levis. J. McCarthy, C.E., has been appointed Chief Engineer.

See also Quebec Southern Ry. and Montreal-Longueuil bridge.

**The Sydney and Louisburg Ry.**, it is reported, is to be relaid with heavy steel rails, and a branch line built to Lingan beach, a favorite summer resort. A passenger station and freight house is to be erected at Sydney, N.S., and an iron bridge is to be constructed over the tracks at Charlotte St., Sydney.

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## THE RAILWAY AND MARINE WORLD

British gunboat Starling, which was sold owing to the reorganization of the navy last year. The company has also purchased the Bounce, another gunboat, for use as a tug, and will bring her out in the spring.

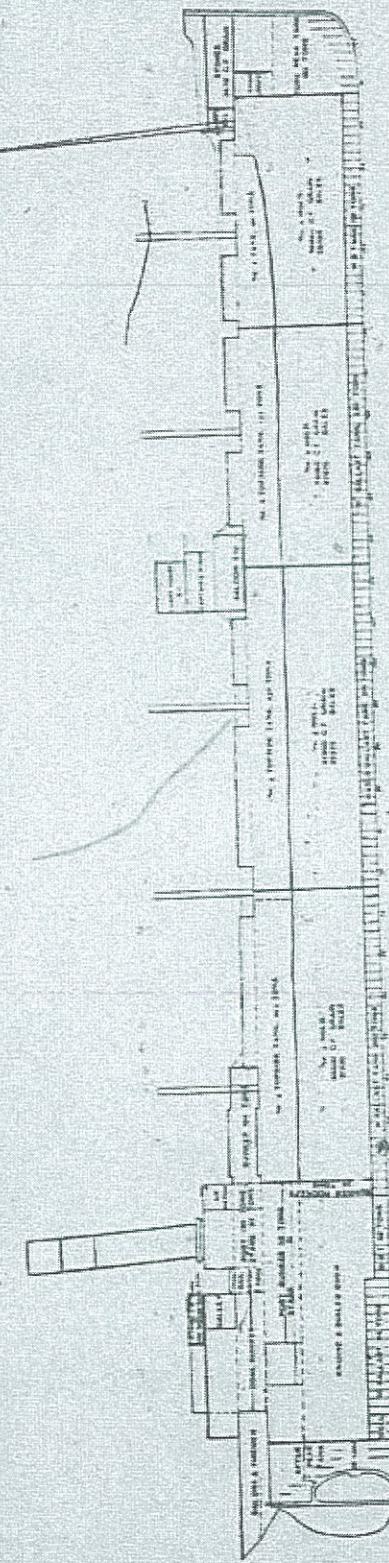
The Dominion steamers Minto and Stanley were equipped with the Marconi Wireless telegraph apparatus for the winter season of navigation, 1904-05, and aided in bringing about a considerable diminution of the expense to the Government in maintaining the service. Owing to the fact, however, that there was no shore station with which these boats could communicate, the best results

sailors and firemen; the saloon, "captain's room, etc., are amidships, and the stores forward. On the deck there are one mast for signalling, and 10 derrick posts, fitted with 18 derricks, which work through hatchways 30 ft. wide. She carries a dead weight cargo of 6,845 tons on 22.7 ft. draught, and can be loaded in about three hours from the lifts at Sydney, and discharged by grats in about six hours. The Christian Knudsen has a capacity of 316,380 bush. of grain. She is fitted with triple expansion engine, cylinders, 231, 39 and 66 in. diameter by 48 in. stroke, to which steam is supplied at 180 lbs. pressure

Quebec the first week in Jan. Capt. Riley has been appointed lecturer at Montreal, and Mr. Seaton at Quebec.

The last coal steamer to leave Montreal was the Bergenshus, which reached Sydney, N.S., Dec. 8; and the last ocean-going steamer was the Lake Michigan, which was piloted down the river and gulf by the icebreaker str. Montcalm. She left Montreal Dec. 4.

During the season of navigation of 1905, there were 11,088 vessels having a tonnage of 2,781,101 tons entered and cleared from Montreal against 10,027 vessels of 2,848,496 tons in 1904. The number of vessels using the



CAPACITY PLAN OF TWO STEAMERS UNDER CONSTRUCTION TO RUN IN THE DOMINION COAL CO.'S SERVICE.

were not obtained, and this will be remedied sure, from two single-ended boilers, 15 ft. by 11 ft. 6 in., having an indicated horse power of 1,427. In 18 vessels, 135 against 100 steam.

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sidered would be of advantage to the line.

The Dominion Coal Co., owning the Sydney and Louisburg Ry., in its report for 1905, says:—"Recognizing that an ample equipment of rolling stock, particularly cars, is a necessity for rapid delivery, for avoiding delays to ship, and for saving in operating expenses generally, it was decided this year to purchase 150 fifty-ton steel cars at a cost of \$162,000. The greater number of the company's wooden cars have been remodelled and practically rebuilt in the company's own shops, and this part of the equipment is now in a thoroughly efficient and serviceable condition; this repair work has been charged to operating expenses."

The switching locomotive recently com-  
pleted at the S. Thomas Ont. shops of the

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**Sydney and Louisbourg Ry.**—The Dominion Coal Co., in its annual report for 1906, refers to the opening up of two new mines in the Luigan district, which will necessitate the construction of a branch line to connect them with the S. and L. Ry. The line has been located and its construction is expected to be started early in the spring.

**Temiskaming and Northern Ontario Ry.**—A survey party is engaged in looking for a ~~route~~ for a branch from the main line near

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Newfoundland, is being completed.

**Sydney and Louisburg Ry.**—We are officially advised that the Dominion Coal Co. has been making some surveys to ascertain the best line for connecting the Victoria-Luigan mine areas with the main line of the S. and L. Ry. So far these surveys are merely preliminary, and a definite location has not been selected. It is probable, however, that the location which will be adopted will leave the main line somewhere between the Old Gardner mine and Grand Lake, running down approximately in the middle of the peninsula towards the Old Victoria mine. The company has not reached any definite decision as to when construction will be undertaken. (Sept., pg. 665.)

**Temiskaming and Northern Ontario Ry.**—The erection of a building at North Bay, ~~and~~ <sup>for</sup> ~~the~~ <sup>new</sup> stores department, and

October 1907

Mines Ry., Oct., 1907, pg. 747).

**Sydney and Louisburg Ry.**—The branch line under construction from Grand Lake Junction to Victoria Mines, N.S., will have a total length of seven miles. The Lindsay Construction Co., Liverpool, N.S., has the contract, and satisfactory progress is being made with the work. Surveys are being made for a line from Victoria mines to Luigan mines, a distance of  $2\frac{1}{2}$  miles. C. M. Odell is Resident Engineer in charge for the Dominion Coal Co. (Jan., pg. 23.)

**Temiskaming and Northern Ontario Ry.**—Referring to the statement in the statistics

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iron, and 229,000 tons in other freight.

DOMINION COAL Co.—Sydney to Louisburg, N.S., 39.30 miles; main line to Bore Hole, 0.04 mile; main line to International mine, 0.25 mile; main line to Reserve mine, 2.30 miles; main line to Caledonia mine, 1.20 miles; main line to Hub mine, 0.93 mile; main line to point in direction of Point Morien, 0.38 mile; main line to Glace Bay wharf, 1 mile; main line to Wash plant, 0.54 mile; main line to Dominion No. 6 colliery, 5.32 miles; main line to Mira quarry, 0.25 mile; main line to Sydney coal yard, 1.23 miles; leased main line to I.C.R. at Sydney, 1.25 miles; total mileage operated, 53.99 miles, all laid with 80-lb. steel, standard gauge. The company owns 23 locomotives and 1,527 cars, and during the year ended June 30, 1906, carried 3,570,115 tons of coal, and 200,846 tons of other freight.

WELLINGTON COLLIERY Co.—Ladysmith

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tonnages and rates were  
the year ended June 30, 1906, 639,077 tons  
of coal; 131,510 tons of iron ore, 36,498 tons  
iron, and 220,550 tons of other freight.

### Coal and Iron Mining Railways.

In addition to the various steam railways doing a general freight and passenger business in various sections of the Dominion, there are several lines owned by coal and iron mining companies and operated for their private purposes. Of seven of these companies five are located in Nova Scotia and two in British Columbia. The total length of line operated is 144.49 miles, all of which except one mile is laid with steel rails, and the companies own 30 locomotives and 2,625 cars. During the year ended June 30, 1906, they carried 3,198,375 tons of coal, 219,050 tons of iron ore, 100,906 tons of iron, and 497,009 tons of other freight, a grand total of 6,015,430 tons. With the exception of the Dominion Coal Co.'s line, the Sydney and Louisburg Ry., none of these lines are included in the general railway statistics of the Dominion. In these the Nova Scotia Steel and Coal Co. is mentioned as operating the line of the old New Glasgow Iron, Coal and Ry. Co., 72.50 miles, from New Glasgow to Sunny Brae, N.S., and the Wellington Colliery Co. is referred to as operating a line of 10.75 miles from Union Bay to Cumberland, B.C. The freight statistics given in the general report vary from those given in the report as to coal lines, while those given in connection with the Dominion Coal Co.'s line agree with those given under the Sydney and Louisburg Ry. in the general report. Following are the principal particulars with respect to the different lines:

ACADIA COAL CO., LTD.—Intercolonial Ry. to Slopes Colliery, 2.50 miles; Allan Shaft colliery to New Glasgow, N.S., 1.00 mile; siding, 2.50 miles; New Glasgow to Thorburn, 1.00 miles; sidings at Thorburn, 1.00 mile; sidings along road, 1.00 mile; total mileage operated, 14.00 miles; standard gauge; 1.3 miles of track laid with 56 lb. steel rails, and one half laid with 50 lb. iron rails, two junctions with other railways. The company owns three locomotives, and during the year ended June 30, 1906, carried 124,000 tons of coal, and 10,000 tons of other freight.

INTERCOLONIAL COAL MINING CO., LTD.—Drummond colliery to Abercrombie pier, Pictou Harbor, N.S., 10.00 miles; Drummond colliery to Drummond siding, connecting the colliery with the Intercolonial Ry., 0.50 mile; total mileage operated, 10.50 miles, standard gauge, laid with 56-lb. steel; one junction

to M. P. & I. T. Davis—From the Quebec-N.B. boundary westward 52.4 miles. To E. F. & G. E. Fouquier—From a point 8 miles west of the Abitibi river, Ont., westward 100 miles; and from Lake Nepigon westward 75 miles.

Dominion Coal Co.—Sydney to Louisburg, N.S., 39.30 miles; main line to Bore Hole, 0.94 mile; main line to International mine, 0.25 mile; main line to Reserve mine, 2.30 miles; main line to Caledonia mine, 1.20 miles; main line to Hub mine, 0.93 mile; main line to point in direction of Point Morien, 0.38 mile; main line to Glace Bay wharf, 1 mile; main line to Wash plant, 0.54 mile; main line to Dominion No. 6 colliery, 5.32 miles; main line to Mira quarry, 0.25 miles; main line to Sydney coal yard, 1.23 miles; leased main line to I.C.R. at Sydney, 1.25 miles; total mileage operated, 53.99 miles, all laid with 80-lb. steel, standard gauge. The company owns 23 locomotives and 1,527 cars, and during the year ended June 30, 1906, carried 3,570,115 tons of coal, and 200,846 tons of other freight.

WELLINGTON COLLIERY CO.—Laddysmith to Wellington, B.C., extension, 1.1 miles; Esquimalt and Nanaimo Ry., Laddysmith to wharves at Laddysmith, B.C., 1 mile; siding, 1 mile; total mileage operated, 13 miles; standard gauge, laid with 50 and 60-lb. rails. The company owns six locomotives and 250 cars, and during the year ended June 30, 1906, carried 335,149 tons of coal and 1,513 tons of other freight.

WESTERN FUEL CO.—Wharves to Harewood mine, B.C., 7 miles of standard gauge, laid with 56-lb. steel rails. The company owns three locomotives and 272 cars, and during the year ended June 30, 1906, carried 160,352 tons of coal and 1,000 tons of other freight, consisting almost entirely of mine stores and timber.

### National Transcontinental Ry.

Contracts were awarded Mar. 28, for six sections of the railway, aggregating 366 miles, as follows:

To the G.I. Pacific Ry. Co.—From a point 58 miles west of Moncton, N.B., westward to 39.7 miles, and from the latter point westward to the Tobique river, N.B., 67 miles.

To the Willard-Kitchen Co.—From the

Tobique river to Grand Falls, N.B., 31.5 miles.

To M. P. & I. T. Davis—From the Quebec-N.B. boundary westward 52.4 miles.

To E. F. & G. E. Fouquier—From a point 8 miles west of the Abitibi river, Ont., westward 100 miles; and from Lake Nepigon westward 75 miles.

ASSISTANT CHIEF COMMISSIONER.—The Deputy Chief Commissioner, the powers of Chief Commissioner shall exercise the powers of Chief Commissioner. The Chief Commissioner is to preside at all meetings, and in his absence the Assistant Chief Commissioner will preside, and the opinion of either of them upon any question arising when he is presiding, which in the opinion of the Commissioner is a question of law, shall prevail. The Chief Commissioner's salary is fixed at \$10,000 a year, the Assistant Chief Commissioner's salary at \$9,000, and the Commissioners at \$8,000 a year each. These provisions are in substitution of sections in the act now standing on the Revised Statutes. New sections provide for the holding of more than one sitting at the same time, authorizing the Minister of Railways to establish such offices anywhere in Canada as may be required; and also making some amendments in connection with the procedure before the Board.

An ordinance was passed Mar. 21, appointing James Pitt Mabee, one of the Justices of the High Court of Ontario, to be Chairman of the Board of Railway Commissioners of Canada. Mr. Mabee was born at Port Rowan, Ont., Nov. 5, 1859; was educated at the Port Rowan High School, and matriculated Nov. 1877. He was called to the Ontario Bar Nov. 1, 1882, and practised from 1882 to 1887 at Listowel, Ont., and from 1887 to Jan. 1, 1905, at Stratford, Ont. He was appointed a King's Counsel in 1901, and from Jan. to Nov. 1905, practised at Toronto, as a member of the firm of Beatty, Blackstock & Co., retiring therefrom on his appointment to the High Court of Justice of Ontario. From Jan. to Nov. 1905, Mr. Mabee was also Chairman of the Canadian section of the International Waterways Commission, and from Mar. 1906 to Mar. 1908, a member of the Statute Revision Commission, on the appointment of the Ontario Government.

W. A. Hunt, formerly chief clerk in the C.N.R. Accountant's Dept., Winnipeg, has been sentenced to two years' imprisonment for defrauding the company by means of forged pay checks.

R. Robertson & Sons, Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$30,000 and offices at Toronto, to establish a general contracting business for the construction of railways, bridges, subways, etc. R. J. W. Jas. and C. S. Kohlertson, Toronto, are the provisional directors.

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## TRADE AND SUPPLY NOTES.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers or dealers in the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers to distinctly understand that we are not 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 up at any condition that accepts them will oblige us to publish reading notices in other words, our reading columns are not for sale, either to advertisers or others.

The Falls Hollow Stavholt Co., Cuyahoga Falls, Ohio, has received an order for a large tonnage of staybolt iron to be used in 30 locomotives which the American Locomotive Co. is building for the Paris and Orleans Ry., of France.

The Canadian Westinghouse Co. have issued the following publications: Magnetic Brakes, a paper read by A. L. C. Fell before the Tramway and Light Railway Association, London, Eng.; The Effect of Brake Beam Hanging upon Brake Efficiency, a paper read by F. A. Parkie before the New York Railroad Club, and two instruction pamphlets, the Type I, Triple Valve and the Type M Triple Valve.

## Coal and Iron Mining Railways.

In addition to the various steam railways doing a general freight and passenger business in various sections of the Dominion, the annual statistics of which were published as usual in our April issue, there are several lines owned by coal and iron mining companies and operated for their private purposes. Of seven of these companies five are located in Nova Scotia and two in British Columbia. The total length of line operated is 144.49 miles, all of which except one mile is laid with steel rails, and the companies own 40 locomotives and 2,625 cars. During the year ended June 30, 1906, they carried 3,188,375 tons of coal, 249,550 tons of iron ore, 100,396 tons of iron, and 497,009 tons of other freight, a grand total of 6,015,430 tons. With the exception of the Dominion Coal Co.'s line, the Sydney and Louisburg Ry., none of these lines are included in the general railway statistics of the Dominion. In these the Nova Scotia Steel and Coal Co. is mentioned as operating the line of the old New Glasgow Iron Coal and Ry. Co., 72.50 miles, from New Glasgow to Sunny Brae, N.S., and the Wellington Colliery Co. is referred to as operating a line of 10.75 miles from Union Bay to Cumberland, B.C. The freight statistics given in the general report vary from those given in the report as to coal lines, while those given in connection with the Dominion Coal Co.'s line agree with those given under the Sydney and Louisburg Ry. in the general report. Following are the principal particulars with respect to the

## Board of Railway Commissioners.

**LONDONDERRY IRON CO.—Londonderry, N.S., to Londonderry station on the inter-colonial Ry., 2.50 miles; East Mines to East Mines station, 4.00 miles; Londonderry to West Mines ore workings, 5.00 miles; siding round works at Londonderry, N.S., 3.50 miles; total mileage operated, 5.0, of which 5 is 3 ft. gauge, the remainder being standard gauge. It has two junctions with other railways.**

The company owns four locomotives and 66 cars, and carried during the year ended June 30, 1906, 114,325 tons of coal, 87,540 tons of iron ore, 41,498 tons of iron, and 43,000 tons of other freight.

**NOVA SCOTIA STEEL AND COAL CO.—Sydney Mines to North Sydney, N.S., 5 miles; branch, Sydney, No. 1, to Sydney, N.Y., 3 miles; siding at Sydney, 23 miles; total mileage operated, 31 miles; standard gauge; laid with 46 and 80 lb. steel rails; one junction with other railway. The company owns nine locomotives and 310 cars, and carried during the year ended June 30, 1906, 639,077 tons of coal, 131,510 tons of iron ore, 59,498 tons of iron, and 229,550 tons of other freight.**

**DONSTON COAL CO.—Sydney to Louisburg, N.S., 39.30 miles; main line to Bore Hole, 0.04 mile; main line to International mine, 0.25 mile; main line to Reserve mine, 2.30 miles; main line to Caledonia mine, 1.20 miles; main line to Miral Quarry, 0.25 miles; main line to Sydney coal yard, 1.23 miles; main line to Point of Point Morien, 0.38 mile; main line to Glass Bay wharf, 1 mile; main line to Wash plant, 0.34 mile; main line to Dominion No. 6 colliery, 5.32 miles; main line to Mira quarry, 0.25 mile; main line to Sydney coal yard, 1.23 miles; leased main line to C.R.R. at Sydney, 4.25 miles; total mileage operated, 53.99 miles, all laid with 50-lb. steel, standard gauge. The company owns 23 locomotives and 1,527 cars, and during the year ended June 30, 1906, carried 3,270,115 tons of coal, and 290,840 tons of other freight.**

**WELLINGTON COLLIERY CO.—Ladysmith to Wellington, B.C., extension, 11 miles; Esquimalt and Nanaimo Ry., Ladysmith to wharves at Ladysmith, B.C., 1 mile; siding, 1 mile; total mileage operated, 13 miles; standard gauge laid with 50 and 60-lb. rails. The company owns six locomotives and 250 cars, and during the year ended June 30, 1906, carried 335,110 tons of coal and 1,563 tons of other freight.**

**WESTERN IRON CO.—Wharves to Hite's wood mine, B.C., 7 miles of standard gauge laid with 56-lb. steel rails. The company owns three locomotives and 272 cars, and during the year ended June 30, 1906, carried 100,332 tons of coal and 1,000 tons of other**

with, and one crossing of another railway. The company owns two locomotives and 170 cars, and during the year ended June 30, 1906, carried 255,377 tons of coal, and 10,960 tons of other freight, mostly wood for timbering mines.

**LONDONDERRY IRON CO.—Londonderry, N.S., to Londonderry station on the inter-colonial Ry., 2.50 miles; East Mines to East Mines station, 4.00 miles; Londonderry to West Mines ore workings, 5.00 miles; siding at Londonderry, N.S., 3.50 miles; total mileage operated, 5.0, of which 5 is 3 ft. gauge, the remainder being standard gauge. It has two junctions with other railways.**

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A sitting was held at Toronto, Mar. 17, to take up such cases from the city and vicinity as the Deputy Commissioner and Commissioner Mills could dispose of. A sitting was held at Ottawa, Mar. 12, when decisions were given in a number of cases, and consideration was given as to the position in which others were in consequence of the death of the Chief Commissioner. Sittings of the Commission to dispose of local cases were held at Peterborough, Mar. 17; Toronto, Mar. 18; Ingersoll, Mar. 19, and Chatham Mar. 20.

A bill having for its object the reorganization of the Board has been given considerable consideration at the current session in the House of Commons. The bill provides for a commission of six members, the Chief Commissioner and the Assistant Chief Commissioner, judges or barristers of ten years' standing, making the Assistant Chief Commissioner eligible for the position of Chief Commissioner, giving the Assistant Chief Commissioner all the powers of Chief Commissioner. In the event of the absence of both the Chief and the Assistant Chief Commissioner, the Deputy Chief Commissioner shall exercise the powers of Chief Commissioner. The Chief Commissioner is to preside at all meetings, and in his absence the Assistant Chief Commissioner will preside, and the opinion of either of the Chief Commissioners, and in his absence the Assistant Chief Commissioner, shall be the opinion of either of the Chief Commissioners in substitution of the opinion of the Commissioner in question arising when he is presiding, which in the opinion of the Commissioner is a question of law, shall prevail. The Chief Commissioner's salary is fixed at \$10,000 a year, the Assistant Chief Commissioner's salary at \$9,000, and the Commissioners at \$8,000 a year each. These provisions are in substitution of sections in the act now standing on the Revised Statutes. New sections provide for the holding of more than one sitting at the same time; authorizing the Minister of Railways to establish such offices anywhere in Canada as may be required, and also making some amendments in connection with the procedure before the Board.

An order in-council was passed Mar. 21, appointing James Pitt Malbe, one of the Justices of the High Court of Ontario, to be Chairman of the Board of Railway Commissioners of Canada. Mr. Malbe was born at Port Rowan, Ont., Nov. 9, 1839; was educated at the Port Rowan High School, and matriculated at the University, 1857. He was called to the Ontario bar Nov. 1, 1862, and practised from 1862 to 1887 at Listowel, Ont., and from 1887 to Jan. 1, 1905 at Stratford, Ont. He was appointed a King's Counsel in 1901, and from Jan. to Nov. 1905 practised at Toronto, as a member of the firm of Beatty, Blackstock & Co., retiring therefrom on his appointment to the High Court of Justice.

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New Brunswick Crown Coal Co., Northern Coal Co., in Nova Scotia, and one company in Maine.

Sydney and Louisburg Ry.—The Nova Scotia Legislature has incorporated a company with this title to construct, purchase or lease any railway in Cape Breton Island, N.S. The capital of the company is fixed at \$1,000,000, and power is given to increase it to \$5,000,000. The principal object of the company is to take over the existing railway between Sydney and Louisburg, with its branch lines to the Dominion Coal Co.'s mines, and its connections with the Dominion Iron and Steel Co.'s plant. The existing lines have a length of about 40 miles and are owned by the Dominion Coal Co. The provisional directors are J. H. Plummer, M. J. Butler, C. S. Cameron, D. H. McDougall, and R. F. McCourt, all of whom are connected with the Dominion Coal Co. or the Dominion Iron and Steel Co.

In the D.C. Co.'s annual report it is stated that the reason for obtaining this charter was that the directors were of the opinion that the railway could be more satisfactorily carried on by an independent company operating under the Provincial railway laws than by being directly operated by the company.

Quebec and Lake St. John Ry.—Total earnings for Mar., \$49,598.53.

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(Continued from page 375.)

the tracklaying on the first 100 miles easterly. **Trunk Pacific Branch Lines.**—

The two branch lines upon which the company is concentrating its energies are the one from Melville via Regina to the International boundary near Portal, Sask., and the other from Walwright via Calgary to the International boundary near Coutts, Alta. On the first of these track was laid in 1909 from Melville to Balcarres, and grading is in progress on the 60 miles between Balcarres and Regina. A press report states that a contract has been let to the J. D. McArthur Co., who are grading this 60 miles, to do the grading on the line from Regina to Portal. The Government has notified the company that this section of the line must pass through Weyburn, or the guarantee will not be affixed to the bonds. The line which the company proposes to construct to Hudson Bay also starts from Melville. The section to Yorkton, 26 miles, was completed in 1909, and a contract has been let for the grading of a further section to Caraona, 38 miles. It is reported that contracts have been let to the J. D. McArthur Co. for a 50-mile line from Watrous to Prince Albert, Sask.; a 50-mile line from Biggar to Battleford. Work has been started by the J. D. McArthur Co. on the Lethbridge-Calgary line, upon which track was laid to Cumeron, 26 miles, in 1909. The surveys for the line into Calgary have been completed, and plans showing the route into the city were filed April 1. The line passes through the Pitman estate about three miles east of Calgary, on the Blackfoot trail, and turning south meets the C.P.R. about a mile east of the railway bridge on the Bow River. The route keeps close to the C.P.R. until the city boundary is reached, whence it passes through the hillside and sub-dustion and through east Calgary on Eighth St. (April, pg. 289.)

#### Nova Scotia Railways.

The Provincial Engineer for Nova Scotia, R. McColl, in reporting on the work of his department for the year ended Sept. 30, 1909, says there was very little railway work done. This apathy in the work of railway construction is not to be wondered at, as during the previous 10 years the railway mileage in the province increased rapidly. In 1908 there were 166 miles of subsidized railways coming under the jurisdiction of the Department; now there are 475 miles. The returns show a considerable decrease during the year, there being a falling off in traffic returns of about 9%. The principal decline was on the Sydney and Louisburg Ry., where there was a decrease of 16%; the Inverness and Richmond Ry. and Coal Co., a decrease of 11%; the Halifax and South Western Ry., a decrease of 4%. The Maritime Coal, Ry., and Power Co. showed an increase of 25%, and the Cumberland Coal and Ry. Co., an increase of 8%. The decrease is almost entirely attributed to the labor troubles in connection with the coal trade, so far as the Sydney and Louisburg Ry., and the Inverness and Richmond Ry. and Coal Co., are concerned; and the dullness of the lumber trade affecting the Halifax and South Western Ry.

There are 634 miles of railway owned by 11 communities under Provincial jurisdiction; the Intercolonial Ry., 467 miles and the Dominion Atlantic Ry., 221 miles, coming under Dominion jurisdiction. The total mileage of railways in the province is practically the same as in 1908, and with the exception of the construction of a branch of four miles from near Nictaux station on the Halifax and South Western Ry. to the Tarbrook Iron mines, there is no new work in hand. There is one mile of railway in operation for every 343 of the population, against one mile for every 300 in the Dominion. Taking the average of one mile for passengers appears to be slightly greater than on large railway systems. It is apparently considerably less than the average rates in Canada on the shorter lines. Over 4,000,000 tons of freight were carried on a cost of about \$800,000 to the shipper. At least half of this freight could not have been moved by water. The returns show good returns on practically all the coal carrying lines, which are owned by the colliery companies. The construction of a rail-

a derailment; one employee was killed and four injured, and of those who were neither passengers or employees three were killed and two injured. There were no passengers killed or injured in the year 1907-08.

#### Michigan Central Ry. Report.

The directors report for the year 1909, covers the operation of the following mileage.—Main line 270.07 miles; proprietary lines, 345.05 miles; leased lines, 1,117.34 miles; lines operated under trackage rights, 14.00 miles; a total of 1,746.46 miles. The amount of capital stock authorized and outstanding was \$18,718,000; the funded debt was \$42,159,000.

The total operating income was \$27,415,467.20, of which \$18,267,530.44 was from freight, \$6,655,098.85 from passengers, \$1,244,746.14 from express, \$409,212.23 from mails and from miscellaneous sources \$840,028.64. The total operating expenses were \$18,499,628.24, leaving a net income from operation of \$7,743,254.98, an increase of \$1,429,616.70 over 1908. Other sources of income brought in \$941,780.65. The deductions from income do not give details of the operations of the company's lines in Canada, but the following items of information are mentioned.—Accrued taxes in Canada, on value of real and personal property, \$38,742.78; interest on 6% Canada Southern 1st mortgage bonds, \$840,000; interest on 6% Canada Southern 2nd mortgage bonds, \$300,000; interest on 4% Leamington and St. Clair mortgage bonds, \$35,200; rental of Canada Southern Ry., \$376,000. The company expended on capital account \$1,942,436.93 on improvements to property of which \$251,980.65 was for yards and sidings; \$22,479.79 for stations and other structures, and \$486,545.19 for roadway on the Canada Southern Ry., the remainder being expended on the U.S. lines. The stocks and bonds owned or acquired under lease include 78,100 shares of the Canada Southern Ry., value \$7,810,000; 2,000 shares of the Detroit River Tunnel Co., value \$3,000,000; 4,464 shares in the Toronto, Hamilton and Buffalo Ry., value \$446,460; and bonds to the value of \$357,000 of the latter company. The total face value of stocks and bonds

#### Geodetic Survey of Canada.

A return has been issued by order of the House of Commons giving copies of all correspondence, reports, documents and orders-in-council relating to the establishment of a Geodetic Service Bureau and the commencement of a Geodetic Survey in Canada. The documents include memorials from engineering and other bodies, reports from the Chief Astronomer, the Committee of Surveys, etc., dating from 1886. A Committee on Surveys was constituted under an Order-

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entirely attributed to the labor trouble in connection with the coal trade, so far as the Sydney and Louisburg Ry. and the Inverness and Richmond Ry. and Coal Co., are concerned; and the dulness of the lumber trade affecting the Halifax and South Western Ry.

There are 634 miles of railway owned by 11 companies under Provincial jurisdiction: the Intercolonial Ry., 467 miles and the Dominion Atlantic Ry., 221 miles, coming under Dominion jurisdiction. The total mileage of railways in the province is practically the same as in 1908, and with the exception of the construction of a branch of four miles, from near Nictaux station on the Halifax and South Western Ry. to the Torbrook Iron mines, there is no new work in hand. There is one mile of railway in operation for every 343 of the population, against one mile for every 300 in the Dominion. Taking the average of the Nova Scotian railways the rate per mile for passengers appears to be slightly greater than on large railway systems, it is apparently considerably less than the average rates in Canada on the shorter lines. Over 4,000,000 tons of freight were carried at a cost of about \$800,000 to the shipper. At least half of this freight could not have been moved by water. The returns show good profits on practically all the coal carrying lines, which are owned by the collier companies. The construction of a railway for lumbering purposes by the Sable River Lumber Co., connecting with the Halifax and South Western Ry., the reconstruction of the Liverpool and Milton Tramway and its connection with the H. and S.W. Ry., and the continued extension of the Davison Lumber Co.'s railway add greatly to the freight of the H. and S.W. Ry., these three lines being great feeders to this system, and providing a very large amount of freight. The Sable River Ry. turns over nearly 10%; the Liverpool and Milton Ry. nearly 15%, and the Davison Lumber Co. nearly 40% of the entire freight of the whole H. and S.W. Ry. It is expected that when the branch from Nictaux Falls to Torbrook has been completed it will provide an additional amount of freight much greater than the total amount now carried over the existing line. The 60 mile Inverness and Richmond Ry. hauls nearly double the tonnage, and its receipts for freight are nearly equal to those for the H. and S.W. Ry. The management of the different railways are to be commended for their efforts to have their employees guard against forest fires, and have welcomed the inspection of their locomotives by the Government.

The returns of accidents during the year show 18 casualties against 17. One passenger was killed by falling off a train; seven passengers were injured by

operation of \$1,429,600,000. The value of \$11,748,200,000 and loss account do not give the company following it \$38,742,780. Southern interest on mortgage bonds, \$5,200,000. Leamin bonds, \$251,980,650. \$22,479,790. tures, and the Canada being expe stocks and under lease Canada So-2,000 share Co., value \$1,000,000 Toronto. value \$446 of \$357,000 total face owned or valued in

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Temiski Ry.—Traf 829.75; ex ings \$37,1 total \$42, \$2,595.94;

JUNE, 1910.]

THE RAIL

with this title did not pass. It was sought to obtain power to build a railway from the St. Lawrence River, in Berthier County, north-easterly to Ungava Bay, the persons named as provisional directors in the application being G. D., W. M. and J. K. Condie, R. Bickerdike, and F. Munro, Montreal.

**Sharbot Lake to Carleton Place.**—The Dominion Parliament has voted a subsidy to any railway company building a line from Sharbot Lake or Bathurst station, on the C.P.R. Toronto-Montreal line, via Lanark Village, to Carleton Place, Ont., on the C.P.R. transcontinental line, 41 miles.

**Southern Central Pacific Ry.**—Subsidies have been voted by the Dominion Parliament to aid in building the following lines:—From two miles west of Pincher station on the C.P.R. Crow's Nest Pass branch, north-easterly for 10 miles, and for another line from the same point south-westerly for 40 miles. (July, 1909, pg. 481.)

**Sydney and Louisburg Ry.**—The Nova Scotia Legislature has incorporated a company with this title with power to build lines on Cape Breton Island. We are advised that the line known as the Sydney and Louisburg Ry., now owned and operated by the Dominion Coal Co., will still continue to be an integral part of the enterprise, which now also includes the Dominion Iron and Steel Co., but will be operated separately under this new charter.

The company has under consideration the building of a spur line from the proposed North Sydney-Leitches Creek line of the Intercolonial Ry. to new collieries at Point Aconi. (Feb., 1909, pg. 105.)

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Sydney and Louisburg Ry.—The question of the construction of a subway under the tracks at McQuarrie's crossing, Sydney, N.S., is under consideration. The city engineer in his report urges that efforts be made to reduce the gradients of the approaches to the subway, so as to be more favorable for traffic, which was approved. The company has under construction a short spur from McKeegan's point to Dixon's platform, about a mile, and is reconstructing the line between mileage 30 and 31. Surveys are being made for a branch front Balls Creek, for 2.4 miles, to the Limestone quarries, and from Morinini station for 2.25 miles to the Birch grove collieries. (June, 1910, pg. 452.)

January 1911 723

are prominent in buildings. (Jan., pg. 23.)

The Sydney and Louisburg Ry. during 1910 built one mile of track on a new location in substitution for a mile of old location, and relaid 1.5 miles of the Sydney branch with 80 lb. steel. It has under survey a branch from Balls Creek to Limestone Quarry, 1.5 miles, and a branch from Morien station to Birch Grove Mine, 2.5 miles. C. M. Odell, Sydney, is Resident Engineer. (Jan., pg. 23.)

January 1911 p 113

Cove. (July, pg. 649.)

Sydney and Louisburg Ry.—Work was started June 29 on the new line from Monen Jct. to Birch Cove, N.S., about four miles. The work is being done by the company's own men. (Feb., pg. 113.)

August 1911 733

for its entire length.

**Sydney and Louisburg Ry.**--The branch now under construction to the new Birch Grove Colliery will be 2.5 miles long. It leaves the main line at Morien Jet, about midway between Sydney and Louisburg N.S. There are no bridges and nothing in the way of important engineering features. The curvature is light and the gradient against the loaded traffic in no case exceeds 25 ft. per mile. The line is intended purely for coal traffic, and is being built by day labor under the charge of the company's own officers. C. M. Odell is Resident Engineer. (Aug., pg. 733.)

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Ry. and the Provincial Government for the building of the line from St. John to Grand Falls, N.B., had been agreed to, and another for the operation of the line by the Intercolonial Ry. had been prepared. As soon as the Government's financial agents in London, Eng., approved of these, the starting of construction would be arranged. (Sept. pg. 855.)

The Shelburne and Bear River Ry. Co. was incorporated at the last session of the Nova Scotia Legislature, to build a railway from Shelburne to Bear River, with branches to any shipping point in the counties of Digby or Annapolis. The provisional directors are: J. A. McElwain, C. J. Prescott, S. King, Boston, Mass., V. J. Paton, Lunenburg, N.S. (May pg. 413.)

Sydney and Louisburg Ry. Co.—The Nova Scotia Legislature has authorized this company to acquire the railway rolling stock and terminals of the Dominion Coal Co.

October 1911 p 937

F visionnaire directors are:—H. A. McLeod.  
F G. B. Jones, J. E. McAuley  
ess Sydney and Louisburg Ry.—The Nova  
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ing building branch lines. Oct. 1911, pg.  
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ters for applicants. (Aug., 1906, p. 457.)

Sydney and Louisburg Ry.—Track was laid on 2.5 miles of new line during 1911 from Marine station to Birch Grove, N.S. An extension of a branch from Summit to Waterford Lake, one mile, is under construction, and extensions to colliery 17 and colliery 29, each one mile, are projected. (Oct., 1911, p. 327.)

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Vice President, J. W. White; treasurer, L. Alexander; Chief Engineer, T. W. Brown; directors, A. Fletcher, A. Dick, — Antler. The President had not been elected.

The Sydney and Louisburg Ry. proposes to build a new bridge in Dominion, N.S., in place of the one known as the Red bridge, and to reduce the height over the rails to not less than 15½ ft. (June, pg. 392.)

Timiskaming and Northern Ontario Ry.— In connection with the proposal to electrify one track of the double track between North

November 1912  
P 558

box cars, 10 refrigerator cars, 6 steel first class cars, 1 class G-1 and 2 class H-1 locomotives.

The Sydney and Louisburg Ry.'s private car Catalone, which is used by J. H. Plummer, President, Dominion Steel Corporation, Ltd., of which the S. & L.R. is a subsidiary, has undergone a thorough overhauling by National Steel Car Co. at Hamilton, Ont.

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is being done by the McDougal-Forster Co.  
These sheds will face Ninth Ave., while the  
passenger station will face Eighth Ave. A  
90 ft. turntable has already been put in  
position, and a locomotive house is in course  
of erection. Tracks are being laid in the  
freight and passenger yards as fast as grad-  
ing is completed. (Aug., pg. 367.)

#### Railway Rolling Stock Notes.

The Intercolonial Ry. has received 4 steel  
pit cars, 75 tons capacity, from Eastern Car  
Co.

Canadian Explosives, Ltd., has received  
1 two-way dump car from Canadian Car  
and Foundry Co.

The Acadia Coal Co., Stellarton, N.S., has  
received 100 composite mine cars from East-  
ern Car Co.

The Intercolonial Ry. is, we are officially  
advised, in the market for 3 sleeping cars  
and 4 or 5 first class cars.

The Pacific Great Eastern Ry. has received  
40 forty ton steel underframe flat cars from  
Canadian Car and Foundry Co.

The Moncton and Buctouche Ry. has bought  
1 locomotive, 1 first class passenger car  
and 1 combination baggage and smoking  
car from the Intercolonial Ry.

The C.P.R., between Aug. 15 and Sept. 15,  
received the following additions to rolling  
stock, from its Angus shops: 81 steel frame  
box cars, 10 refrigerator cars, 6 steel first  
class cars, 1 class G-1 and 3 class H-1  
locomotives.

The Sydney and Louisburg Ry.'s private  
car Catalone, which is used by J. H. Plummer,  
President, Dominion Steel Corporation,  
Ltd., of which the S. & L.R. is a subsidiary,  
has undergone a thorough overhauling by  
National Steel Car Co. at Hamilton, Ont.

The Prince Edward Island Ry. received  
recently from the Intercolonial Railway 3  
passenger cars and 1 baggage car, which  
were taken on scows from Mulgrave, N.S.  
to Charlottetown, where their standard  
gauge trucks were replaced by narrow gauge  
ones.

1914

P469

in the placing in position of three or four bridge spans and the ballasting of the tracks. (Oct., pg. 438.)

**Sydney & Louisburg Ry.**—A press report states that a contract has been let to Chappell Bros. for the erection of a locomotive house at Sydney, N.S., the building to be of concrete and brick, with a modern truss roof, and that it is expected to be completed within three months, and that the estimated cost of the work is \$75,000.

*Small Business War Board's*

1918 P 488

## MARINE WORLD

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start at Grenville, and run westerly to Montebello, thence northerly along the Salmon River Valley, to the west side of Lake Papineau; thence northerly on the east side of the North Nation River and Lake Nomining to the Rouge River Valley, where it would turn to the south-east, and along the western valley of the Rouge River to the National Trans-continental Ry. (Jan., pg. 19).

Sydney and Louisburg Ry.—The locomotive house at Sydney, N.S., is reported to have been destroyed by fire, Feb. 1; the loss being estimated at \$10,000.

Vancouver Terminal Belt Ry. Proposed

1920  
p 137

October 19 22

into Fredericton.

The Sydney & Louisburg Ry. is reported to be carrying an exceptionally heavy coal traffic, and in order to cope with it nine brakemen and firemen have been borrowed from the Canadian National Rys. For the week ended Aug. 5, there was reported to have been received for shipment at Sydney pier, over the rail-

Dec. 21, 1922, for the remainder of the  
line. (April, 1919, pg. 191.)

Sydney & Louisburg Ry.—A press  
report states that re-ballasting of the  
Sydney & Louisburg Ry., between Syd-  
ney and Louisburg, N.S., with crushed  
slag has been completed.

Timiskaming & Northern Ontario Ry

January 1923

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G.T.R. at Rouses Point, N.Y.

Sydney and Louisburg Ry.—A press  
report stated that the station at Vic-  
toria Jct., N. S., is to be moved several  
hundred yards from its present location,  
in order to meet the requirements of  
the increasing passenger traffic between  
Sydney, Glace Bay and New Waterford.  
(Jan. pg. 9.)

Timiskaming & Northern Ontario Ry.

MARCH 1923

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### Railway Rolling Stock Orders and Deliveries.

The Eastern Car Co. has completed the C.P.R.'s. order for 300 flat cars.

Canadian Car and Foundry Co. has delivered 235 60-ton box cars to Canadian National Rys.

Montreal Locomotive Works has delivered 5 mikado 2-8-2 locomotives, with cylinders 25 $\frac{1}{2}$  x 32 in., to Canadian Pacific Ry. and 2-Pacific, 4-6-2 locomotives, with cylinders 24 x 28 in., to Toronto, Hamilton and Buffalo Ry.

National Steel Car Corporation has delivered to Canadian National Rys. as follows:—1 self propelled gasoline car; 125 60-ton box cars; and 6 baggage cars, also 93 refrigerator cars out of 140 for which it received a repair order.

The 100 50-ton coal cars, and 10 workmen's cars, which are being built for the British Empire Steel Corporation, by its subsidiary, the Eastern Car Co., as men-

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