

GRAND TRUNK BETTERMENTS,

As reported in Canadian railway and marine
world. (Hamilton Public Library)

1907

1-1967

London Improvements. - EXTENSIVE works
are being carried out in the vicinity of Lon-
don, Ont., one of them being the erection of

G.T.R. Betterments, Construction, Etc.

Kingston, Smith's Falls and Ottawa Ry.—Surveys are reported completed in the vicinity of Smith's Falls, Ont., for this projected railway. The party is now working in the vicinity of Richmond.

Port Hope Subway.—Considerable progress has been made with the construction of the subway under the G.T.R., on the Lake Shore road, Port Hope, Ont. The work is being done by the company, W. Pengelley being in charge.

Tracklaying.—Two gangs are reported to be at work relaying the track between Acton and Stratford, Ont., with heavier rails. The work is being gone on with from each end and the two gangs are expected to join ends at Guelph.

London Improvements.—C. M. Hays, Second Vice-President and General Manager; E. H. Fitzhugh, Third Vice-President; W. G. Brownlee, Transportation Manager; U. E. Gillen, Superintendent; and W. Loud, Freight Traffic Manager, were in London, Ont., Oct. 10. Speaking of the question of the raising of the tracks and other work in the city, Mr. Hays said he could not say anything in regard to re-opening negotiations with the city of London. The company had completed a great work in eliminating the grade west of the city, and the results were proving most satisfactory. It is likely that the attention of the officials would be taken up with the east for some time now, as a number of changes were contemplated there.

Subsequently Superintendent Gillen stated that as soon as the new coal chutes east of Adelaide St. were completed the old ones would be moved half a mile further east. It was then proposed to straighten the line, and as soon as possible the dangerous double crossing at Egerton St. will be replaced with two tracks only. The work of straightening the line to Pottersburg was not pressing, and would probably not be commenced until

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G.T.R. Betterments, Construction, Etc.

New Buildings at Montreal.—A letter was read at the meeting of the Montreal City Council's finance committee recently, asking for a fixed assessment upon a building proposed to be erected on McGill St., for the Canadian Express Co., at a cost of \$75,000. It was stated that the G.T.R. was prepared to expend \$250,000 upon buildings on the street if the assessment were fixed at \$100,000, provided proper arrangements could be made with the city. The matter was laid over to obtain a report from the city assessors upon the proposals. According to plans appearing in the papers the new building will be 10 stories high, and will cover an area of about 10,000 sq. ft. The building will be constructed of granite with stone or glazed terra cotta for the upper storeys.

According to unconfirmed reports in the Montreal papers, if present intentions are carried out, the entire block, bounded by the St. James Hotel, the vacant property facing the Bonaventure square, the London House, the Hotel Lalonde, and the vacant property between the latter and the St. James Hotel, together with the square now facing the front of the Bonaventure Station, will be utilized for one building.

Ottawa Station and Subway.—The Railway Commissioners have had under consideration

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BRANTFORD STATION, GRAND TRUNK RAILWAY.

eight Rates.

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Montreal Track Elevation.—C. M. Hays, Second Vice-President and General Manager, stated Dec. 12, to Alderman Sadler, Chairman of the Montreal City Council Committee on Level Crossings, that a conference between the company's representatives and the council would be arranged for an early date. Personally he was in favor of a new station being built at the same time as the track elevation was carried out, but he did not know whether he would be able to get the directors in England to share his views. The plans and estimates for the work will be presented when the conference is held.

Ottawa Central Station and Hotel.—Plans for the proposed new central station and hotel at Ottawa have been submitted to the Premier and Minister of Railways for approval. It is expected that a start will be made upon the erection of the building early in the spring.

North Bay to Lake Abitibi. Press reports state that the G.T.R. will construct a line from near North Bay to a junction with the G.T. Pacific Ry. near the Frederick House River, directly south of the big bend of the Abitibi. The projected line will run through the Cobalt district to Lake Temagami, and then turn northwesterly to the junction. A line between these points is among those contemplated in the charter of the G.T. Pacific Ry.

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January 1907

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high trestle near Cove bridge. This piece of track elevation extends from Egerton St. to Hyde Park Jct., and in some places the track is being raised 35 ft. W. C. Stevens, Toronto, is the engineer in charge of the work. Other extensive improvements are in contemplation in London including track elevation, the enlargement of the station, and the rearrangement of the yards. An agreement with the city has not yet been reached, but F. H. McGuigan, Fourth Vice-President, was in the city consulting with the City Engineer upon the matter early in Dec.

Battle Creek Shops.—Extensive shops are

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Battle Creek Shops.—Extensive shops are being built at Battle Creek, Mich. The buildings comprise machine and erecting, boiler and tank shop under one roof, the building being 175 by 817 ft. It will contain 25 erecting pits, nine boiler stalls and nine tank stalls. The foundation work has been started. Other buildings will be erected, and it is expected that the whole of the buildings will be completed by the end of the year.

Track Elevation at Chicago.—The work of separating the grades of the G.T. Western Ry., 49th St. line, between Kedzie Ave. and Wallace St., Chicago, was begun on April 15, 1906, and is still in progress. The operation covered the elevating of three miles of double track main line, including the Aberdeen St. yard and also the Indiana Harbor Ry. double tracks, which are parallel with the G.T.W. Ry. tracks. Twenty-four grade crossings have been eliminated, and also the grade crossings with the Calumet Terminal and the Pennsylvania Ry., which may probably be restored when these roads decide on track elevation. The tracks were raised an average of 15 ft., giving an overhead clearance of 12 ft. on 20 of the streets, the remaining four streets on which the Chicago City Ry. operates require an overhead clearance of 13.5 ft., which was maintained by lowering these streets 1.5 ft. It was found to be more economical to elevate the tracks the full height, rather than depress all the streets. The filling for the work, which necessitated moving 550,000 cubic yards of material, was procured at Oak Glen, on the G.T.W. Ry., and handled by the company's equipment to Chicago, a distance of 20 miles. The method adopted for doing the filling, was to first elevate the south G.T. track to grade, on a temporary pile trestle, building the trestle over the streets sufficiently strong to carry traffic, but between the streets the trestle was simply made heavy enough to carry the empty cars. The trestle was then filled in between the streets, and all the timber used was removed, except the piles; the filling was unloaded in the usual way, by means

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Stratford Shops.—E. H. Fitzhugh, Vice-President, and W. D. Robb, Superintendent of Motive Power, had an interview with the Stratford aldermen, Dec. 3, and subsequently a delegation visited Montreal, where the matter of the extension of the shops was discussed. The plans contemplate the expenditure of \$200,000 instead of \$100,000, as was originally contemplated. The company desires to have an additional street closed so as to facilitate the enlargement of the shops. The deputation expressed the opinion that this would be agreed to by the citizens.

Stratford Station.—The erection of an improved station at Stratford, Ont., is one of the works which it is expected will be undertaken at an early date. It is likely that it will be accompanied by a general rearrangement of the yards and tracks.

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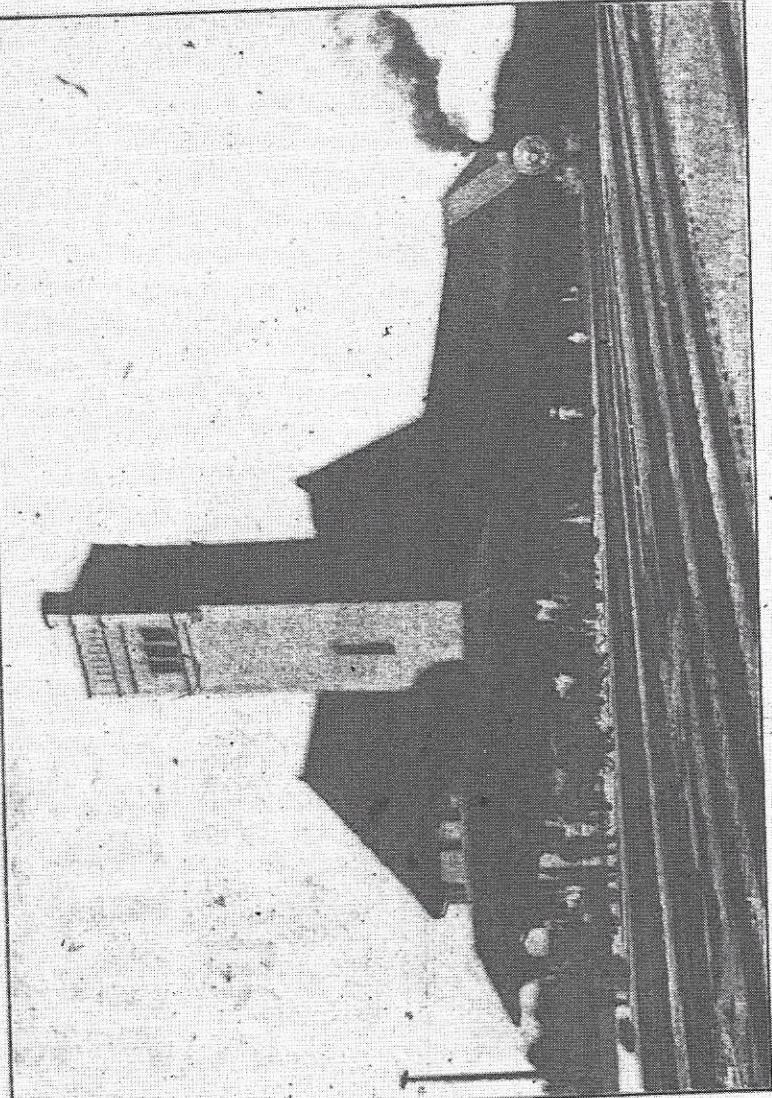
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THE RAILWAY AND MARINE WORLD

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The C.P.R. and the United States.

In a recent interview Sir T. G. Shaughnessy, President C.P.R., is reported to have said: "The C.P.R. does not extend into the U.S. It is essentially a Canadian corporation. True, it became interested in some U.S. lines 20 years ago by helping them financially when they needed aid badly. One of these lines, the Palatine, South Shore, and Atlantic, has not added to its mileage for years past. The other, commonly known as the 'Soo' line, has during the past ten years constructed a good many miles of railway, and will, no doubt, in the interest of its traffic, find it desirable to build a good many more. The Soo line is a dividend payer, and the C.P.R., like any other responsible shareholder, gives its support to the board of directors of that property whose policy is progressive and prudent. Neither the C.P.R. in Canada nor the Soo line in the U.S. builds a single mile of railway for the purpose of injuring its neighbors. Every mile added to either system is for the purpose of providing transportation facilities where they appear to be required and of adding to its revenue. The C.P.R. did not build the extension to Spokane, nor did it provide money for building it. Its relation to the Spokane International Ry. Co. is only in the nature of a traffic agreement. The rates from the east to Spokane are made on precisely the same basis as those from eastern points on any transcontinental roads to interior U.S., running counter



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Revision of Freight Rates.

G.T.R. Betterments, Construction, Etc.

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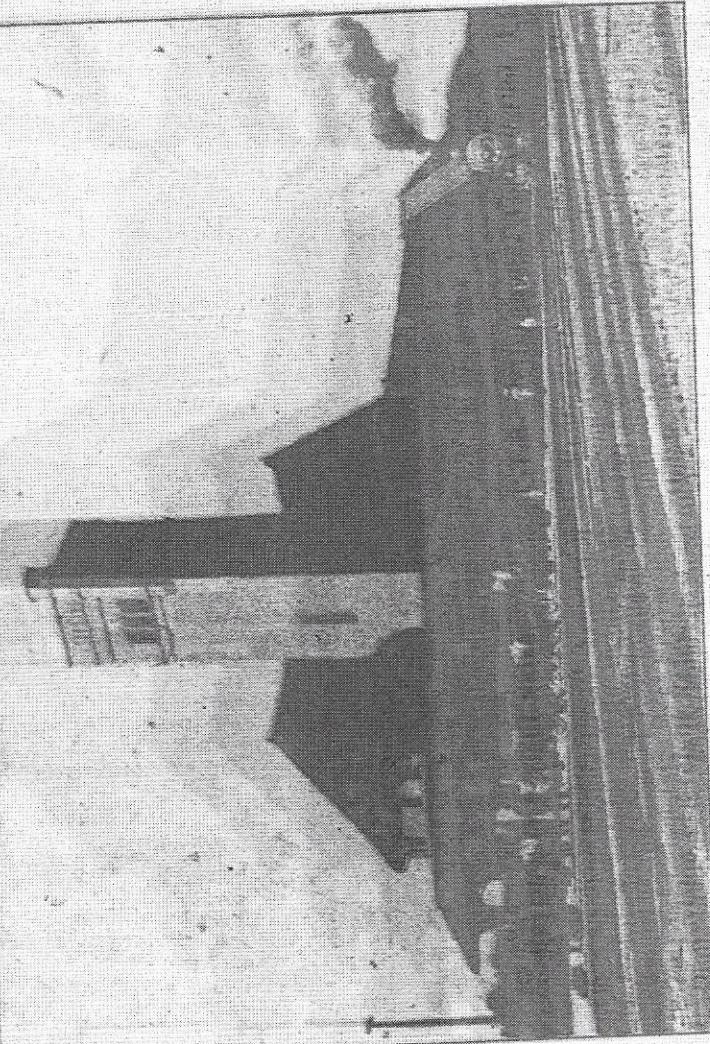
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the Canadian Manufacturers' Association and the G.T.R. has been arranged to discuss the question of readjustment of rates, and that a conference between

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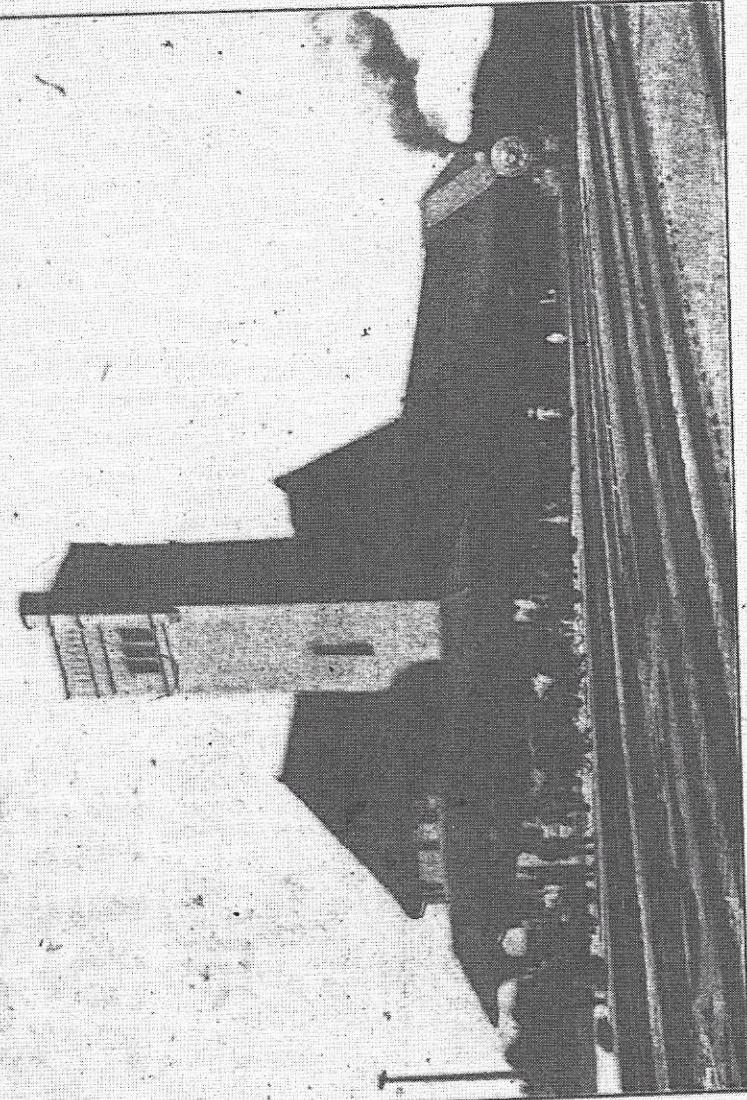
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North Bay to Lake Abitibi. - Press reports state that the G.T.R. will construct a line from near North Bay to a junction with the G.T. Pacific Ry. near the Frederick House River, directly south of the big bend of the Abitibi. The projected line will run through the Cobalt district to Lake Temagami, and then turn northwesterly to the junction. A line between these points is among those contemplated in the charter of the G.T. Pacific Ry.

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Central Station, Ottawa.—A new agreement between the G.T.R. and the Government for a lease of the canal reserve at Ottawa for the purpose of a central station was signed Jan. 7. The lease is for 999 years, the rental being \$1,100 a year, to be readjusted every 21 years. The station building is to cost at least \$250,000, to be under the control of the G.T.R., but terminal facilities are to be afforded to other companies upon fair terms. The Sparks estate, which originally granted the land to the Crown for canal purposes, objected to its utilization for railway purposes, and an agreement was reached whereby the estate was to receive \$80,000 in full settlement of its claim. This sum the G.T.R. agrees to pay. Plans are to be prepared by the company and submitted to the Government for approval within six months.

Madoc to Eldorado.—The Madoc, Ont., Board of Trades has passed a resolution asking the G.T.R. to extend its line from Madoc northerly to Eldorado, about seven miles.

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London Improvements.—The improvements west of London, Ont., are nearing completion, the filling for one track on the new elevation was expected to be finished by the end of Jan., and work on the Cove bridge was expected to be done about the same time. It is stated that when the elevation west of Rideout St. is completed and the big cut on the Hyde Park grade finished, the company will have expended \$750,000. Mayor Judd stated Jan. 14, that it was his intention to take up with the company the question of the elevation of the tracks from Rideout St. as far east as possible. (Jan., pg. 28).

EDUCATION APPOINTMENTS.

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(Jan., pg. 36).

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EDUCATION APPOINTMENTS.

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Canadian Northern Ry. Earnings, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1906, from July 1, 1906.			
Earnings	Expenses	Net Earnings	Increase or Decrease
July 1, 60,500	59,700	\$ 805,000	\$ 6,400 +
Aug. 1, 61,000	60,000	102,000	80,400 -
Sept. 6, 64,000	67,000	206,000	95,400 +
Oct. 1, 61,000	60,000	105,000	66,000 +
Nov. 1, 74,700	61,000	150,000	55,300 +
\$1,379,000	\$1,100,700	\$1,278,000	\$ 241,500 +

Average mileage in operation 2,428, against 2,370 during same period 1906.

Approximate earnings for Dec., \$356,000, against \$337,800 for Dec., 1906.

C.P.R. Earnings, Expenses, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1906, from July 1, 1906.			
Earnings	Expenses	Net Profits	Increase or Decrease
July 1, 50,000	47,800	\$ 2,200,000	\$ 754,000 +
Aug. 1, 51,000	47,800	2,431,000	229,000 +
Sept. 1, 54,000	51,000	2,060,000	169,000 +
Oct. 1, 51,000	49,000	1,915,000	66,000 +
Nov. 1, 54,700	48,000	2,050,000	55,000 +
\$1,474,700,000	\$1,152,100,000	\$2,321,600,000	\$ 682,479,400 +

Approximate earnings for Dec., \$931,000, against \$6,000 for Dec., 1906.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Nov., \$355,281,323; net earnings, \$75,397,700, against \$349,241,631 gross and \$83,034,711 net for Nov., 1906. Net earning for five months ended Nov. 30, \$2,085,485 against \$179,341,04 for same period, 1906. Approximate earnings for Dec., \$351,276, against \$21,256 for Dec., 1906.

MINERAL RANGE RY.—Approximate earnings for Dec., \$61,677, against \$52,161 for Dec., 1906.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Nov., \$1,000,866,34; net earnings, \$314,311,85; against \$1,149,648,34 gross and \$667,874,25 net for Nov., 1906. Net earnings for five months ended Nov. 30, \$3,225,573,64, against \$3,000,180,20 for same period 1906. Approximate earnings for Dec., \$862,686, against \$551,739 for Dec., 1906.

Grand Trunk Ry. Earnings, Expenses, etc.

The following figures give the earnings and expenses of the G.T.R., the Canada Atlantic Ry., the G.T. Western Ry., and the Detroit, Grand Haven and Milwaukee Ry., separately for Nov., as compared with Nov., 1906.

GRAND TRUNK RAILWAY.

Earnings	Expenses	1906	1905
		\$2,816,000	\$2,613,000
		2,097,090	1,873,164

Net earnings..... \$ 718,010 \$ 720,497

CANADA ATLANTIC RAILWAY.

Earnings	Expenses	1906	1905
		\$ 191,858	\$ 190,684
		126,780	129,473

Net earnings..... \$ 12,149 \$ 31,400

GRAND TRUNK WESTERN RAILWAY.

Earnings	Expenses	1906	1905
		\$ 511,530	\$ 574,130
		403,749	368,172

Net earnings..... \$ 108,581 \$ 106,166

DETROIT, GRAND HAVEN & MILWAUKEE RY.

Earnings	Expenses	1906	1905
		\$ 112,234	\$ 137,560
		106,365	106,553

Net earnings..... \$ 16,168 \$ 30,814

Approximate earnings for Dec., \$2,641,776, against \$1,614,574 for Dec., 1906.

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from July 1 to Dec. 31.			
	1906	1905	Increase, Decrease
Grand Trunk Ry.	\$ 2,641,776	\$ 1,614,574	\$ 1,027,202
Canada Atlantic Ry.	51,624	67,718	-16,094
G. T. Western Ry.	403,749	574,130	-170,381
D. G. H. & M. Ry.	106,365	137,560	-31,195
Total.	\$ 2,641,776	\$ 1,614,574	\$ 1,027,202

The Board of Railway Commissioners held a meeting at Ottawa on the 21st instant, and the following

New Union Station for Toronto.

The plans show that the proposed passenger station building, including baggage buildings and service plant, are to be erected on the south side of Front St. between York St. and Bay St., and will occupy the entire front between these streets. The existing express building west of York St. will be retained for the Canadian Express Co.'s service, and a new building, of similar dimensions, and with the same general relation to the passenger building, will be erected east of Bay St. for the Dominion Express Co. The northerly line of the passenger buildings is to be generally 65 ft. from the south line of Front St., leaving a plaza of this width for carriage and foot walk purposes.

The station building is generally 100 ft. wide, and between the building and the tracks there is a concourse 90 ft. wide for the general circulation of passengers.

The track layout consists of nine through tracks and two stub tracks, so arranged that there are five platforms for passengers and two platforms for the exclusive trucking of baggage and express matter. The station tracks are connected up at each end with an interlocking switching system, so that they properly join the four main tracks on the east and the two main tracks on the west, generally with double track loads, to give the greatest facility to the train movements. The passenger platforms are designed to be 1,400 ft. long, though this may be increased if found necessary, this distance being sufficient for the longest trains. They are about 20 ft. in width throughout. The new tracks at a point opposite the centre of the station will be 4 ft. higher than the present tracks, and the platforms are designed to be 8 inches above the top of the rail. This leaves a difference of about 5 ft. vertical between the grade of the platforms and the grade of Front St., which difference is overcome by three steps at the waiting room entrance and inclined surfaces transversely on the concourse between the tracks and the station, and the plaza between the station and Front St. None of the inclined surfaces exceed a slope of three-eighths of an inch per foot. The passages for exit are without any steps whatever. By this arrangement the station and platforms are, in effect, level with the street, a condition which permits of the best possible treatment of any type of station. In order to bring about this condition it has been found necessary to provide for the removal of the York St. overhead bridge, and to substitute in lieu thereof an overhead bridge just east of Bay St. It is also suggested that this bridge easterly of Bay St. can be made to take care of the traffic at the Yonge St. grade crossing, so that the necessity of a bridge at the latter street can be avoided. Foot bridges at any necessary point of crossing can be constructed without interfering with the running of the tracks. In order that it may not be necessary for any passenger to go upon any track of grade and to make this station absolutely safe and fully up to modern methods and requirements a subway 50 ft. wide is provided, opposite the centre of the station, so that any platform may be reached by means of easy stairways with landings, the total height of stairways for this purpose being about 10 ft. This method allows all trains to come to a stop directly opposite

which four tracks it is intended that trains having the bulk of express and baggage matter will be run. The baggage and express trucks cross the track area by subways beneath the tracks, and lead to the basement of the baggage and express buildings. The trucks will be raised and lowered between the subways and the platforms by means of electric lifts. There are three of these cross subways. One leading to the baggage room, one to the express building at the easterly end, and one to the express building at the westerly end of the station.

It is intended that a trainshed roof will be provided to cover the main portion of the platforms and the concourse. This shed will be 800 by 315 ft., covering about six acres. The main structure will be in three spans, and there will be a connecting roof between the trainshed and the station buildings. This roof will be a steel structure and will be well lighted and ventilated. At each end of the station concourse there are spaces for a carriage court for the accommodation of cabs, carriages and baggage transfer wagons, so that it will not be necessary to pass through the station building to get a carriage. At the extreme east end of the station a service building is provided for supplying all heat, light, steam, hot water, compressed air, refrigeration, etc., for the use of the station building and train purposes.

The general layout of the station yards and grounds, including the approach tracks, does not interfere in any way with the present freight yards of either railway.

The station building is planned primarily with a view to convenience and spaciousness and consists of a main central building with two service wings. In the main building on a level with the tracks is located the general waiting room, containing 17,242 sq. ft., which is 5,000 sq. ft. larger than the Grand Central Station in New York, or the present station in Toronto. Access to the waiting room is obtained directly by three spacious openings, containing nine doors each directly from the plaza on Front St. Egress to the trains is obtained by three similar openings containing each nine doors leading to the concourse. Ticket, telegraph, and telephone booth, information bureau, news stands, ample parcel room, and other conveniences are provided along the four sides of the waiting room, where they are easily accessible and visible. A broad passage at the east end leads directly to the baggage room, which is located in the east service wing. The capacity of this room, including the basement and first floor, is 28,000 sq. ft., or 15,000 sq. ft. larger than the present baggage room, and 6,000 sq. ft. larger than the baggage room at the Grand Central Station, New York, which is one of the largest in the U.S. A similar passage at the west end of the waiting room leads directly to the west service wing, in which are located waiting rooms for men and women, each provided with ample toilet accommodations, the women having in addition retiring rooms. Barber shop, boot-blacks and other conveniences, as well as a well-equipped, spacious lunch counter, are likewise provided in this section of building. Spacious passages running north and south are placed at each end of the waiting room, between the waiting room and the baggage room on the east, and between the waiting room and service just mentioned on the west. These passages are intended mainly for exits, and will

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with at once.

London Improvements.—The improvements west of London, Ont., are nearing completion, the filling for one track on the new elevation was expected to be finished by the end of Jan., and work on the Cove bridge was expected to be done about the same time. It is stated that when the elevation west of Rideout St. is completed and the big cut on the Hyde Park grade finished, the company will have expended \$750,000. Mayor Judd stated Jan. 14, that it was his intention to take up with the company the question of the elevation of the tracks from Rideout St. as far east as possible. (Jan., pg. 23).

2-1907

similar position on the
Fairbanks, Alaska.

G.T.R. Betterments, Construction, Etc.

Toronto-Hamilton Line.—An unconfirmed press report states that it is the intention of the company to put four tracks on its line between Toronto and Hamilton, and in connection with the plans to replace the overhead bridge on the Waterdown road with a subway. This construction of the subway, the report states, will be started this fall.

Brantford Double-Track Work.—A press report says that the last $4\frac{1}{2}$ miles of double-track work in the vicinity of Brantford, Ont., will be completed by Aug. 31. This short section lies from Brantford easterly to Alford, on the line to Hamilton.

London Improvements.—The chairman of the Railway Committee of the London City Council stated recently that the committee would shortly publish the draft agreement respecting the elevation of the G.T.R. tracks in London, Ont., submitted to the company in March. No reply had been received to this proposition therein made.

London Car Shops.—Tenders are under consideration for an addition to the car works at East London, Ont., at a cost of about \$55,000. The new building will be of brick.

Sarnia Tunnel.—E. H. Fitzhugh, Third Vice-President; W. G. Brownlee, General Transportation Manager, and Superintendent Gillen, inspected the work in operation at the Sarnia Tunnel, Aug. 9. The electrical plant for hauling the trains through the tunnel is expected to be ready for operation during Sept.

Battle Creek and Durand.—Work has been

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London Car Shops.—Tenders are under con-

August 1907

[Sept., 1907]

THE RAILWAY AND MARINE WORLD

large. The total distance along the Windmill line between the western channel and the western limit of Ashbridge's Bay immediately at the foot of Parliament St., is about two miles. Of this distance a large part is occupied by railway yards, and less than one-half of it is open for development for commercial purposes. The City has established on its map and has constructed in small part a marginal street called Lake St., and has also established a line southerly of Lake St., to which improvements by piers of wharves may be carried. What should be done with the approaches to the new station necessarily has great bearing upon the water front property. An inspection of the map, even after Lake St. is completed, shows that but a small part of Toronto water front will be capable of any extensive improvement. Between the water front and the railway tracks on the Esplanade there should be sufficient space to permit the construction of manufacturing industries, warehouses, store yards or other large terminal improvements which can be served by railway connections on the one side and water connections on the other. In this respect Toronto is exceedingly favorably situated, and the full use of such situation should, it seems to us, be secured. Without attempting to go into any details of design, we have considered and recommend to you the possibility of establishing along the water front a large marginal street that should have a width of at least 125 ft., extending from, say, Cherry St. westerly to Queen's Wharf channel, connecting at that point with a proposed boulevard, which we understand is proposed to be constructed, thence to the Humber, thus furnishing a great thoroughfare the full water front of the City. If this new street were located at a distance of at least 600 ft. from the Esplanade, which would place it just southerly of the proposed location of Lake St., between Scott and Parliament Sts., there would then be a sufficient area between such street and the Esplanade for a systematic and extensive development. The water front then could be divided so as to give in the neighborhood of the foot of Yonge, Bay and York Sts., passenger accommodations for ferries and for the passenger steamers

better to lay before you the relative advantages of the plans, so that you may see all phases of the question. From our standpoint, however, we are of the opinion that the preponderance of advantages is in favor of the elevation of the streets. It has been suggested that the station itself be placed at such elevation as to permit the tracks running to the east to pass over all streets from Bay St. easterly, such streets to be carried beneath the tracks at their existing levels. The additional cost of the construction of the station at the higher level can be taken as negligible in amount. If the main running tracks, at least four in number (which we consider sufficient) were thus elevated and Bay St. carried beneath, a total reconstruction of the existing yards of the railway companies would, however, become necessary. The local C.P.R. freight house would have to be moved and the classification and delivery tracks connected only at the west end, instead of at both ends as at present. Along Esplanade east of Yonge St. there are at present certain tracks on the surface for car delivery and other private tracks turning into industries and warehouses. It appears, after consideration, it will be impossible to do away with these tracks. Their presence is of great importance to the business of Toronto. It has been proposed, however, that no tracks of this nature be carried across Yonge St., but we consider it necessary for the accommodation of the traffic at this point that on the north the tracks should be carried as far west as Scott St., and on the south as far as the east side of Yonge St., this latter being especially necessary to provide for the shipment of fruit which now takes place at the Yonge St. wharf. These tracks would necessarily cross all the streets east of Yonge at grade. In order to diminish the danger, it has been proposed that shifting on these tracks be limited to the night hours, or that the shifting engines be preceded by a man on foot with a flag, as the danger of running a train close to, and therefore obscured by, the masonry of a viaduct, would be exceedingly dangerous. On the other hand, if the streets are carried over the railway there need be no reconstruction of the

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Nov., 1907]

THE RAILWAY AND MARINE WORLD

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MISCELLANEOUS—	
Gross earnings per mile of road	\$5,728.83
Operating expenses per mile of road	2,863.09
Net earnings per mile of road	\$2,865.74
Average mileage operated	2,020.35

MISCELLANEOUS—	
Gross earnings per mile of road	\$5,774.73
Operating expenses per mile of road	3,329.70
Net earnings per mile of road	\$2,445.03
Average mileage operated	2,232.50

Total tons freight carried, earning revenue	3,85,475	3,87,906
Total mileage of through freight	1,600,681	1,611,81,664
Total mileage of local freight	8,876,880	8,488,382
Total freight mileage, or tons carried one mile	2,37,870.67	2,27,674.240
Average ton haul for through freight	5.2	4.6

Duluth, South Shore and Atlantic Ry.

The report of this subsidiary company of the C.P.R., for the year ended June 30, consists of tabular statements which are printed without comment. The main line owned is

11-1907

Duluth, South Shore and Atlantic Ry.

The report of this subsidiary company of the C.P.R., for the year ended June 30, consists of tabular statements which are printed without comment. The main line owned is 517⁴⁴ miles; branch lines owned, 63.60 miles; total owned, 581.04 miles; trackage rights leased, 9.64 miles; total mileage operated, 590.68 miles. The only change from the mileage shown at June 30, 1906, is in the branch lines owned, where there is a decrease of 2.01 miles. The company owns 74 locomotives, 62 passenger cars, 2,880 freight cars, and 100 miscellaneous cars. The new rolling stock added during the financial year was one 85-ton switching locomotive, 100 gondola cars and 10 coal cars. The income account compared with the year ended June 30, 1906, is as follows:

		1906-07.	1905-06.
OT	Gross earnings from operation.	\$3,311,878.06	\$3,057,775.40
	Less operating expenses	2,320,857.89	2,057,459.76
10	Net earnings	\$ 991,020.17	\$1,000,315.64
82	Other income	13,654.23	14,536.15
92	Net income	\$1,004,674.40	\$1,014,831.79
26	Deductions from income		
10	Interest on bonds	\$ 850,700.00	\$ 859,700.00
88	Interest on current liabilities	30,227.51	19,016.67
13	Taxes	170,282.84	202,471.22
81	Total	\$1,060,210.35	\$1,171,187.89
97	Balance	Deficit	55,515.95 Dec. 156,336.10
50	EARNINGS AND OPERATING EXPENSES.		
94	Gross Earnings.	1906-07.	1905-06.
2,97	Merchandise freight	\$1,750,654.17	\$1,641,391.83
3,07	Iron ore freight	283,294.33	302,732.95
8,45	Passenger	1,008,650.39	951,132.26
pro-	Mail	59,470.55	59,068.76
	Express	42,532.66	45,763.49
	Sleeping and observation cars	35,419.50	32,948.25
6,92	Miscellaneous	32,849.46	25,008.12
7,13	Total	\$3,311,878.06	\$3,057,775.40
4,13	Operating Expenses.		
1,98	Maintenance of way and structures	\$ 517,543.79	\$ 477,392.50
4,44	Maintenance of equipment	301,751.63	265,377.00
28,28	Conducting transportation	1,420,227.15	1,234,837.77
16,97	General expenses	81,353.41	79,942.44
34,00	Total	\$2,320,857.89	\$2,057,459.76
21,61	Net earnings	\$ 991,020.17	\$1,000,315.64
99,02	Percentage of expenses to earnings	70.08%	67.21%
05,41	Gross earnings from operation per mile of road	5.186.89	5.153.50
48,30	Operating expenses per mile of road	3.929.13	3.471.11
30,73	Net earnings per mile of road \$	1.677.76	1.687.78
28,23	Gross earnings from operation per train mile	\$ 1,552.12	\$ 1,418.00
64,26	Operating expenses per train mile	1,087.68	974.00
11,41	Net earnings per train mile \$	464.44	444.00
11,04	PASSENGER TRAFFIC.		
100,00	The operating expenses include the cost of rebuilding and filling bridges, which for the year ended June 30, 1907, was \$5,850, and for the year ended June 30, 1906, was \$2,111,411.		
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