

## Interswitching Facilities at Owen Sound.

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Consequent on plans for the erection of a large grain elevator at Owen Sound, Ont., which is on Georgian Bay where the Sydenham River flows into it, interswitching between the Canadian National and Canadian Pacific Rys. came up for consideration. The elevator, now built and in operation, is on the west side of the river, north of the Canadian National station. All Canadian National tracks are on the west side of the river, and the Canadian Pacific tracks on the east side. After several plans had been considered by the railways and representatives of the city, and by the Board of Railway Commissioners, the latter, on Apr. 27, 1923, issued order 33,594, directing the two railways to build interchange tracks on the Canadian National or west side of the river. The Canadian Pacific had a team track on the east side, and the order called for a track parallel to this, a tail track to the south, a pile trestle across the river adjacent to Tenth St., a track connecting with the Canadian National tracks near the latter road's passenger station, and tracks on which the actual interchanging of cars might take place, south of that station. Costs were to be divided as follows: Canadian National Ry., 1/3; City of Owen Sound, 1/3; Canadian Pacific Ry., 1/6; grain elevator interests, 1/6.

Subsequently, the opinion developed in Owen Sound that it would be objectionable to have the interchange tracks in the location provided, as they would encroach on 1st Ave. West, an important thoroughfare. On the city's initiative, the matter was re-opened, the city suggesting that tracks be built, and the interchanging done, on the east side of the river. The suggested location meant that the Canadian Pacific would have to locate its team tracks elsewhere, but it expressed willingness to do this if suitable facilities could be provided elsewhere. After some negotiation, a new agreement was arrived at, which was

sanctioned by the Board of Railway Commissioners, and which provides for a track connection from the Canadian National line, carried on a pile trestle crossing the river on a skew, a tail track on the east side of the river, interchange tracks on that side, adjacent to the Canadian Pacific tracks, north of Tenth St., and additional tracks for Canadian Pacific freight loading and unloading between 12th and 13th Sts. Agreement was not arrived at concerning costs, however, the Canadian Pacific maintaining that as the interchange tracks were not being put in at its instance, the cost of providing its new team tracks should be divided as in the original agreement, and the Canadian National contending that because the new team tracks are to be purely Canadian Pacific facilities, no part of their cost should be levied on the Canadian National. The Board of Railway Commissioners, in approving the agreement as to the facilities, took the matter of costs under advisement.

The work was divided as follows: The Canadian Pacific Ry. to build the additional tracks north of 10th St., including its own team track, a total of about 2,800 ft. The Canadian National to build the track south of 10th St., the tail track, the pile trestle, which will be about 200 ft. long, and the track crossing it to connect with its own main line, about 2,000 ft. of track altogether. Canadian Pacific forces started work on Dec. 4, 1925, and completed the track to be built by that road on Dec. 9. Canadian National forces are building the pile trestle, on completion of which the remaining track work will be finished.

Canadian Railway  
and

MARINE WORLD

JANUARY 1926

P9

DAILY SUN

es—72nd Year.

OWEN SOUND, ONTARIO, WEDNESDAY, JANUARY 6, 1926

## Interswitching May Be Complete By the End of the Present Month

Mild Weather Aids Men in Work of Past Few Days.  
Cutting Concrete on 10th Street is No Easy  
Task for Track Layers

The mild weather of the past few days has greatly facilitated the work of the men engaged in laying the railway tracks across 10th street in connection with interswitching. While it was necessary to use steam pipes in order to melt the snow and ice which had accumulated on the pavement the task was not a difficult one, and did not hinder the work in the slightest. The cutting of the pavement, however, was quite another job, and the men found it no easy matter to make way for the road bed. The concrete laid in that road

was shown to be in just as perfect condition as when it was first laid, and it was hard work to break it up.

However, it is expected that before the end of the week the tracks will have been laid across the street, and as soon as everything else is ready the work of putting up the bridge across the river will be proceeded with. It is understood that the bridge is on the cars waiting for the word to be shipped to Owen Sound, and it may be here any day. It is thought that interswitching will be in operation before the end of the month.

JANUARY 6  
1926

# DRIVING PILES FOR RAILROAD BRIDGE

## First Piles Going in Some Distance from the Dock on the West Side

Work is proceeding rapidly on the west side of the river in the driving of the piling in preparation for the railway bridge to be placed across the river north of the 10th street bridge for interswitching. The first piles are being driven some distance from the edge of the docks and others will be driven into the water close to the dock, on both sides of the river. The driving of the piles will not take very long, and the bridge, which is on the way here, will be put across in good time. The tracks have been laid across in good time. The tracks have been laid across the street to connect with the C.P.R. interchange tracks, and the men are engaged in cutting the road for the other tracks, which will lead to the bridge.

JANUARY 7  
1926



# C.N.R. CREWS WORK AT BRIDGE TO-DAY

Tracks Carried up to Edge of  
Water to Let the Pile  
Driver Work

It did not take the C. N. R. crews long to get to work on the inter-switching work again once the word came through from Ottawa that permission had been granted to proceed with the erection of the bridge. A large gang of men were put to work on Wednesday morning, and the tracks have been carried right up to the edge of the water, and this will enable the pile driver to get near enough to drive the piles that have to be driven into the river. On the east side of the river special care will have to be taken to prevent any damage being done to the sewer which runs into the river just north of the 10th street bridge, and Street Commissioner McDowall is keeping an eye on this work as it progresses.

February 3, 1926



the original one-sixth, but had agreed to the change in the plans at the request of the city in order to facilitate matters. They had no interest in interswitching and had not asked for it in the first place.

Mr. Pratt, C. N. R. solicitor, said he had not understood that an agreement had been reached between the city and the C. P. R., but that his chief objection was that the C. N. R. was being asked to bear part of the cost of the C. P. R. team track on 1st avenue east. The C. P. R., he contended, was giving up half of its team track facilities, which is half of what they have in their yards, while the C. P. R. were not giving up anything. He considered that the change was all for the benefit of the C. P. R. He stated that their yard capacity was 125 cars, and that would jam them and leave no room for switching purposes, that 80 cars was all they could handle without overcrowding. He was of the opinion that the east side was the proper place for the interchange, but objected to being assessed for the costs.

Mr. Spence again contended that the change was of no increased advantage to the C. P. R. and therefore should go in as part of the work.

Mr. Pratt said that the C. N. R. has made an effort to secure trackage for teams farther south on 1st avenue east, but the city had declined to consider the proposition.

Mr. Grant, of the C. P. R. would not admit that the cost of the interchange in the new plan would be greater, but that additional trackage would cost more than had been planned. So far as the C. P. R. was concerned property damage was not to be considered, as they were relieved from that under the original order, but the new plan would relieve the city and the C. N. R. to a great extent. The extra trackage would run from \$1,500 to \$2,000.

Mr. Pratt pointed out that under the new arrangement the C. N. R. would have to have the burden of operation and would have to provide a yard engine for the purpose, whereas under the old plan the reverse would be the case and he asked that this be taken into consideration.

The agreement which had been arrived at between the City and the C. P. R. on Friday night last was read, and the Chief Commissioner wanted to know whether the land damage would be greater under this agreement to the C. N. R. and the City than under the original order. Mr. Pratt did not think that there would be any saving, especially if there was any damage to Mr. Lyons, as this would have to be shared by the C. N. R., but Mr. Spence pointed out that there would be one less track on the west side, and therefore less property damage.

This ended the presentation of the case so far as the city and the railways were concerned, and the Chief Commissioner asked that any private

parties would be heard.

W. S. Middlebro, K. C., acting for the Dominion Transportation Co., wanted the assurance that their business would not be interfered with in any way, as if they were hampered they would be entitled to damages. They did not want to see any change made in the present arrangements.

Matthew Duncan, M. P., speaking for himself and the property owners on the west side of 2nd avenue east, said that the tracks at the rear of his premises would practically put him out of business. He favored the old Tighe plan, which he said would be cheaper for the city and also the railway companies.

Mr. F. W. Lyons was also heard, and he said he ran a boarding house at the corner of 12th street and Marsh street, with 17 bedrooms and other rooms, that the property had been in his family for 51 years, and claimed that a track between his property and the C. P. R. station would put him out of business and drive him into the street, and greatly depreciate his property. He would enter an action if this track was built.

Mr. Birnie, speaking on behalf of the Great Lakes Elevator Co., said they were satisfied with the original award, but what they wanted most of all was that the interswitching should be gone ahead with at once. The elevator had been erected on the west side, a lot of money had been spent, and they were losing money every day because of the lack of interswitching. He urged immediate construction.

Chief Commissioner, McKeown, after a brief conference with his colleague, Mr. Lawrence, announced that they would give their decision in this matter at once, as there appeared to them to be some necessity for haste in getting the work under way. He referred to the objection made by property owners and stated that this could be dealt with after formal action had been taken, but the Commission thought that as the application had been made at the request of the city of Owen Sound, and it was of the utmost importance to the city, an immediate answer should be given. He thereupon confirmed the arrangement which had been made, and stated that the only question to be held over for a few

days would be that of the costs, which would be considered for a day or two, but there would be no unnecessary delay.

Commissioner Lawrence took occasion to reiterate this statement, and said that the Board would be heard from with regard to the cost at once.

JANUARY 29  
1926

# **INTERSWITCH TO BE COMPLETED IN SHORT TIME NOW**

**Objections of Department  
to Height of Bridge Have  
Been Removed**

**6 INCHES LOWER**

**Piling Will Be Gone Ahead  
With Now by the  
C. N. R.**

Word reached the C.N.R. officials in city on Monday night to the effect that the objections which had been raised by the government to the interswitching bridge across the river below the 10th street bridge, had been overcome, and that permission had been received to proceed with the work. The reason for the holding up of the work was that the government officials objected to the bridge crossing a navigable stream unless it was the same height above the stream as the other bridge, which complied with the regulations. The difference between the two was trivial, something like six inches, and after an official had come to Owen Sound and made an inspection, he presented a report to the Marine Department and recommended that the work be allowed to proceed, and his recommendation was adopted.

In accordance with this there will be no further delay, but the driving of the piles will be proceeded with at once, and with all possible speed. It is understood that two gangs of men will be placed at work, one on each side of the river, but it will take not less than ten days or two weeks to finish the driving of the piles, and when this work is completed, the bridge itself, which has been ready and loaded on the cars for some little time, will be run into Owen Sound, and placed in position. At the outside the interswitching will be completed in a month's time.

February 2  
1926

## MANY C.N.R. HEADS TO BE GUESTS AT BANQUET TO-NIGHT

Arriving on Special Train  
at 5 O'clock for Trade  
Board Banquet

### C. N. R. QUARTETTE

Mr. C. R. Moore, Gen. Man-  
ager of Transportation,  
Evening's Speaker

Members of the Board of Trade are looking forward with pleasurable anticipation to their annual banquet, which will be held at Knox United Church this (Thursday) evening at 6.30 o'clock. President Menzies and Secretary Little and the members of the executive have been busily engaged in preparing for this affair for some time past, and have completed arrangements for a most enjoyable and happy evening. With the large membership which the Board now has it is expected that there will at least 300 people sit down to the banquet at 6.30 o'clock, especially as the ladies are also invited to attend, thus adding grace to the occasion.

The Board of Trade banquet is the one big civic function of the year and every citizen, whether a member of the Board or not, is invited to attend. No canvass for the sale of tickets has been made and there is still available accommodation for quite a number. Tickets may be procured at the entrance to the banquet hall.

Mr. C. R. Moore, General Manager of Transportation of the Canadian National Railways, will be the chief speaker of the evening, and it is expected that he will deal in an interesting manner with transportation problems, but there will be a number of other distinguished guests, among them, Mr. J. B. Foote, of Toronto, one of the leading vessel men of the province and an Owen Sound boy, and he will receive a cordial welcome from many of his old friends.

The musical programme for the evening will consist of community singing, led by A. T. Kellough, with R. B. Harle at the piano, and the C.N.R. Male Quartette, of Stratford, said to be one of the best of its kind to be found anywhere. President Menzies is anxious to have everyone ready to sit down at 6.30 o'clock, so that there will be no delays and the banquet over in good time.

A special train will bring the party of C. N. R. officials to the city arriving here about 5 p.m.

February 25,  
1926  
Owen Sound



## LONG-HOPED-FOR INTERSWITCHING COMPLETE SOON

85 C.P.R. Freight Cars Will  
Likely be Moved Over  
to Elevator

FOR WEST ST. JOHN

Grain to be Unloaded Direct  
From Str. Osler to  
Freight Cars.

Interswitching has been talked about and discussed from various angles for many years in Owen Sound, there have been those who favored this scheme and that scheme, some were opposed to it altogether, while still more have anxiously awaited the time when it would be a reality. On Monday next, if everything goes well between now and then, interswitching will be in operation between the Canadian National Railway and the Canadian Pacific Railway. This fact was announced on Tuesday by the C. N. R. officials who have been in charge of the work, and a glance at the progress that is being made would tend to confirm such a statement.

All of the steel cross-sections in the new bridge have been bolted into position, and with the completion of the approaches at either end the laying of the rails will be a comparatively small task. The machinery for the pulling out of the unnecessary piling under the bridge has been placed in position, and will be proceeded with at once. There will be no further effort to pull these piles in the same manner as resulted in the breaking of the cable in the large crane last week, but instead a steam pipe will be run down alongside the pile in order to loosen the pile, and at the bottom, and it will then be an easy matter to draw up the piles.

A gang of men was put to work on Tuesday afternoon to chop out the snow and ice which at present covers the platform.

Owen  
Sound

MARCH 10  
1926

# INTERSWITCHING HERE ACCOMPLISHED FACT ON MONDAY; FINE CEREMONY

Mayor, Board of Trade  
President and Others  
on C.N.R. Special

## PICTURES TAKEN

Excellent Addresses  
Delivered by City and  
Railway Officials

Interswitching between the Canadian National and Canadian Pacific Railways in Owen Sound, thus enabling the manufacturers and merchants of the city to ship their products and their merchandise over either road as they see fit without the necessity of carrying them from one side of the river to the other, became an accomplished fact on Monday when the new interchange tracks were officially opened for traffic. It was a most important event in the business life of the city, and one which marks the progress which has been made here during the last few years. For many years interswitching has been talked about and while its necessity was generally recognized and acknowledged, it took the building of the new elevator last year to bring the matter to a definite head, and following the holding of many conferences between the representatives of the city and the officials of the two railways, a plan was finally agreed upon and the work actually started. The last spike in the construction was really driven on Friday last, but it was not until Monday afternoon that any business was done over the newly laid tracks.

### Event in Railroad Here

That the interswitching of cars and trains from one line to the other is an important step in railroad-ing in Owen Sound all will agree, and the great interest manifested by the public generally in the consummation of something they had been looking forward to for a long time of years was evidenced by the large number of people who turned out in the unpleasant weather to watch the official opening. There was some who thought that it was quite unnecessary to inaugurate interswitching by the holding of a celebration of any kind, but it proved to be an event well worth while, and will be recorded as one of those events to be referred to in after years when Owen Sound advanced a step forward in her march to progress and prosperity.

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### All Parties Co-Operated

The arrangements for the ceremonies were in the hands of the Board of Trade, who co-operated with the City Council, and the two railways fell right into line to make the occasion all that it should be. It was just 2.11 o'clock when the first passenger coach belonging to the Canadian National Railway crossed the new bridge from the west to the east side of the river, and it was occupied by Mayor Leslie, members of the City Council, President Geo. Menzies, of the Board of Trade, and a large number of the representative business men and manufacturers of the city. Previous to that hour the company who was to make the trip gathered at the C. N. R. depot, where they boarded the train, were backed down as far as the switch into the elevator, where they saw the str. E. B. Osler unloading, and then a start was made for the east side of the river.

### Band Attended and Played

The arrangements were complete in every respect, and as the bridge was reached and the train moved slowly across the strains of the bagpipes from the Owen Sound Pine

MARCH 16  
1926



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(Continued from Page One)

would not interfere in any way with the regular traffic of the city.

Assistant Supt. White

Mr. William, White, Assistant Divisional Superintendent, of Palmerston in the absence of Supt. W. J. Piggott, of Stratford, spoke on behalf of the Canadian National Railway, and his address was a splendid one. He stated that the C. N. R. had always been, is now and always will be interested in the progress and development of Owen Sound, as it is in all other places in Canada where the same kind of business enterprise is exhibited as here. The railway had endeavored to keep in touch with the city very closely all during the negotiations previous to the erection of the elevator and while it was being built, and they would continue this policy. He congratulated the city on its industrial progress and its determination, and was glad of the opportunity to come here on an occasion of this kind and to be in charge of the first train to cross the river from west to east and on to the tracks of the C. P. R. The whole thing was a distinct credit to Owen Sound and he wished the city continued success.

Supt. R. McKillop

The next speaker was Mr. Robt. McKillop, Superintendent of the Toronto division of the C. P. R. who was also a passenger on the train. Mr. McKillop expressed his delight at being present and pointed out that notwithstanding what might have been said by some people the two roads were on the friendliest terms, and so far as interswitching in Owen Sound was concerned, the C. P. R. would afford every facility for the interchange of business from one road to the other. He congratulated the city and ex-Mayor Christie in particular and the council of 1925 on their far-sighted purpose in carrying this thing through, and was confident that it would be a benefit to the city.

J. E. Keenan

Mr. Jas. E. Keenan, one of Owen Sound's representative manufacturers, and who has taken a great interest in the consummation of the interswitching, was the last speaker. He said this was a day they had all been looking forward to for the past 20 years, and now that they had interswitching he was sure that it would do good service. He congratulated the city and the railroads as well as the manufacturers, as it would make a big difference to them and solve some of their problems.

The train brought the ceremonies to a close and the train backed down the C. P. R. siding and was coupled up with two freight cars loaded with lumber from Keenan Bros., which were the first two cars to be switched from the C. P. R. to the C. N. R. tracks, and which went out over the C. N. R. the following day.

"We have been hauling lumber through the mud long enough, and I think we should be honored with having the first two cars go over the bridge," said Mr. Keenan as they were hitched on.

The train then pulled up across the street again, and backed up on the bridge, where some photographs were taken, after which the train backed down again on the C. N. R. tracks as far as the elevator, and hence to the passenger station, where everyone alighted, and the proceedings were over.

The C. N. R. was represented by Assist. Supt. W. White, Palmerston; C. Broad, Travelling Freight Agent, Stratford; and W. J. Signeur, Divisional Engineer, Stratford; the C. P. R. by Supt. R. McKillop. Several members of the City Council of 1925 were on hand, including J. K. Leslie and R. S. Browne, while nearly all of the members of this year's council were on hand, and quite a number of the citizens.

It was a most important event in the business life of the city, and one which marks the progress which has been made here during the last few years. For many years interswitching has been talked about and while its necessity was generally recognized and acknowledged, it took the building of the new elevator last year to bring the matter to a definite head, and following the holding of many conferences between the representatives of the city and the officials of the two railways, a plan was finally agreed upon and the work actually started. The last spike in the construction was really driven on Friday last, but it was not until Monday afternoon that any business was done over the newly laid tracks.

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### All Parties Co-Operated

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### Band Attended and Played

The arrangements were complete in every respect, and as the bridge was reached and the train moved slowly across the strains of the bagpipes from the Owen Sound Pipe Band could be heard, and thus put everyone in good humor, and there were cheers as the bridge was negotiated in safety and the train proceeded south on 1st avenue east almost as far as 9th st. After passing the switch the train backed up

(Continued on Page Eight)

until it reached 10th street, where it was brought to a stop, and a short programme was carried out.

### Mayor Addresses Crowd

The crowd at this time was so large that traffic east and west was at a standstill, and one was reminded of the crowds that sometimes gather to listen to some political speech-binder as he travels through the country on a triumphal tour. Mayor Leslie was the first to address the crowd, but his remarks were brief. He said this was the first passenger train from the west, and it arrived safely in the east, and he hoped that it was just the first of many more trains that would travel across this new interswitching bridge in both directions. He contended that it was a great thing for the city, and although there were some who objected and found fault, and thought their property would be damaged, he was sure they would see things in a different light now. He urged everyone to get out and boost for the city and thus create more business. He was sorry that Ex-Mayor W. J. Christie was not able to be present on this occasion, as to him was due much of the credit for securing interswitching, also the City Council of last year who had backed him up and supported him in every way. In closing, Mayor Leslie expressed the opinion that this was the opening of a new era of prosperity for Owen Sound, and he was looking forward to better times.

### President of Board of Trade

"This is a red letter day for Owen Sound, the second red letter day inside of a few months," said Mr. George Menzies, President of the Board of Trade, as he stepped to the rear of the crowd to deliver his address. "One year ago we had no elevator and we had no interswitching, but now we have a new million bushel grain elevator and interswitching in operation, with over a million bushels of grain having passed through the elevator and three large freighters wintering in the harbor, two of them with storage cargoes and that means something to Owen Sound," he continued.

Mr. Menzies expressed his delight at the interest shown by the citizens, and remarked that he had had as much to do with getting this thing through as perhaps anyone in the city. He referred to the many plans that had been suggested, but after taking everything into consideration he was satisfied that the present plan was the best one, and he was sure that interswitching as now completed would be a great benefit to Owen Sound, as now when seeking to secure industries here they could tell those who were seeking a place to locate that there was an interchange between the two railroads. He believed that Owen Sound is right on the eve of an era of great prosperity in a business way and was pleased at the friendly relations which exist between the two railroads.

With regard to the hours for interswitching, Mr. Menzies stated that this was a matter to be arranged between the officials of the two roads, but he was sure the time

MARCH 16, 1926



## WHOLE-IN-ONE' GOLF CLUB ELIMINATES THE OLD GOLF BAG

SAN FRANCISCO, Calif., Mar. 30.—Virtual elimination of the old golf bag and the clubs it contains has been accomplished by a new golf club, the whole in one, a patented device combining the mid-iron, driving iron, putter, masher and niblick.

The Examiner prints the story of the invention, the idea of Father Alphonsus Gavin of Goldfield, Nevada. The inventor's thought came after a hard game on a hot day in which Father Gavin was burdened by a heavy bag of golf clubs.

The new club is like an ordinary club, except the head is affixed by means of a device that permits it to be turned at any angle instantaneously.

## INTERSWITCHING

(Continued from Page One)

of the Board of Works, came along, and Street Commissioner McDowell was also present, and objection was taken to the manner in which the work was being done. The railway employees were just chopping out the trenches, leaving the space between the tracks as it was and also on each side, thus making it very dangerous for any kind of vehicular traffic, and a stop was ordered until an understanding could be arrived at, which was done in a very short time and the work was proceeded with. There is a large quantity of snow and ice to be removed and it will take a couple of days to accomplish the trick.

The first cars likely to be moved over the interchange tracks will very likely be C. P. R. freight cars.

It is understood that 85 cars will be retained in preparing her for the sea, taken over and switched down to son's business, and it is understood the elevator where they will be that quite a considerable amount of loaded with wheat, which will be money is to be spent on her. The shipped to West St. John, N. L., for export.

At the present time this wheat is in the hold of the steamer, which is moored to the dock, and is being moved to the elevator. Day work will start toward evening, the ice around the Osler and she will be brought up to the dock, ready for unloading. Harbormaster W. H. Smith will have charge of this work. The machinery in the elevator is being prepared, and it is expected that the P. R. cars will be loaded direct from the steamer to the cars and switched as it passes through. The first trainload of wheat to be moved out over the interchange tracks will likely be on Monday night. After the Osler has been unloaded it is expected that work will be

In a hurry? Eat

# SHREDDED WHEAT

the man-sized meal.



**LONG-HOPED-FOR  
INTERSWITCHING  
COMPLETE SOUNDS**

## 85 C.P.R. Freight Cars Will Likely be Moved Over to Elevator

FOR WEST ST. JOHN

**Grain to be Unloaded Direct From Str. Osler to Freight Cars**

Inter-switching has been talked about and discussed from various points for many years in Owen Sound, there have been those who favored this scheme and those who opposed it. Some were opposed to it because they still more have usually awaited the time when it would be a reality. On Monday next, if everything goes well between now and then, inter-switching will be in operation between the Canadian National Railway and the Canadian Pacific Railway. This was announced on Tuesday by E. C. N. officials who have been in charge of the work and a glance at the progress that is being made will tend to confirm such a statement.

all of the steel cross-sections in the bridge have been bolted into place, and with the completion of the approach at either end the laying of the taut will be a comparatively small task. The machinery for pulling out of the unbraced position the bridge has been placed in position, and will be needed with at once. There will be no further effort to pull these in the same manner as required in the breaking of the cable in the same place last week, but instead a cable will be run down alongside the pile in order to loosen the ground at the bottom, and it will be an easy matter to draw up the

gang of men was put to work Wednesday afternoon to chop out snow and ice which at present blocks the railway tracks across street and south on 1st avenue and also the C. P. R. tracks 18th street north so that there be no delays in that direction in this connection there is some little difficulty during the day afternoon between the W. of Works and the railway coaches. Ald. Dickin, chairman of the committee, has been asked to continue on Page Three.

WILLIAM HODGE IS

*Board to Re-establish  
Library at Collegiate  
Making Start at Once*

**Plan to Have Complete Library in School in Next 3 Years**

**TUESDAY MEETING**

*Report of Inspector H. H. Burgess is Presented to the Board*

Something that has been forthcoming at the Owen Sound College Institute and Vocational School for some time, namely a school library, is to be realized in the very near future at that institution.

The matter of a library for the college has been talked of recently, especially during the past year or so and steps have been taken to its foundation. At the regular monthly meeting of the Board of Education last evening, in the usual manner, the joint committee of the Collegiate Education, Advisory Vocational and School Property Commissions, recommended that a library be established at the college Institute and Vocational School immediately. The Staff and Property Committee are to discuss the location in the buildings. Since an amount not exceeding \$1000 will be spent in establishing a library and provision was made in the same amount will be spent in furnishing the project for the next few years at least. By that time the library should be firmly on its feet and the board can then decide if more can be done for its up-

The students and teaching staff of College will rejoice in the opening of a library at the school. A very carefully chosen literature will be included on the shelves and students and teachers will derive a broader grasp of Owen Sound. To have a library in the high school which it will be proud and which compare with the best in the province in a few years.

The Board of Education meeting last night was quite a busy session, although it was not prolonged more than necessary. The following officers were present: Chairman S. Lavigne and E. J. Ciesper, R. R. Kay, J. D. Mackenzie-Naught, W. W. Watson, Thompson, George E. C. J. R. Cunningham and Dr. J. S. Wilson and James were a delegation from the

Miss J. Seaton and James  
were nominated from the

of London Press, Despatch  
THURSDAY, Georgian Republic  
May 10—Considerable quanti-  
ties of 150 year old cognac pre-  
sented for sale to the pub-  
lic in the Bales of the early  
of the century, are being sold in  
Russia for \$20 a bottle, ports,  
sherris, liquors and cham-  
pagnes of various vintages, gifts  
of kings and heads of states, to  
the Romanoff family, are sold  
for as little as \$10 a bottle.

**BUSY SESSION TO-DAY  
FOR THE MAGISTRATE  
SERIOUS CHARGES**

## Citizens Warned About Taking Material Not Their Property

Magistrate Landlaw had a mis- session of the police court on Wed- nesday, a number of cases, more or less of a serious nature, being dealt with, and it was then in turn the various cases were disposed of. For some time past the city has been using a large quantity of lumber, and much of other material from the old dock bridge, used by the city, has been taken out of the west half of the bay. An investigation was made and as a result Aid. J. J. Decker had information that almost four tons of this sort of material had been taken out of the city, changing it over, which he took to the Chamber, K. C. Springer, on behalf of the city, and Comby, Esq., Attorney, Irvine, who was retained, took objection to his having been ignored completely in this matter as there was a criminal attach- ment and he should have been con- sidered. However, after he had given his voice to this, and finding Mr. Decker was satisfied with the case, he was allowed to go with the case. At some conference had been taken place, what had occurred, yet the Attorney stated that the city had not a penny of the money, but he had wanted to present a wage, and that there may be a charge of what of this kind, and a more of

APPEAL JUDGE CAVE  
DRUNK-DRIVER TERM

Reversed

**NO MOVE MADE TO  
ACCEPT \$20,000  
FOR ANY CHURCH**

**Matter of Church for Con-  
gregation Has Made  
Scant Progress**

## SERVICES THEATRE

It is Possible Some Recognition of Recommendation May be Made

Some Baptists here, indeed, made recently by parties interested in regarding what action, if any, has been taken concerning the division of the denomination. Some weeks ago by the Ontario Church Property Commission, in connection with the Ontario General Synod, it will be remembered, the Commission recommended that one of the churches here to the Unitarian Presbyterians for the sum of \$34,000; but as far as can be learned, not a step has been taken in the matter. It is well known that the Unitarian Church would not be satisfied for a moment by the offerings of any of the churches, nor adequate compensation for the giving up of their church homes, which may account to some extent for the hesitancy.

PASSED BILL  
NEW RAILWAY  
PORT COL

**Much Opposition  
N.R. Who Claim  
American Reads F  
SEVERAL BILL**

another Bill Exter  
ter for Midland  
McNicoll Ro

(Continued from page 10)

TORONTO, Ont., Mar. 15.—The C.N.R. has taken a position chiefly from the Canadian National Railway, which is encountered before the committee of the Ontario legislature today, passed a bill, the Welland and Port Huron Railway, and the C.N.R., contending that, if built, would divert a large amount of traffic from the present State railway. The Ontario bill, declared the C.N.R., would be a "dead-end" for the "penny" traffic of the Welland and Port Huron Railway, which was supported by a large number of shippers in Welland. The bill, which was passed, extended to the C.N.R. the right of Midland. Since the proposed railway from Port Huron to Port McNicoll, a 100-mile railway, is a "dead-end" and

TORONTO TO AL



**Wrong**  
**ur Skin?**  
**BUK**  
**WITH RIGHT**  
**Buk Medicinal Soap.**

**ACTIONS AND**  
**ARTS OCCUPIED**  
**NOIL THURSDAY**

**ed to Assist Hospital**  
**tent of \$1,000 This**  
**Year**

y's session of the County  
s a busy one, with several  
ng read as well as depu-  
ng heard. None of the  
wever, caused an contro-  
they were passed in short

J. Buchanan presented  
of the Finance Committee  
ommended that several  
ade, namely: a grant of  
adian National Institute  
id, a grant of \$50 to the  
Sick Children, Toronto.  
i for \$25 to the Daily Sun-  
i for Radio sets to be  
nd installed in the Grey  
ie for the Aged and in-  
i also recommended that

**PARK HEAD**

Mr. Bert Rourke, Reeve of Ama-  
bel, is in Walkerton, this week, at-  
tending the county council.

The Women's Institute of this  
place journeyed to Shallow Lake  
last Thursday afternoon and visited  
the Institute of that place. All re-  
port a very profitable meeting.

The church service here was with-  
drawn on Sunday morning on account  
of the illness of the pastor, Rev. P.  
J. Barbaree.

Mrs. Berry and daughter, Elsie,  
who have spent some time visiting  
at the home of the former's mother  
in-law, Mrs. D. Berry left this week  
for their home in Saskatchewan.

Miss Hazel Willey visited over  
the week-end with her cousin, Miss  
Viola Willey, of Allentford.

We are pleased to report that Miss  
Emily Cox is able to be out again  
after an attack of chicken-pox.

In spite of the stormy weather a  
number from here attended the car-  
nival at Allentford, Friday evening.

**EARLY RAILROADING**

(Continued from Page One)

had not reported there was evidence  
to show that the drive would be a  
successful one, and that the mem-  
bership this year would be around  
300 mark, which is the largest  
membership the Broad has ever had.  
It is expected that the drive will be  
concluded within the next day or  
two, and the result will be announ-  
ced.

In opening his address Mr. Parker  
took occasion to commend the Club  
in undertaking the Broad of Trade  
Membership Drive, which is a very  
important work, and referred to the  
influence of this organization. He  
hoped that it would be a success.  
Mr. Parker stated that for a long  
time prior to 1873 Owen Sound had  
no railway, but in that year the con-

**SKATING**  
**SNOWSHOEING**  
**HOCKEY**  
**OUTFITS**  
**Sweaters, Toques,**  
**Mitts, Golf, Hose**  
**and Stockings**

**BANK'S**  
**Knit Goods**  
**265 8th St. E.**

struction of the old Grey and Bruce,  
now the C. P. R., was started. It  
was to go through from Toronto to  
Orangeville, and then branch over  
to Mount Forest, taking in a number  
of the smaller places, but these plac-  
es would not give sufficient financial  
support, and it was brought straight  
on through to Owen Sound. Pre-  
vious to this the only other commu-  
ication between Owen Sound and  
Toronto was by boat to Collingwood  
in the summer time, and then by the  
old Northern Railway to Toronto,  
that road having been completed in  
1854, and ultimately continued on as  
far as Meaford. The latter contri-  
buted \$20,000 to the extension on  
the understanding that if the road  
was ever extended to Owen Sound,  
Meaford would receive its \$20,000  
back. The boat running between  
Owen Sound and Collingwood in  
those days was the old Francis  
Smith.

When the Toronto, Grey and Bruce  
Railway, which was then a narrow  
guage road, was built, Toronto took  
stock to the extent of \$250,000, and  
bonused it to the amount of \$300,  
000, while \$300,000 was raised in  
the county of Grey. The first train  
between Owen Sound and Toronto  
was run in September, 1873, and it  
took ten hours to make the trip. The  
engines, which were only 25 or 30  
ton affairs, burned wood, and the  
coaches were so arranged that they  
could not be easily upset on the nar-  
row guage. They were made in  
England, and instead of being num-  
bered, as at present, they had names.  
In the winter of 1874-75 the road be-  
came so blocked up with snow that  
there were no trains for a period of  
54 days, and the company all but  
went on the rocks. This line was  
finally acquired by the C. P. R.  
Reference was also made to the  
old Wellington, Grey and Bruce line,  
and to the Stratford and Lake Huron  
lines, the latter running into Wiar-  
ton. Owen Sound had a chance to  
get in on this at first, but refused,  
and it was not until 32 years ago  
that the line was extended from  
Park Head to this city. For this  
purpose Owen Sound raised \$75,000.  
In closing his address Mr. Parker  
took occasion to refer to the Good  
historical addi-

Roads Associ-  
day, and poin-  
doing much to  
the country.  
has to be do-  
classes of roa-  
Mr. Parker  
note of thanks  
historical addi-

**DOMINI**  
**STORES**  
**LIM**  
**CANAL'S LARGEST RETAIL**  
**"Where Quality Counts"**

**SHREDDED WHEAT 2**

**Silk**

**William**



## Canadian Pacific Railway Construction, Betterments, Etc.

**Eastern Lines Betterments.**—We are advised officially of the following work to be done this year:—In order to eliminate heavy grades and single track on the main transcontinental line between Escher, mile 9, and Healy, mile 18.8, White River Subdivision, Chapleau Division, Algoma District, a double track main line, shortening the distance by two miles, will be built, and the present single track will be taken up.

New sidings, or siding extensions, to provide accommodation for longer trains, and to facilitate switching in terminals, will be built at McAdam, N.B.; Boundary, Me.; Newport, Vt.; North Jct., Outremont, Papineau Ave. yard, Angus yard, Lanoraie, Magnesite and Ivory, Que., and Carleton Place, Ottawa, Tilbury, Eastend, Walton, McNaught, Guelph, Guelph Jct., St. Joachim, Windsor, Gendreau, Bear, Laverlochere, Mattawa, Briguall, Forks and Drefal, Ont. A loop track will be built at St. Johnsburg, Vt., and a Y track at St. Lin. Que., so that trains may be turned at those points. New business sidings, or extensions to present business sidings, will be built at Fredericton, N.B.; Lachine, St. Hernas, Thurso, Hull, Burbridge, Blue Sea and Campbells Bay, Que., and at Belleville and Sulphide, Ont.

The new rail allotment includes 105 miles which have been laid in continuation of the programme to equip the line between Toronto and Fort William with 100-lb. rails.

Rock ballasting of the main lines will be continued on several subdivisions. Up to the end of last year 1,100 miles of main track had been rock ballasted, and this season's programme, which involves about 250 miles, includes the completion of the rock ballasting of the main lines from Montreal and Toronto to Chalk River via Ottawa, and the continuation of last year's work between Toronto and Fort William.

The usual programme of bridge and building repairs and replacement, right of way and snow fence renewals, gravel bal-

lasting, drying house and storage pockets for locomotive sand, and at Glen yard and Hochelaga, Que., modern cinder pits for handling locomotive cinders, will be built.

Station roadways at Westmount, Grandmere and Quebec, Que., and at London, Ont., will be macadamized or paved with Amiesite, and timber station platforms at Quebec, Que.; Smiths Falls, North Toronto and Sudbury, Ont., will be replaced with permanent platforms.

At Smiths Falls and Port McNicoll, Ont., the locomotive houses will be extended to provide accommodation for larger locomotives; at Fredericton, N.B., and Megantic, Que., stalls will be added to the present locomotive houses to provide for additional locomotives to be taken care of at those points; at Pointe Fortune and Rigaud, Que., and Peterboro and Guelph Jct., Ont., new locomotive houses will be built, and at St. Lin. Que., and Orangeville, Ont., the present locomotive houses will be replaced by buildings of modern construction. At Glen yard, Que., and Carleton Place, Ont., extensions to machine shops and boiler rooms will be built.

At Ottawa West and Windsor, Ont., 70 ft. turntables will be replaced by 90 ft. twin span turntables, and at St. Marys and Carleton Place, Ont., 70 ft. turntables will be installed. At Newport, Vt.; Hochelaga, Que., and Goderich, Ont., mechanical coal handling plants will be erected. At Dunlop, Ont., facilities for handling and storage of coke will be increased. At Stickney, N.B., a gravity water supply for locomotives will be provided, and steel water tanks will be built at Breckenridge, Que.; Goderich, Blyth, Parry Sound, Pearl and Crow Lake, Ont. At Farnham and Mile End, Que., and at Ottawa West, Woodstock, London and North Bay, Ont., track scales of 125-ton capacity will be installed. At Vinton, Ont., new facilities for handling live stock will be provided.

Additional equipment for mechanical and car departments will be supplied, and

tingent upon the consummation of certain agreements which are being negotiated, the following will also be built:—33 miles from Rosedale, Alta., to near Bull Pound Creek (joint section with Canadian National Ry.); 25 miles from Rosemary to Bull Pound Creek; a spur of approximately 6 miles into the Gem Colony.

The most outstanding item in the improvement of trackage facilities will be the double tracking of the line from Molson to Winnipeg, the actual steel to be laid approximating 31.5 miles. Additional tracks will be laid at Port Arthur, Brandon, Virden and Oxbow on the Manitoba District; at Regina, Parkbeg, Hazenmore and Markinch on the Saskatchewan District; at Milo, Consul, Macnabb, Coutts and near Yoho on the Alberta District, and at Flat Creek and Castlegar on the British Columbia District.—Provision was made in this year's estimates for 205 miles of new 100-lb. steel rails to be laid, which has been done on the Portage, Brandon, Calgary, Revelstoke and Vancouver Divisions.—Four wooden bridges on the Alberta District are being replaced by steel structures.—The usual allowance has been made for ballasting, ditching and weed destruction work, and it is planned to rock ballast considerable of the line between Winnipeg and Port William.—Provision has been made for the renewal of culverts; the building of section and bunk houses; additional tool houses, and new coaling plants at Weyburn, Wynyard, Strathcona and Frank.—Extra rail anchors and tie plates will be installed, and water supplies will receive attention.

The construction of 12 new stations has been provided for, the more important being at Dominion City, Teulon, Estevan, Waseley, Sheno and Trail. Certain alterations will be made in the stations at Regina and Assiniboia, and the station at Milestone will be enlarged.—Extensions and improvements will be made to the shops and locomotive houses at Kenora,



also new rail alignment, includes 100 miles which have been laid in continuation of the programme to equip the line between Toronto and Fort William with 100-lb. rails.

Rock ballasting of the main lines will be continued on several subdivisions. Up to the end of last year 1,100 miles of main track had been rock ballasted, and this season's programme, which involves about 250 miles, includes the completion of the rock ballasting of the main lines from Montreal and Toronto to Chalk River via Ottawa, and the continuation of last year's work between Toronto and Fort William.

The usual programme of bridge and building repairs and replacement, right-of-way and snow fence renewals, gravel ballast, rail and track tie renewals, will be carried out to properly maintain the property, and the track tie renewals this year will include approximately 1,500,000 cross-ties.

Automatic signals will be installed on 18 miles of the Galt Subdivision, between Streetsville Jct. and Guelph Jct., to complete the signalling of the territory between Toronto and Woodstock, Ont. Automatic signal protection will be provided for the terminal yards at Three Rivers, Que., and at Smiths Falls, Ont. At Glen Fay, Ont., an interlocking plant, controlling all switches, will be installed, and the West Toronto, Ont., interlocking plant will be extended to provide additional protection.

The buildings to be erected include new stations at Drummondville, Shawinigan Falls, Gatineau and Timiskaming, Que.; Spencerville and Aylmer, Ont., and Passumpsic, Vt., also a new office building at Sussex St., Ottawa. The stations at Sherbrooke, Delson, Westmount, Val David and Mont Laurier, Que., and at Jack Fish, Ont., the freight sheds at Ste. Hyacinthe, Thuroc, and Lac Sagunay, Que., and the lunch room at Bala, Ont., will be extended. At Cowansville, Que., umbrella roofs will be erected over the station platforms. At Barnard and Bodfish, Me., and at Dozols and Laniel, Ont., dwellings for section foremen, and at Ramsay and Foulm, Ont., bunk houses for sectionmen will be built. At Newport, Vt., a bunk house for the accommodation of locomotives will be built. At Outremont, Que., a standard no. 2 ice house, with elevated platforms, will be built to facilitate icing of refrigerator cars. At Sortin yard, Que., a sand

crusher plant, Vt., 10 ft. turntables will be installed. At Newport, Vt.; Hochelaga, Que., and Goderich, Ont., mechanical coal handling plants will be erected. At Dunlop, Ont., facilities for handling and storage of coke will be increased. At Stickney, N.B., a gravity water supply for locomotives will be provided, and steel water tanks will be built at Breckenridge, Que.; Goderich, Blyth, Parry Sound, Pearl and Crow Lake, Ont. At Farnham and Mile End, Que., and at Ottawa West, Woodstock, London and North Bay, Ont., track scales of 125-ton capacity will be installed. At Vinton, Ont., new facilities for handling live stock will be provided.

Additional equipment for mechanical and car departments will be supplied, and old machinery replaced by modern equipment at Brownville Jct., Me.; Bay Shore, Fredericton and McAdam, N.B.; Sherbrooke, Farnham, Montreal and Trois Rivières, Que., and Ottawa West, Smiths Falls, Carleton Place, St. Thomas, Toronto, West Toronto, Lambton, MacTav, North Bay, Sudbury, Cartier, Chapleau and White River, Ont., to facilitate the handling of locomotive and car repairs.

Quebec to Lake St. John Surveys.—A Quebec press report of June 2 stated that a survey party under H. M. Dibblee was starting from Ste. Anne de Beaupre to locate a possible route for a line from the St. Lawrence River northeasterly into the Lake St. John area, and that other surveys would be made from near Murray Bay and Baie St. Paul.

De Beaujeu Interlocking Plant.—The Board of Railway Commissioners passed order 88,986, approving C.P.R. plan showing changes to interlocking plant at crossing of Canadian Pacific and Canadian National Railways at De Beaujeu, Que.

Western Lines Construction and Betterments.—We are advised officially that this year's appropriations provide for the following work:—The construction of 169 miles of branch lines has been authorized as follows:—from Maxstone, Sask., westerly, for 80 miles; from Lanigan North-easterly Branch (Melfort north), Sask., at mile 90 to mile 100, ten miles; from Rose town, Sask., to Perdue, 21 miles; from Asquith, Sask., northwesterly 20 miles; from Clondonald to Whitford Lake, Alta., 66 miles; from Cassels, Alta., southeasterly into the Bow slope, 22 miles. In addition to the 169 miles mentioned above, con-

considerable of the line between Winnipeg and Fort William.—Provision has been made for the renewal of culverts; the building of section and bunk houses; additional tool houses; and new coaling plants at Wayburn, Wynyard, Strathcona and Frank.—Extra rail anchors and tie plates will be installed, and water supplies will receive attention.

The construction of 12 new stations has been provided for, the more important being at Dominion City, Teulon, Estevan, Wolseley, Sheho and Trail. Certain alterations will be made in the stations at Regina and Assiniboia, and the station at Milestone will be enlarged.—Extensions and improvements will be made to the shops and locomotive houses at Kenora, Transcona, Winnipeg and Alyth, and new shop machinery will be installed at some of the more important centers throughout the west.—The power plant at Kenora will be reconstructed; an immigration building will be erected at Winnipeg; station facilities for handling passenger traffic at Banff and Lake Louise will be improved, and additional automatic signals will be installed in the mountains.

A new tug boat is being provided for the Lake Service in British Columbia, and certain improvements will be made on ships and wharves of the B.C. Coast Steamship Service.

Western Branch Lines.—Contracts for grading, etc., are reported to have been let as follows:—to Dutton & Mannix, Winnipeg, on the branch from Rose town northerly to Perdue, Sask., 21 miles; to W. A. Dutton, Winnipeg, on the branch northwesterly from Asquith, from mile 24.5 on Wilkie Subdivision, Saskatoon Division, Saskatchewan District, 20 miles; to Rossa & Wickstrand, Swift Current, Sask., for the extension of the Outimiford Lake branch, Alta., 66 miles; to Commercial Carriage Co. and R. H. Ross, Calgary, Alta., for 22 miles of the Cassels southerly branch from Cassels, Alta., to the Bow River slope. Duff, Flint & Co., Winnipeg, have been given a contract for pile trestle work on the Maxstone westerly branch, Rose town-Perdue branch and Asquith westerly branch.

The Board of Railway Commissioners passed order 88,984, May 5, approving revised general location of the Cassels southerly branch from mile 16.2 to 16, and the general location from mile 18 to 20.4.



April, 1927

## Canadian Pacific Railway Construction, Betterments, Etc.

**St. Maurice Valley Subdivision Bridge.**—The Board of Railway Commissioners passed order 38,302, March 3, authorizing the C.P.R. to build bridge 20.5 over private roadway leading to St. Maurice Valley Corporation's property.

**Northern Colonization Ry. Co.**—A bill was read a third time in the Commons, March 4, extending for 2 years the time within which the company was authorized in 1899 to build a line from Labelle, Que., westerly to Mont Laurier, then called Rapide de L'Original, thence westerly to Lake Timiskaming, Que., and also an extension of 5 years for its completion. The line was extended from Labelle to Mont Laurier, 47 miles, some years ago, and the extension to Lake Timiskaming, about 130 miles, is proposed to terminate at Ville Marie. It was stated to the railway committee, March 3, that it is not intended to proceed with construction this year, that it is an alternative route by which the Rouyn mining area could be tapped, and that the line will be built only if the mining developments in that district warrant it. (Jan., pg. 3; see also Inter-provincial and James Bay Ry.)

**The Inter-provincial and James Bay Ry.'s** present terminus is at Angliers, Que., 12.5 miles from Matawa, Ont., on the main transcontinental line, and there is a 7.7 mile branch from Gaboury to Ville Marie, Que., on Lake Timiskaming. A deputation from Timiskaming County waited on the Premier of Quebec recently, urging the extension of the line from Angliers to the Rouyn mining district, and was a press report states, informed that when the time comes for the Canadian Pacific Ry., which owns the charter, to extend the line, the Government will be ready to grant subsidies. The projected route of the extension of the Northern Colonization Ry.'s line from Mont Laurier, would have to cross the Q.P. & V.B.R. to reach Ville Marie. (Feb., pg. 71.) See also Northern Colonization Ry.

**Hull-Ottawa Bridges.**—The Board of Railway Commissioners passed order 38,469, Nov. 29, 1926, authorizing the C.P.R. to rebuild bridges 50.17 and 51.18, Montreal and Ottawa Subdivisions, Quebec District. These 2 bridges form together what is known as the Prince of Wales Bridge, extending between the cities of Hull and Ottawa, just above the Chaudiere Falls on the Ottawa River.

in excellent condition and with minor repairs and changes to accommodate the new pier members, it has been continued in service to carry the heavy locomotive loadings of the present day. The new bridge was designed by the C.P.R. engineers, J. M. R. Fairbairn, D.Sc., being Chief Engineer, P. B. Motley, Engineer of Bridges, and J. E. Beatty, District Engineer. The contractor for the fabrication and erection of the steel work was the Dominion Bridge Company, Montreal, and the erection work, extending over 8 months, which was completed Feb. 28, was carried out without a mishap or delay to trains.

**East York-Leaside Bridge.**—Work on the excavation for the subway under the C.P.R. tracks at Leaside, Ont., in connection with this bridge, is reported to be going on, and it is expected that everything will be ready for the erection of the steel work early in the summer. (March, pg. 125.)

**Ontario District Betterments.**—Work to be done on Ontario District lines this year, for which appropriations have been made, will, we are advised officially, be as follows:—Additional side tracks, will be provided at Belleville, Sulphide, Oshawa, Guelph Jct., Chatham, Tilbury, St. John, Windsor, McNought and Watlington. This will increase siding accommodation, facilitate switching and speed up operation. Eighteen miles of automatic block signalling will be installed between Streetsville Jct. and Guelph Jct. by contract, which will give continuous block signalling between Toronto and Woodstock. The bridge carrying Wyandotte St., Windsor, over the C.P.R. tracks, will be replaced by a heavier structure, to carry also the Ontario Hydro Electric Ry., Essex District, tracks. A 90-ft. turntable will be installed at Windsor, to enable the turning of the heaviest locomotives in service, and another new turntable will be installed at St. Mary's. A 60,000-gall. steel water tank will be erected at Crow Lake, on the Belleville Subdivision, and a 40,000-gall. one at Blyth, on the Hamilton-Goderich Subdivision. A 60-ton coaling plant will be built at Goderich. Track scales of limited capacity at London and Woodstock will be replaced by larger ones. The interlocking plant at the crossing of the Michigan Central Rd. by the C.P.R. at Appin will be renewed. Sheds and docks at Windsor will be repaired. A 2-story brick locomotive house will be built at

bridges being large structures. The line is also carried by a large bridge over Winchester St., Toronto. The proposal to replace the present bridges by others of greater capacity is to permit of the operation of the largest locomotives between Trenton and Toronto. At present the 5300 class freight locomotives and 2800 class passenger locomotives do not operate west of Trenton. With the bridges mentioned replaced by heavier structures, they could operate between Trenton and Toronto. It is not definitely determined, at the time of writing, March 16, whether this work will be done this year.

**Cedar Mills Subway, Etc.**—The Board of Railway Commissioners passed order 38,760, Feb. 14, authorizing its Counsel, A. G. Blair, K.C., and its Chief Engineer, T. L. Simmons, to enquire into and report upon Peel County's application for an order to direct the C.P.R. to build a subway and road diversion near Cedar Mills station, Ont.

**Kenora Machine Shop.**—Tenders were received to March 16 for the erection of a brick machine shop, 50 x 80 ft., at Kenora, Ont.

**Manitoba and Northwestern Ry. Co.** had a bill introduced in the Commons this session to authorize the building of a line from tp. 28, range 6 or 7, west 2nd meridian, near Theodore, Sask., on the Yorkton-Wadena branch, westerly and southerly to Duval, on the Pheasant Hills Branch. At a meeting of the railway committee the Minister of Railways objected to the proposed line on the ground that it would duplicate a Canadian National Ry. branch, and after a consultation between representatives of the two lines the bill was amended by fixing the starting point of the branch at Kandahar, tp. 32, range 17, thence southerly for 12 or 15 miles to tp. 28 or 29, range 12, or from Foam Lake, tp. 30 or 31, range 11 or 12, generally southerly for 12 or 15 miles to tp. 28 or 29, range 12 or 13, all west of 2nd meridian, Sask., and thence westerly for about 30 miles. Theodore, the starting point of the branch as originally proposed, is at mile 248 from Portage la Prairie, Man.; the alternative starting points as approved by the railway committee are situated as follows: Foam Lake, mile 280; Kandahar, mile 918, both distances from Portage la Prairie. The bill as amended was read a third time in the Commons, March 7. (Jan., pg. 3.)



Ry.'s present terminus is at Angliers, Que., 112.8 miles from Matawa, Ont., on the main transcontinental line, and there is a 7.7 mile branch from Gaboury to Ville Marie, Que., on Lake Timiskaming. A deputation from Timiskaming County waited on the Premier of Quebec recently, urging the extension of the line from Angliers to the Rouyn mining district, and was, a press report states, informed that when the time comes for the Canadian Pacific Ry., which owns the charter to extend the line, the Government will be ready to grant subsidies. The projected route of the extension of the Northern Colonization Ry.'s line from Mont Laurier, would have to cross the Q.P. & J.B.R. to reach Ville Marie. (Feb., pg. 71.) See also Northern Colonization Ry.

**Hull-Ottawa Bridges.**—The Board of Railway Commissioners passed order 38, 469, Nov. 29, 1926, authorizing the C.P.R. to rebuild bridges 90.77 and 91.18, Montreal and Ottawa Subdivisions, Quebec District. These 2 bridges form together what is known as the Prince of Wales Bridge, extending between the cities of Hull and Ottawa, just above the Chaudiere Falls on the Ottawa River. The original bridge, built in 1877-79, consisted of 11 spans of 165 ft., one span of 145 ft., and one span of 265 ft., which were built by Phoenix Bridge Co. to designs made by the late C. Schaler Smith, consulting engineer. The substructure consisted of stone piers founded on rock, which is located at no great distance below the water level except under the longest span where there is about 30 ft. of water. These Phoenix spans carried the C.P.R. traffic continuously since the bridge was taken over from the Quebec, Montreal, Ottawa and Occidental Ry. in 1882, until the recent decision to replace the steel superstructure in order to accommodate heavier locomotives, which are necessitated by the heavier traffic. The old spans were pin-connected. The new spans are of modern stiff rivetted construction, which bears a strong contrast with the delicate proportions of the old Phoenix pin and eye-bar spans. The original bridge was named after the then Prince of Wales, the late King Edward the Seventh, and the Prince of Wales' Festivals, which were erected on both ends of the bridge at the completion of the work in 1879, have been re-erected on the new bridge. The substructure was found to be

unsound. Windsor, McNaught and Wul-ton. This will increase siding accommodation, facilitate switching and speed up operation. Eighteen miles of automatic block signalling will be installed between Streetsville Jct. and Guelph Jct. by contract, which will give continuous block signalling between Toronto and Woodstock. The bridge carrying Wyandotte St., Windsor, over the C.P.R. tracks, will be replaced by a heavier structure, to carry also the Ontario Hydro Electric Ry., Essex District, tracks. A 90-ft. turntable will be installed at Windsor, to enable the turning of the heaviest locomotives in service, and another new turntable will be installed at St. Mary's. A 60,000-gal. steel water tank will be erected at Crow Lake, on the Belleville Subdivision, and a 40,000-gal. one at Blyth, on the Hamilton-Goderich Subdivision. A 50-ton coaling plant will be built at Goderich. Track scales of limited capacity at London and Woodstock will be replaced by larger ones. The interlocking plant at the crossing of the Michigan Central Rd. by the C.P.R. at Appin will be renewed. Sheds and docks at Windsor will be repaired. A 2-stall brick locomotive house will be built at Peterborough. A 4-stall rectangular timber frame and Gunite locomotive house will be built at Guelph Jct., neither of which places have one now. The locomotive house at Orangeville, which has become obsolete, will be replaced on a new site, by a 5-stall brick circular one. At Port McNicoll a 6-stall concrete circular locomotive house will be enlarged by making 4 of the stalls  $18\frac{1}{4}$  ft. longer, to provide for larger locomotives. Forty miles of track on the MacTier Subdivision will be relaid with 100-lb. rails to replace mostly 80-lb. When this relaying is completed, there will be no 80-lb. rail left on that subdivision, 65 miles being 100-lb. rail and the remainder 85-lb. Ballasting will be done on 65 miles, 40 on Windsor Subdivision, and a considerable mileage on Port Burwell and St. Thomas Subdivisions, also on about 5 miles of Trenton Division. Twenty-six miles of track shouldering will be done on Teeswater and Owen Sound Subdivisions.

The management has in contemplation the renewing of 5 bridge structures on the Toronto Terminals Division, between Leaside and Toronto. The Don River is crossed 4 times by the line, 3 times at high level and once at low level, the high level

and a bill introduced in the Commons this session to authorize the building of a line from tp. 28, range 6 or 7, west 2nd meridian, near Theodore, Sask., on the Yorkton-Wadena branch, westerly and southwesterly to Duval, on the Pheasant Hills Branch. At a meeting of the railway committee the Minister of Railways objected to the proposed line on the ground that it would duplicate a Canadian National Ry. branch, and after a consultation between representatives of the two lines the bill was amended by fixing the starting point of the branch at Kandahar, tp. 32, range 17, thence southerly for 12 or 15 miles to tp. 28 or 29, range 12, or from Foam Lake, tp. 30 or 31, range 11 or 12, generally southerly for 12 or 15 miles to tp. 28 or 29, range 12 or 13, all west of 2nd meridian, Sask., and thence westerly for about 30 miles. Theodore, the starting point of the branch as originally proposed, is at mile 248 from Portage la Prairie, Man.; the alternative starting points as approved by the railway committee are situated as follows: Foam Lake, mile 280; Kandahar, mile 318, both distances from Portage la Prairie. The bill as amended was read a third time in the Commons, March 7. (Jan., pg. 3.)

**Regina Division Betterments.**—A press report says that the principal work to be undertaken this year will be ballasting between Ogema and Weyburn, Weyburn and Portage, and Weyburn and Hume, Sask., involving the use of a mechanical shovel at the Wheatstone gravel pit, and 6 or 8 work trains with a large number of men during the summer. Other works to be done are said to include the erection of brick stations at Wolseley and Estevan; extensive alterations at Regina station; the installation of an unloading crane in Regina yards; the conversion of the vacant space on South Railway St., west of Regina station, into a flower garden; the erection of a mechanical coaling plant, to replace the present trestle dock, the erection of a yard office at Weyburn; the erection of a frame station at Milestone and the erection of section houses for foremen at Pasqua and Pense.

**Western Branch Lines.**—A bill was introduced in the Commons this session to authorize the construction of the following lines and the issue of bonds or other securities for \$40,000 a mile of the same, or with the approval of the shareholders, the issue of consolidated debenture stock to the same amount.



# LOCAL NEWS

## House Rented.

Clarence Bryan has rented Miss McLachlan's house on York street.

## Salvation Army.

Special interesting meeting will be conducted by Brigadier Burrows and Adjutant Wilson on Tuesday, May 11th in Salvation Army Hall, Mill street. Everybody welcome.

## Gone to Beaverton.

Mr. and Mrs. William Savage, who have conducted the Dufferin house for four years and the Queen's hotel for the past four years, left on Thursday for Beaverton, where they will run Hotel Hamilton at that place. Mr. and Mrs. Savage are experienced hotelkeepers and will make the Hamilton a very popular hostelry.

## Almost A Cat-astrophy.

One of our school boys handed in

son. Precedence won the grand championship for all ages at the Canadian National exhibitors, Toronto, last year.

## And Tommy Did It.

An amusing incident occurred at the C. P. R. station here the other evening. A freight train pulled in and sidetracked for a passenger train. The passenger train arrived and pulled out, then the freight train started to do its switching. A placid, well dressed woman had alighted from the passenger train and was passing close to one of the freight brakemen when he yelled to his buddy: "Jump on her when she comes by, Tommy, run her down to the freight shed, cut her in two and bring the head end up to the depot!" The lady picked up her skirts and ran for the station, yelling murder at every jump.

## PERSONAL

MAY 6, 1926