

OTTAWA
NORTHERN
AND
WESTERN
RAILWAY

been appointed contracting agents. The agency of the Blue Line, in Ontario, has been withdrawn, and all business for the N. Y. C. and H. R. R. Rd. will in future be handled directly by that road. The business of the West Shore Rd. will be handled as heretofore.

Ottawa, Northern and Western Ry.—By an act passed at the present session of the Dominion Parliament the name of the Ottawa and Gatineau Ry. Co. has been changed to the Ottawa, Northern and Western Ry. Co. The Co.'s head office has been removed from Montreal to 30 Central Chambers, Ottawa. H. L. Malby, Sec.-Treas., will have the purchasing of all supplies for this Co. and for the Pontiac Pacific Int. Ry., which is expected to be amalgamated with the O. N. & W. shortly. **Pontiac Pacific Int. Ry.**—See under head of "Ottawa, Northern and Western Ry."

Quebec Southern.—Malcolm Macfarlane has been appointed roadmaster. He was with the C.T.R. for many years.

The Seattle & International Ry. has been merged with the Northern Pacific Ry. Co. The jurisdiction of all officers of the traffic department of the N. P. has been extended to cover the mileage of the S. & I. R. J. A. Nadeau, general agent at Seattle, will have general jurisdiction of freight and passenger traffic upon these lines. R. T. Bretz, under the title of division freight and passenger agent, with office at Seattle, will have local supervision of traffic matters on these lines and other territory from time to time assigned to him, reporting to the Assistant General Freight Agent and the Assistant General Passenger Agent at Portland. Mr. McMullin remains as local agent at Vancouver, B. C.

Southern Pacific.—The San Francisco Call of April 29, said: "It was definitely learned yesterday that when E. H. Fitzhugh arrives here he will take office in the S. P. as assistant to President Hays. President Hays has mapped out a great deal of hard work and he is figuring on able assistance from Fitzhugh. In addition to improving the system, active steps will be taken at once by the Union Pacific and the S. P. officials combined, to freeze out the Northern Pacific, the C. P. R. and the Great Northern from the Oriental trade."

Sydney and Louisburg Ry.—L. L. Boomer has been appointed despatcher at Glace Bay. He served 12 years with the I. C. R., being latterly at Moncton. J. McGillivray, who has been in the Dominion Coal Co.'s service since its organization, has been appointed train-master of the S. & L. R.

The C.P.R.'s Original Organization.

ing Agent and General Storekeeper; Joel May, Division Superintendent in charge of the Red River division; T. J. Lybsey, Division Superintendent in charge of the Eastern division; John Egan, Train Despatcher; F. C. Butterfield, Mechanical Superintendent.

Canadian Freight Association.

A general meeting was held at Montreal April 4, there being 51 members present.

The following were elected members: ACTIVE—L. W. Gault, G. F. A. Hawkins, G. A. D. & H. R., Montreal; A. Cowan, G. A. Northwest Transportation Co., Toronto; A. B. Pratt, G. F. A., Northern Navigation Co., Collingwood; C. Cooper, G. F. A., Halifax & Yarmouth Ry., Yarmouth, N. S.; HOSORARY—J. E. Dalrymple, G. T. R., Montreal, late of Central Vermont Ry.; J. D. Hunter, Allan S. Line, Toronto.

The Manager presented the report of Department of Inspection for year ended Feb. 28, 1901, as compared with the previous year:

Freight.	Live Stock.	Total.
Total earnings.....	\$20,680 30	\$2,724 25
Previous year.....	\$1,271 73	7,312 30
Increase.....	\$6,727 25	\$5,690 86
Decrease.....	\$2705 30	
The earnings at Winnipeg during the year were.....	\$30,490 07	
Previous year (part only).....	\$380 87	

Taking these items into account the net earnings in freight at points other than Winnipeg, show an increase of \$3,184.45.

The Secretary-Treasurer's report of the Association funds for the year ended Mar. 31, was as follows:

Balance for 1899-1900.....	\$17 00
Receipts from 11 active members.....	\$41 00
Disbursements.....	\$10 00
Balance on hand.....	\$48 00

The Freight Inspection Committee reported as follows: "The Traveling Inspectors' reports continue to indicate considerable leakage in revenue in the matter of weighing freight. Almost every local point visited has been found deficient in this respect. In some cases the underbilling is discovered at destination, but this is evidently the exception, not the rule. A large number of agents at shipping points, where shippers load their own freight, either direct in the car or through the shed, are secretly to blame for taking shippers' weights, because for want of weighing facilities and sufficient help it is almost impossible to weigh all shipments without great delay, and consequent congestion of goods in sheds. This is a matter commented to the earnest consideration of superintendents and others concerned."

that some restriction and probably increased rates should apply on mixed cars:—"When a number of different articles of the same class, in carloads, embraced in one line of trade, are shipped at one time by one shipper to one consignee at one point of delivery, in full carloads, they shall be taken at the rate per 100 lbs. for such class in C. I. The foregoing rule will apply only on freight from one shipper or owner, and will not cover L. C. L. shipments of property from two or more shippers or owners combined into carloads by forwarding agents or others claiming to act as shippers. The term "forwarding agent" shall be construed to mean agents of the carriers and also agents of actual shippers of the property, or any party interested in the combination of L. C. L. shipments of articles from several shippers into carloads at points of origin. EXAMPLE.—This rule will not apply on mixed shipments of groceries, hardware, dry goods, iron, etc., but only to different articles of one straight line of trade.

The whole matter was relegated to the General Freight Committee to consider, and to report at next meeting.

The Secretary reported receipt of the following circulars from the chairman of the Central Traffic Association, relating to some amendments to the Rules and Regulations of Freight for the Pan-American Exposition.

Roads interested individually advise that on live stock exhibits (except horses and mules), forwarded from points in Central Freight Association territory to the Pan-American Exposition, full tariff rates will be charged, and such exhibits (except horses and mules), if unsold and re-shipped from Buffalo within 30 days after the close of the Exposition, may be returned free at owner's risk to the original forwarder at the original point of shipment by the railway companies which carried the same, upon presentation of the original bill of lading or contract or paid freight bill, together with a certificate signed by the proper officers of the Exposition to the effect that the shipments are unsold exhibits which have paid full tariff rates one way, such certificate to be attached to the manifest of each shipment. Full tariff rates will be charged in both directions on horses and mules for exhibition.

Advises from the Superintendent of the Freight Department, Pan-American Exposition, state that ruling of Exposition Co. which provides it will discontinue receiving exhibits on April 1, 1901, has been withdrawn, and exhibits will be received without limit as to time.

The election of officers and committees for the ensuing year resulted as follows: President, W. Woolfart, L. E. & D. R.; Walker, 1st Vice-President, M. T. Donovan, Boston & Maine Rd.; Boston; and Vice-President, E. Tiffin, Intercolonial Ry.; Moncton;

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with the latest apparatus for handling coal at North Sydney.

The Ottawa Northern and Western Ry. is building a station at Hull. It is in the Elizabethan style of architecture, and is built of stone and pressed brick to the height of the first story, above this in half-timbered work. The dimensions of the building are 50x24 ft. It contains a large general waiting-room with lavatories connected, a ladies' waiting room about 16 ft. square with lavatories, etc., and dispatchers' office opening into the general waiting-room, all on the ground floor. In the basement is a hot water heating apparatus. The first floor is arranged for the stationmaster's house, with six good-sized rooms, including a large living-room, kitchen and bathroom. The baggage-rooms are 136x20 ft., and in close proximity to the station, and practically under the same roof, which is extended from the station to cover them. The architects are Finley & Spence, of Montreal.

The Co. is negotiating with the C.P.R. for permission to cross the tracks of that Co. in order to obtain an entrance into the Central station at Ottawa.

November 1901

195.)

Ottawa, Northern and Western Ry.— Application will be made next session of the Dominion Parliament for an act extending the time for the completion of the lines authorized under the various acts of the Ottawa and Gatineau Ry., and the Pontiac Pacific Jct. Ry., now amalgamated under this title. The O. & G. Ry. Co. had power to extend its line to some point on James Bay, and the P. P. Jct. Ry. was authorized to construct a line to Sault Ste. Marie, Ont., passing south of Lake Nipissing.

The grading on the extension from Gracefield to Maniwaki, in the direction of James Bay, has been completed for 14 miles. Some rock cuts will be completed during the winter

~~January~~ 1903
February

bought some of the water privileges on the Trent river. (April, pg. 121.)

Ottawa, Northern and Western Ry.—The grading on the extension from Gracefield to Maniwaki has been completed for 14 miles, to Blue Sea Lake, and track laying was expected to be commenced in April, 60 lb. steel rails being used. During the winter some rock work was done beyond Blue Sea lake, and the right-of-way cleared to Maniwaki. Ties, posts and other timber have also been got out. It is expected that the remaining 15 miles from Blue Sea lake will be graded and the whole of the track laid by the end of the year. (Feb., pg. 45.)

Detroit, Grand Ry. (Electric) — Applied.

MAY 1903

45.

Ottawa, Northern and Western Ry.—Tracklaying has been commenced, and on May 9 we were advised that two miles had been laid, and that track was being laid at the rate of about $\frac{3}{4}$ of a mile a day. Grading was being proceeded with between Blue Sea lake and Maniwaki, about eight miles. It is expected that the extension from Gracefield to Maniwaki will be completed by Sept. (May, pg. 150.)

Ottawa, Ont., Electric Ry.—Press reports state that the city council will give permis-

June
1903

maximum curvature is 7'. H. C. Cleveland is Chief Engineer. (June, pg. 217.)

Ottawa, Northern and Western Ry.—By an act passed at the current session of the Dominion Parliament the Ottawa, Northern and Western Ry. has been granted an extension of two years for the commencement, and five years for the completion of the lines authorized to be constructed by the Pontiac and Pacific Jct. Ry. and the Ottawa and Gatineau Colonization Ry., now amalgamated under the above title.

We were advised, June 9, that track on the extension of the old Ottawa and Gatineau Colonization Ry. had been laid from Gracefield for 10 miles, to a point two miles up Blue Sea lake. A steam shovel was at work in the ballast pit 4 miles north of Gracefield. Ballast was being distributed, a few low dumps were being made up, and the lift was just about started. Tracklaying was being

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discontinued for a couple of weeks to allow a heavy rock cut to be completed, just ahead of the point reached by the steel. About two-thirds of the grade beyond the rock-cut to Maniwaki had been completed, and work was being rushed on the balance. Stations and tanks are being located and construction on these was expected to be commenced on an early date. The fencing of the line has been commenced from Gracefield. The contract for the greater portion of the grading was sublet by H. J. Beemer, the general contractor, to D. R. McDonald & Co. (June, pg. 215)

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purchased by the C.P.R.

Ottawa, Northern and Western Ry.—Application will be made next session of the Dominion Parliament for an act extending the period within which this company may commence and complete the construction of its projected lines from Shawville, Que., across the Ottawa River to Pembroke, Ont.; from Waltham, Que., to Sault Ste. Marie, Ont.; and from Waltham northwesterly. These are lines projected under the charter of the Pontiac Pacific Junction Ry., which was amalgamated with the O.N. and W. Ry. prior to the transfer to the C.P.R.

Kaladar Spur.—Surveys have been made for the construction of a spur line from Kala-

January 1905

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THE RAILWAY AND MARINE WORLD

ins. thick. Each 5-in. tube contains 4 super-heater pipes, which are of weldless steel, $1\frac{1}{4}$ ins. in diameter. These pipes extend to within 30 ins. of the back tube sheet, where they are connected in pairs by steel return bands. The headers in the smoke-box are of cast iron. The boiler is designed for a pressure of 200 lbs. per square inch, while the safety valves are set for 180 lbs. The longitudinal seams in the barrel are butt-jointed and welded at the ends. On the dome course the seam is placed on the top center line, and is welded throughout, with a liner $\frac{3}{4}$ in. thick placed inside. The distance between the centers of the 2 in. tubes is $2\frac{7}{8}$ ins. at the fire-box end, and $2\frac{3}{4}$ ins. at the smoke-box end. Removable lagging panels are provided over the staybolts in the throat, sides and back head. The injectors are placed right and left, with a check valve

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

Ottawa, Northern and Western Ry. —We are advised that the subsidy contract entered into between the Dominion Government and the O.N. and W. Ry. in respect to the construction of about nine miles of railway, between Aylmer and Hull, Que., is a matter that altogether deals with the line before it was taken over by the C.P.R. The mileage in question was constructed some years ago and the delay in getting the subsidy put through was owing to some difference between the Department of Railways and H. J. Beemer, relative to the non-deposit of plans. This has now been rectified and the contract was formally entered into so as to enable the subsidy to be paid over.

Belly River Bridge.—The bridge which the C.P.R. is erecting over the Belly River at

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owns the Interprovincial & James Bay Ry. Co.'s charter for a line from near Kipawa to near Ville Marie, Que.

Ottawa, Northern & Western Ry. —
The Dominion Parliament will be asked at its ensuing session to extend the time for the commencement and completion of the line authorized in 1919 from Waltham, Que., to a junction with the C.P.R. at or near Chalk River, Ont., and to increase the bonding powers.

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Northwestern Ry. Co.—

February 1921

Subdivision, Quebec District.—80.1, over Papineau Creek; and 97.6, over Trepanier Creek.

Ottawa Northern & Western Ry.—The Dominion Parliament has granted extensions of time of two years for the commencement of construction, and of five years for the completion of the projected extension from the present terminus at Waltham, Que., across the Ottawa River, to a junction with the C.P.R. at Chalk River, Ont.

Interprovincial & James Bay Ry.—The bridge under construction at mile 62.5 on this line, which is being built from near Kipawa to the Quinze River, Que., consists of a 23 ft. span on concrete abutments. The concrete work is included in the general contract, and the span is being transferred from another part of the C.P.R. lines, from a bridge which has been reconstructed.

In connection with press reports as to a projected extension of this branch line under construction to the Quinze River

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built on the smaller waterways, replacing timber structures. About 1,000 ft. of wooden trestle deck was renewed along the wharf sheds at West St. John.

Montreal Subway. — Montreal City Council has been authorized by the Quebec Legislature to borrow \$300,000 without a vote of the people, to rebuild the subway under the C.P.R. tracks at Ontario St., Montreal. The council's executive committee is reported to be making preparations for having the work done during the summer.

Ottawa, Northern & Western Ry. — The Dominion Parliament is being asked to extend the time for the construction of a line from the present terminus of the Waltham Branch at Waltham, Que., through Waltham, Chichester and Sheen Townships, Que., and across the Ottawa River to a junction with the C.P.R. near Chalk River, Ont.

Port Arthur Track Extension. — A press report states that it is proposed to add considerable yard trackage at Port Arthur, Ont., during the year, in connection with the enlargement of grain elevators.

Fort William Freight Sheds. — A press report states that the two freight sheds burned in 1922, will probably be rebuilt this year.

Manitoba & North Western Ry. — The Dominion Parliament is being asked to extend the time for the commencement and completion of the following lines: (1) From near Tuffnel, in Tp. 30, Range 10 or 11, west of 2nd Meridian, thence northwesterly, northerly and westerly to a crossing of the North Saskatchewan River, in Tp. 49, 50 or 51, Range 14 or 15, west 2nd Meridian, and thence westerly to Prince Albert, Sask. (2) From near Theodore Tp. 28, Range 6 or 7, west 2nd Meridian, generally westerly to between Govan and Lanigan, Sask., on the C.P.R. Pheasant Hills Branch.

Weyburn-Lethbridge Line Completion. — The Board of Railway Commissioners, on Dec. 19, 1922, authorized the opening for traffic of the recently completed section of the Weyburn-Lethbridge line, mile 314.2 to 351.04. Of the mileage authorized for operation, track was laid on 15.55 miles during 1922; the other portion having been laid in 1921. (Jan.,

February
1923