

LAKE
HURON
AND
NORTHERN
ONTARIO
RAILWAY

right of way, improvement, and some interest. (Jan., pg. 8.)

Lake Huron & Northern Ry.—We are officially advised that several proposals have been made to the Ontario Government by the Lake Huron & Northern Ry. Co. to secure a revival of its charter powers to extend its line from the present terminus at Rock Lake, to Hannah Bay on Hudson Bay, which expired in 1922. The government then announced that the existing line ought to be taken over as a provincial undertaking. So far, no proposition has been made by the company which the government considers would justify the regranting of the charter, but negotiations are being proceeded with. The government, we are advised, had under consideration the feasibility of building a line north from Bruce Mines into the Missigua Forest Reserve to increase the value of the timber in that area. (Aug., 1922, pg. 410.)

The Manitoba Water Power & Elec-

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(April, pg. 100.)

The Lake Huron & Northern Ontario Ry. Co. is in the process of reorganization, and has issued a prospectus, from which the following details are extracted:—The officers are: President, D. G. Curtis; Vice President and General Manager, H. Appleton; Chief Engineer, L. Whitman, B.E.; the office is at 46 King St. West, Toronto. The company's authorized capital is stated to be \$6,000,000 of common stock, and \$6,000,000 of 8% cumulative preferred stock. Of these stocks there are now being offered for subscription \$800,000 of preferred stock, and \$300,000 of common stock, which form part of the stock issued and to be issued to the Scottish-Canadian Finance Corporation, which corporation, the prospectus states, will retire without burden or obligation on the part of the railway company \$595,000 of bonds at present outstanding. The present issue of stock is stated to be for the purpose of building and equipping an extension of 114 miles from the present terminus at Rock Lake, Ont., to the C.P.R. main transcontinental line at Wakami. This stock will be issued in units of two shares of preferred and one share of common stock, each unit carrying a bonus of one share of stock of Ontario National Development Corporation, Ltd., the authorized capital of which is \$6,000,000 of common stock.

The old Lake Huron and Northern Ontario Ry. took over the charter of the old Bruce Mines and Algoma Ry. Co., which was incorporated by the Ontario Legislature in 1899 to build from Bruce Mines northerly for 30 miles, under which charter, and subsidy contract, the company built a line from Lake Huron, through Bruce Mines to Rock Lake, about 17 miles. In 1903 the B. M. and A. Ry. Co. was authorized to extend this line from Rock Lake to a junction with the C.P.R. transcontinental line between Chapleau and Bisco, and in 1905 it was further authorized to extend the line to Hannah Bay or some other point on James Bay, within Ontario. The company was reorganized under the title of

April
1922

the point where the railway crosses the International boundary. (Jan., pg. 10.)

Lake Huron and Northern Ontario Ry.—
The Minister of Lands, replying to a question in the Ontario Legislature, Mar. 3, said the company began construction on the extension of its line Nov. 1, 1913, and reported having expended \$22,256.20 during 1914, in securing right of way, clearing right of way and upon grading, and that within the same period \$56,000 had been expended upon the reconstruction of the original line from Bruce Mines to Rock Lake. The company cannot obtain any land from the Government under the terms of its agreement until 10 miles of the line have been completed. (Oct., 1914, pg. 468.)

April 1915

City Engineer, and a satisfactory understanding was reached. (Dec., 1913, pg. 574.)

Lake Huron and Northern Ontario Ry.—The old Bruce Mines and Algoma Ry. built a line from Bruce Mines, Ont., for about 13 miles northerly to some copper mines, and grading was completed for some six miles beyond that point, before it fell into financial difficulties. The property of the old company was sold, and the purchasers obtained incorporation under the above title from the Ontario Legislature, with power to extend the line to the National Transcontinental Ry. Press reports state that work has been started cleaning up the six miles of grading done beyond track end. It is expected that plans for the extension of line northerly to the N. T. Ry. will shortly be submitted for approval by the Board of Railway Commissioners. (July, 1913, pg.

331.)

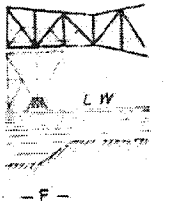
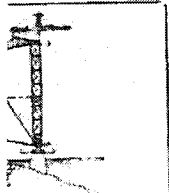
Manitowish and Northumberland Strait Ry.

January
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ALGOMA CENTRAL

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1,322,000 lbs. and a lift of about 3 ft.,
operating a frame connected to the
above mentioned cross beams. A safety
device holds the cross beams in place
step by step as it is raised, thus provid-
ing against any accident. When the
lifting has been completed the wire
hangers are fitted to their bearings and
the suspended span, previously lifted a
little too high, is lowered to its perman-
ent position.

Telephone Train Dispatching on the Algoma Central and Hudson Bay Railway

This line has been dispatching trains
by telephone since 1902, using on the
Main Line Division the Bell 1000 ohm
magneto type wall instruments and on
the Michipicoten Division the New State
80 ohm series instruments.

Last spring the construction of a
metallic circuit of no. 12 new British
standard hard drawn copper wire was
commenced. When completed the line
will extend from Sault Ste. Marie, north
to Hobon, 195 miles, with connection at
Hawk Lake with the Michipicoten Divi-
sion metallic circuit of 36 miles, cover-
ing the Michipicoten, Josephine and
Magpie branches and serving the Helen
and Magpie mines. The existing pole
lines were practically rebuilt last sum-
mer and new lines have been built from
Pangissin, 68 miles north of Sault Ste.
Marie, to mileage 107, and from
Josephine Mine Jet, mileage 107 to 125.
The gap of 18 miles is now being closed
and it is hoped to secure communica-
tion between Sault Ste. Marie and
Michipicoten Harbor early in January.

The Hawk Lake-Hobon extension of
some 30 miles will be built next spring,
and further extension of the system
north of the C.P.R. proceeded with. A
portion of the new dispatching tele-
phone apparatus will be installed this
winter and the installation, with the ex-
ception of the Hobon extension, will be
completed early next spring. This will
give a dispatching circuit of 190 miles
for the present and 220 miles on com-
pletion of the Hobon extension.

The line has been constructed on a
substantial standard specification and
the equipment installed is the last word
in up-to-date telephone apparatus. It
is furnished by the Northern Electric
and Manufacturing Co., Montreal, and
consists of their dispatcher's telephone
equipment, chest transmitter, head re-
ceiver, etc., and their selector equipment
for calling stations. For stations at
which agents are maintained the office
is provided with their 1020 B transmit-
ter arm and head receiver, and station
selector set. Flag stations are provided
with a 1317 W type wall telephone.
Portable telephone sets with line poles
are provided for use of train crews.

The system when completed will ad-
mit of the dispatchers communicating
with one or more stations simultane-
ously, allow of the sending of time over the
wire, and also the transmission of com-
pany's and commercial business.

Between Sault Ste. Marie and Search-
mont, 30 miles, an iron metallic circuit
is provided for commercial business and
a ground circuit extends from Search-
mont to mileage 79. On the Michipico-
ten branch an iron metallic circuit be-
tween Michipicoten Harbor and Helen

January
1912

Bay Railway

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This line has been dispatching trains by telephone since 1902, using on the Main Line Division the Bell 1000 ohm magneto type wall instruments and on the Michipicoten Division the New State 80 ohm series instruments.

Last spring the construction of a metallic circuit of no. 12 new British standard hard drawn copper wire was commenced. When completed the line will extend from Sault Ste. Marie, north to Hobon, 195 miles, with connection at Hawk Lake with the Michipicoten Division metallic circuit of 36 miles, covering the Michipicoten, Josephine and Magpie branches and serving the Helen and Magpie mines. The existing pole lines were practically rebuilt last summer and new lines have been built from Pangissin, 68 miles north of Sault Ste. Marie, to mileage 107, and from Josephine Mine Jet, mileage 107 to 125. The gap of 18 miles is now being closed and it is hoped to secure communication between Sault Ste. Marie and Michipicoten Harbor early in January.

The Hawk Lake-Hobon extension of some 30 miles will be built next spring and further extension of the system north of the C.P.R. proceeded with. A portion of the new dispatching telephone apparatus will be installed this winter and the installation, with the exception of the Hobon extension, will be completed early next spring. This will give a dispatching circuit of 190 miles for the present and 220 miles on completion of the Hobon extension.

The line has been constructed on a substantial standard specification and the equipment installed is the last word in up-to-date telephone apparatus. It is furnished by the Northern Electric and Manufacturing Co., Montreal, and consists of their dispatcher's telephone equipment, chest transmitter, head receiver, etc., and their selector equipment for calling stations. For stations at which agents are maintained the office is provided with their 1020 B transmitter arm and head receiver, and station selector set. Flag stations are provided with a 1317 W type wall telephone. Portable telephone sets with line poles are provided for use of train crews.

The system when completed will admit of the dispatchers communicating with one or more stations simultaneously, allow of the sending of time over the wire, and also the transmission of company's and commercial business.

Between Sault Ste. Marie and Searchmont, 30 miles, an iron metallic circuit is provided for commercial business and a ground circuit extends from Searchmont to mileage 79. On the Michipicoten branch an iron metallic circuit between Michipicoten Harbor and Helen Mine, 11½ miles, cares for commercial business and an iron ground circuit from Helen Mine to Grasset on the C.P.R. cares for commercial business between the mines and the outside.

We are indebted for the foregoing to G. A. Montgomery, Superintendent A.C. and H. B. Ry., at whose request it was prepared by C. Fitzsimon, Superintendent Telephone Construction.

1912

ATLANTIC AND
LAKE SUPERIOR.

July, 1907]

THE RAILWAY AND MARINE WORLD

Railway Finance, Meetings, etc.

Atlantic and Lake Superior Ry.—An order was made June 10 by the Exchequer Court confirming the scheme of arrangement filed in March, and amended in some details by the court. In pursuance of the scheme of arrangement the bondholders of the Baie des Chaleurs Ry.—one of the companies amalgamated to form the A. and L. S. Ry.—are invited to transfer and deliver to the Royal Trust Co., Montreal, up to July 15, the bonds held by them. Bonds not so transferred are barred from the benefits of the special trust fund, and the holders of the same will rank as ordinary unsecured creditors. A special general meeting of the shareholders of the B. d. C. Ry. Co. was called to be held in Montreal, June 15, for the purpose of declaring the forfeiture of the shares belonging to those shareholders who have made default in the payment of any call payable by them for the space of two months after the time appointed for the payment thereof, and of authorizing the directors to sell the shares so forfeited either at public auction or by private sale.

of the \$300,000 of preferred stock. The company took over the Joggins Ry., which was constructed under the authority of an act of the Nova Scotia Legislature passed in 1883. The railway is 12 miles long and there are 3.50 miles of sidings—all of which are laid with 56-lb steel rails. At June 30, 1906, its rolling stock consisted of two locomotives, one first-class car, one second-class car, two baggage, mail and express cars, five platform cars, and one snow plow. During the year the train mileage was 22,450, and the engine mileage, 29,768 miles; 11,328 passengers, and 102,245 tons of freight (97,202 tons being coal) were carried. The total earnings were \$43,080.46, and net earnings \$12,428.72. The general statement shows that \$300,000 of the common stock had been subscribed and paid up; \$61,000 had been paid up on the \$150,000 preferred stock issued; there had been received \$37,500 by way of subsidy from the Dominion Government, and \$35,200 from the Nova Scotia Government. The cost of the railway and equipment is given as \$168,061.25, and at June 30, 1906, there was a floating debt of \$478.14.

Montreal, Ottawa and Occidental Ry.—At the last session of the Quebec Legislature, a

July 1907

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replacement of the following bridges.—
21.4, 28.4, 30.8, 33.7 and 39.0 over the
Nicola River, Merritt Subdivision, B.C.
(March, pg. 119.)

Lake Huron and Northern Ontario Ry.

—A deputation from the company waited on the Premier of Ontario, Aug. 1, and asked for a revival of its charter powers to extend the line from the present terminus at Rock Lake northerly, and so enable it to earn the land grant authorized some years ago. The original company was the Bruce Mines and Algoma Ry., which built a line from near Bruce Mines, Ont., on the C.P.R. North Bay-Sault Ste. Marie line, to Rock Lake, about 17 miles. The title was subsequently changed to the Lake Huron and Northern Ontario Ry., power being given to extend the line northerly towards Hudson Bay, a land grant being authorized upon certain conditions of colonization and development. The mining operations at Rock Lake having ceased the railway stopped running, and the company was reorganized. Several efforts were made to raise capital to revive the project, but all failed. The charter, however, was kept alive, the last extension of time expiring in 1922. When the matter was then before the Ontario Legislature, the Premier, E. C. Drury, announced that the Government was considering the advisability of taking over the railway from Bruce Mines to Rock Lake and extending it to the Missigua Forest reserve. He made an inspection of the property during the following autumn, but the Government did not take any action in the matter prior to its defeat on June 25. Premier Ferguson advised the delegation that the Government would look into the matter. We were officially advised, Aug. 16, that the matter was being thoroughly investigated by the Lands and Forests Department and that when the officials have secured sufficient data to form a conclusion the question will be considered by the Government. (May, pg. 206.)

Michigan Central Rd.—A press report

September
1923