

DULUTH,
WINNIPEG,
AND PACIFIC
RAILWAY.

C. H. RIFF

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we are officially advised that the bet-
definite has been decided on.

We are officially advised that the bet-
terments to be undertaken during the
current year include the completion of
the fill across Rainy Lake, a solid rock
bank wide enough to permit of the lay-
ing of a double track; the increase of
yard accommodation at Port Arthur,
Rainy River, Winnipeg, Dauphin, Sas-
katoon, and Edmonton; building passing
tracks at a large number of places along
the entire line; the building of station
and section houses at various points on
the line; a considerable amount of bul-
lasting all along the line; and the re-
placing with 80 lb. steel of a consider-
able mileage of the track between Port-
age la Prairie, Man., and Kamsack,
Sask.

In an interview at Winnipeg, Feb. 15,
M. H. MacLeod, General Manager and
Chief Engineer, is reported to have said
that the work of reducing the gradient
on the line from Winnipeg to Fort Fran-
ces to 0.4% will occupy a lot of atten-
tion this year. There is no intention of

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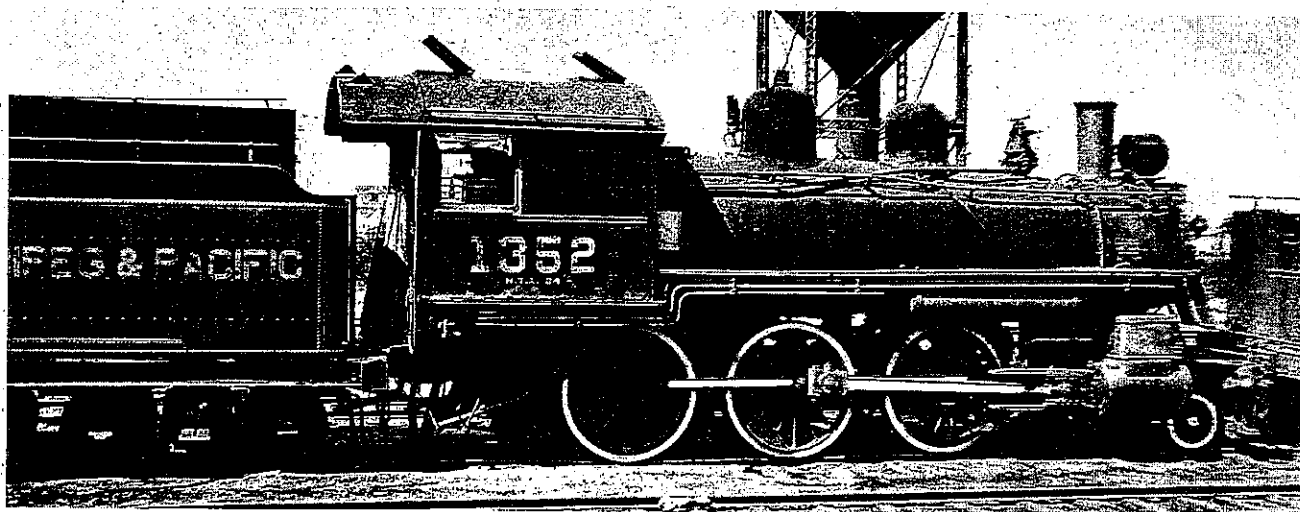
double tracking the line as yet, but the bridges on the route will be made ready to carry a second track. The work of grade reduction and general betterment is about completed between Port Arthur and Fort Frances.

In an interview a few days previously Mr. MacLeod is reported as having stated that several miles of tracks would be added to the yards at Fort Rouge, but that nothing definite had been arranged in regard to a suggested new yard east of Winnipeg.

Sir Wm. Mackenzie is reported as saying that a project is under consideration for building a cut-off from Morris to Vita, so as to enable traffic from south-

DW&P 1352-1353										4-6-0 TEN WHEEL TYPE				H-7 a	
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes	
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal				
19x26"	S	62"	190#	EWT	24449	24%	sat		111/143/265000	5000 gals	tons		[1909]		
19x26"	S	63"	180#	EWT	23220	23%	H-C		111/143/263000	6000 gals	10 tons		59-5'		

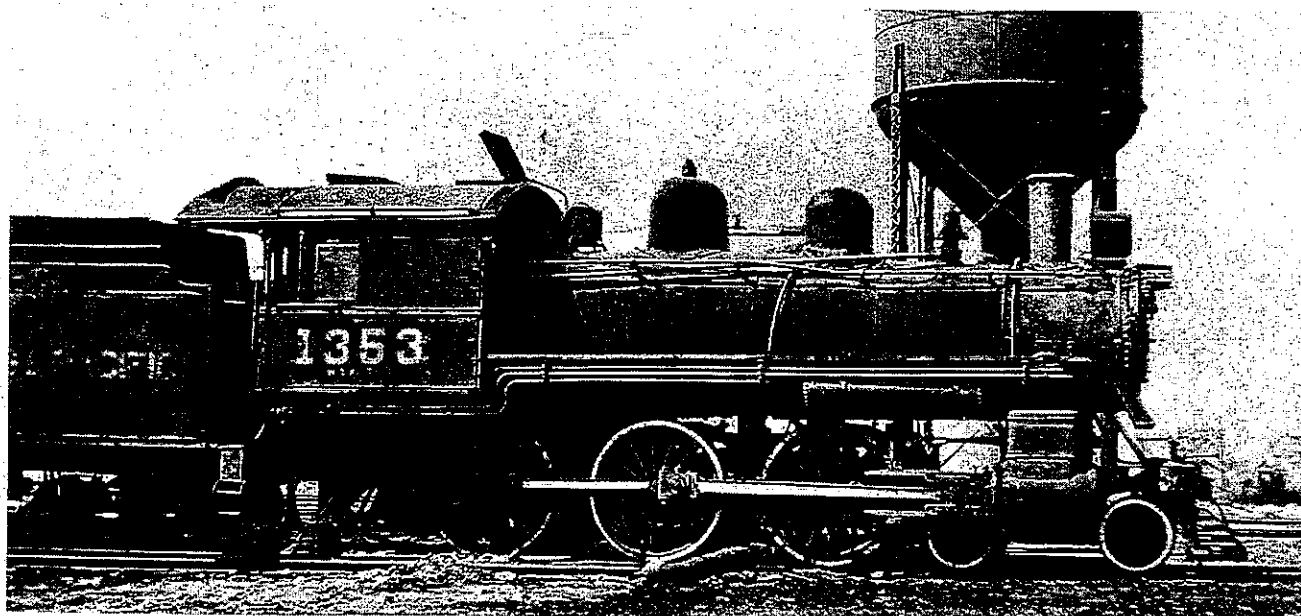
Rogers Locomotive Works — ALCO · 1906 · (J-1751) \$13,663										(2) Acquired by CNR 9-01-1919	
Serial	Shipped	New as		3-1909	1-1912	Superheated		Disposition			
						H-7-A					
1352	41210	11-	-06	(ML&C) DRL&W 100	DW&P 910	DW&P 1352	5-21 PK	Sc 4-27-27 TD			
1353	41211	11-	-06	(ML&C) DRL&W 101	DW&P 911	DW&P 1353	11-20 PK	Sc 4-27-27 TD			



DW&P 1352 and 1353 were built for the Minnesota Land and Construction Company's Duluth Rainy Lake & Winnipeg Railway Company which, in 1909, had been absorbed by the Duluth Winnipeg & Pacific Railway. In 1925, both 1352 and 1353 were retired but were returned to service later the same year.

With the only 4-6-0s remaining on the DW&P removed from the roster nine years after CNR began operating the line, and with no known builder's photograph in existence, two company images will have to suffice. Both DW&P 1352 and DW&P 1353 were possibly at West Virginia, Minnesota about 1923, shortly before their haulage rating was changed to 23%. The upper-case sub-class letter still remained as well, suggesting neither had received major shopping since the formation of the CNR. At this stage of their service careers they were still saturated, had horizontal stove pilots, graphited smokeboxes, open steel-sheathed cabs and retained their tender lettering. Their passenger train assignments may have been the reason for the generous use of white paint for wheel and rod trim.

[BOTH: CNR LOCOMOTIVE DATA CARD]



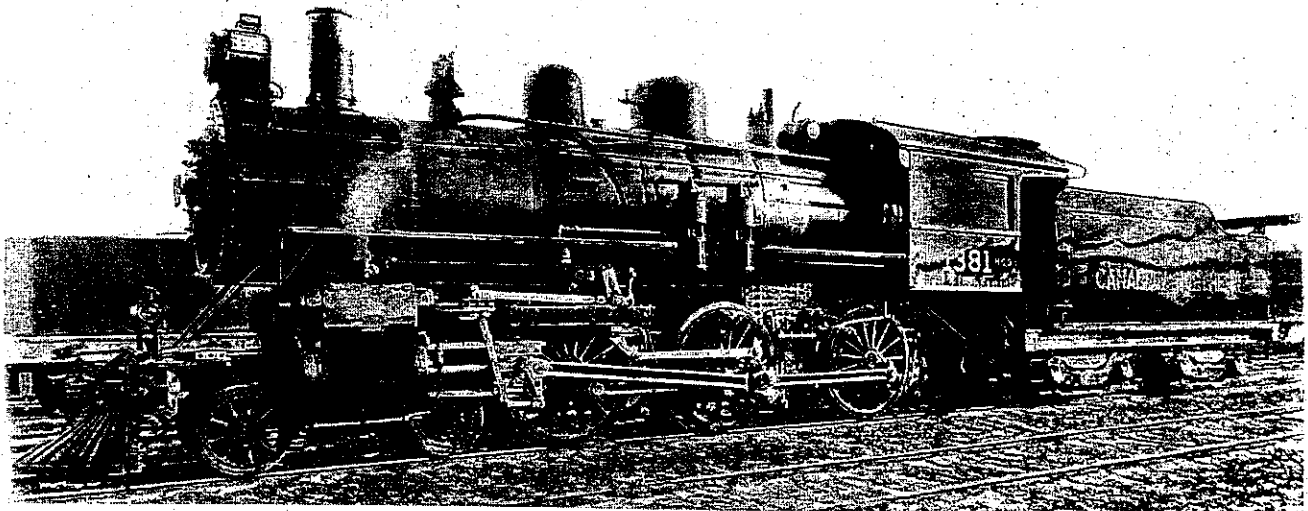
CNR 1354-1384**4-6-0 TEN WHEEL TYPE****H-6-g**

Specifications						Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
22x26"	W	63"	170#	EWT	28632	28%	SCH		133/173/297000	5000 gals	10 tons		[1913]
22x26"	W	63"	180#	EWT	30560	30>28%	SCH		133/173/297000	5000 gals	10 tons	63-6½'	

Montreal Locomotive Works — ALCO 1912 (Q-188) \$19,047

(31) Acquired by CNR 9-01-1919

Serial	Shipped	New as	Steel	Leased	To oil	Mods	To	Mods/Tender	Disposition	To
		H-6-G	Cab	1942-56			H-6-g	to		
1354	50778	3- -12	CaNoR 1354	7-27 GP		mtz	1551 /2	10-31-56	m z	So. 9-21-61' C STM
1355	50779	3- -12	CaNoR 1355	6-29 HQ		edmt	(1552)/2			Sc 11-21-57 LM
1356	50780	3- -12	CaNoR 1356	2-39 HQ		m				Sc 9-17-54 LM
1357	50781	3- -12	CaNoR 1357	8-35 HQ	7-58 MP x1359	m z	1553 /2	6-23-59	m	Sc 3-14-60 PU
1358	50782	3- -12	CaNoR 1358	3-35 MP		edm				Sc 10-07-55 LM
1359	50783	3- -12	CaNoR 1359	6-26 HQ	10-53 PK	edm	(1554)/2			Sc 7-14-58 PU
1360	50784	3- -12	CaNoR 1360			m	(1555)/2			Sc 9-27-57 LM
1361	50785	3- -12	CaNoR 1361	2-35 HQ		F m?				Sc 1-28-55 LM
1362	50786	3- -12	CaNoR 1362	1-32 HQ	5-58 MP x1376	mtz	(1556)/2			Sc 3-25-60 PU
1363	50787	3- -12	CaNoR 1363	7-35 HQ		edmt		OCS		Sc 10-14-54 LM
1364	50788	3- -12	CaNoR 1364	12-35 MP		edmt	(1557)/2			Sc 11-08-57 LM
1365	50789	3- -12	CaNoR 1365			edm?	(1558)/2			Sc 10-05-56 LM
1366	50790	3- -12	CaNoR 1366	3-37 MP		edmt		OCS		Sc 10-14-54 LM
1367	50791	3- -12	CaNoR 1367		10-53 PK	edm?	(1559)/2			Sc 11-14-58 PU
1368	50792	3- -12	CaNoR 1368	10-36 MP		edm?t				Sc 8-15-55 LM
1369	50793	3- -12	CaNoR 1369	12-36 MP		m				Sc 4-27-56 LM
1370	50794	3- -12	CaNoR 1370			dmtz	1560 /2	11-17-56	mtz	Sc 3-14-60 LM
1371	50795	3- -12	CaNoR 1371		NAR 8-58 MP x1382	ed z	(1561)/2			Ss 6-14-61 W IPSCO
1372	50796	4- -12	CaNoR 1372			edm z	(1562)/2			Sc 12-26-58 PU
1373	50797	4- -12	CaNoR 1373		9-54 PK	fedm	(1563)/2			Ss 10-01-59 W IPSCO
1374	50798	4- -12	CaNoR 1374			mt r	1564 /2	8-25-56	mt r	Sc 4-21-60 LM
1375	50799	4- -12	CaNoR 1375	4-27 AK		F m	1565 /2	11-06-57	m z	Sc 3-31-60 LM
1376	50800	4- -12	CaNoR 1376		4-54 PK	m?t	(1566)/2			Sc 7-31-58 PU
1377	50801	4- -12	CaNoR 1377		9-50 PK	m z	(1567)/2			Ss 10-01-59 W IPSCO
1378	50802	4- -12	CaNoR 1378		NAR 9-55 PU	ed z	(1568)/2			Sc 10-06-58 PU
1379	50803	4- -12	CaNoR 1379	12-43 MP		m				Sc 4-13-55 LM
1380	50804	4- -12	CaNoR 1380		5-54 PK	F m?	(1569)/2			Sc 9-13-56 PU
1381	50805	4- -12	CaNoR 1381			m	(1570)/2			Sc 7-31-58 PU
1382	50806	4- -12	CaNoR 1382		NAR 2-54 PK	e	(1571)/2			Sc 11-14-58 PU
1383	50807	4- -12	CaNoR 1383			ed z	(1572)/2			Sc 10-07-61 LM
1384	50808	4- -12	CaNoR 1384		9-54 PK	fedm	(1573)/2			Ss 10-31-61 W IPSCO



CNR 1354-1409 were built as Canadian Northern Railway 4-6-0s. The first thirty-one had been ordered on October 27th 1911 and the remaining twenty-five (1385-1409) on September 23rd 1912. The first thirty-one (1354-1384) were ordered with flangeless main drivers. The original haulage rating was reduced to 28% by

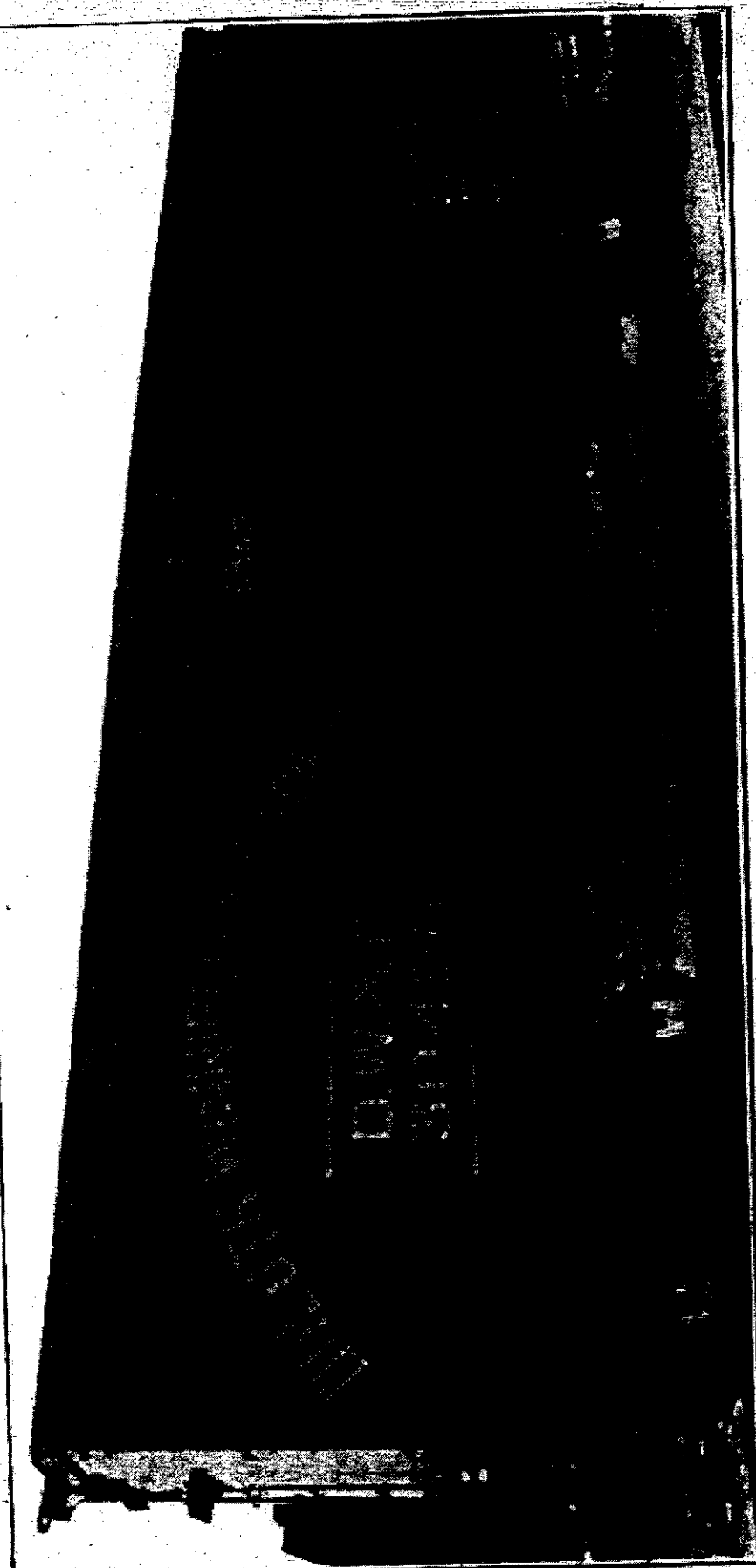
(text continues on next page)

Built under two orders from the same builder, the H-6-g class was to become the most numerous of all H classes. CaNoR 1381, one of thirty-one built in 1912, was apparently fresh from a shopping at Fort Rouge, judging from the reflection on the varnished cab and tender. Although the photograph was likely taken during World War I, the blind main drivers and as-built style of electric headlight remained unaltered, even though one set of spoked pilot wheels had already been changed.

[CANOR PHOTO/H.L. GOLDSMITH/GEORGE CARPENTER COLLECTION]

H-6-g

100-100000



Box Car, Duluth, Winnipeg and Pacific Railway

The above illustration shows one of the 750 box cars which the Canadian Northern Ry. has had built in the U. S. recently for its subsidiary, the D. W. & P. Ry. They were fully described in Canadian Railway and Marine World for November, 1916, pg. 438.

February 1917



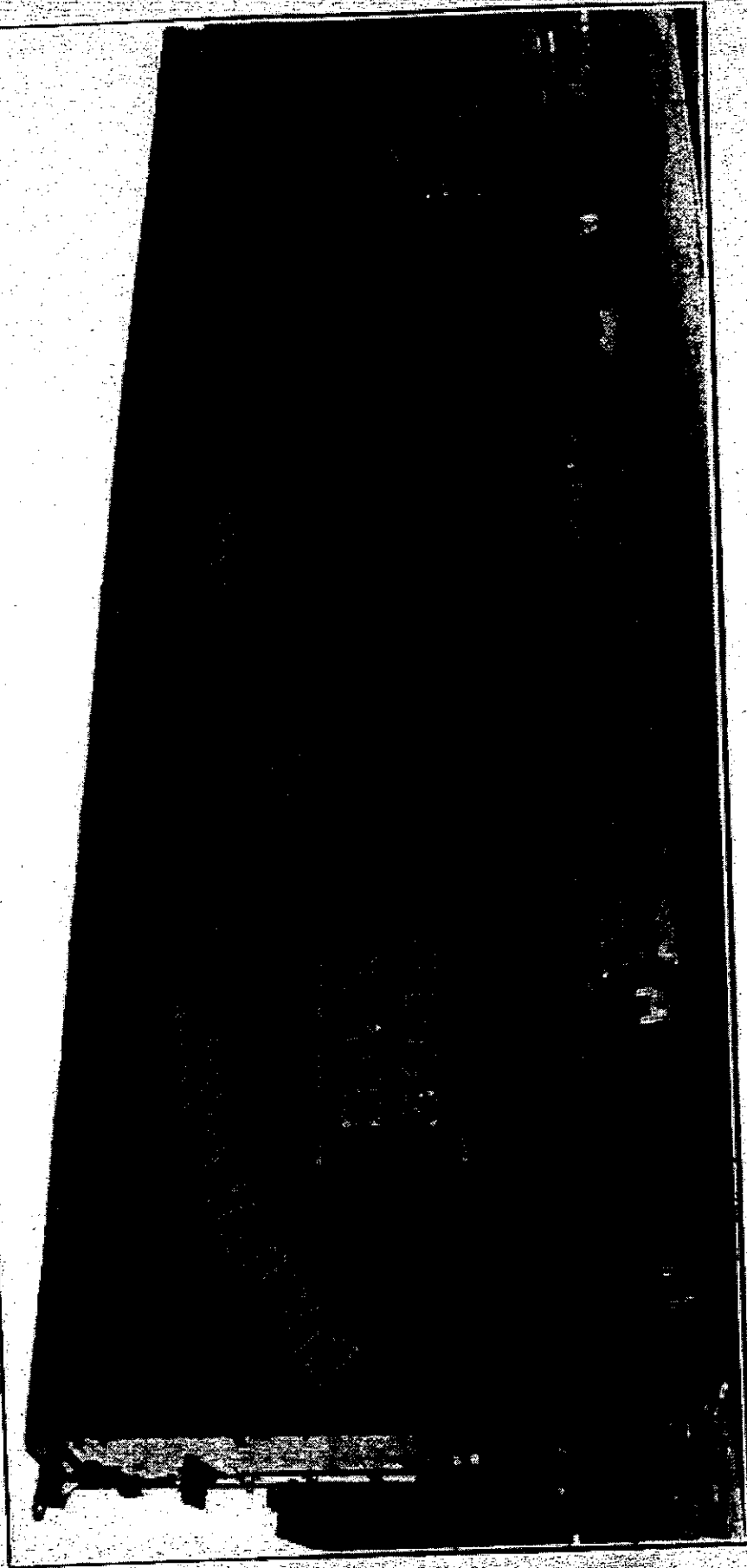
Box Car, Duluth, Winnipeg and Pacific Railway

The above illustration shows one of the 50 box cars which the Canadian Northern Railway (C.N.R.) built in the U. S. recently for its subsidiary, the D. W. & P. Ry. They were built at the C.N.R. shops at Winnipeg, Manitoba. The Canadian Railway and Marine World for November 1916 pg. 432

Illustration by R. W. Woodward, H. C. Woodward

Dec. 15, 1910; and it is
t the application with F. Buchey. GROUP 3.—F. INCHEN, M.





Box Car, Duluth, Winnipeg and Pacific Railway

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— J. H. Caldwell

C. E. Cartwright, Division Engineer, Vancouver, stated in an interview recently, that a great deal of topographical information as to the interior of the island had been received but the reports from the survey parties were incomplete. It was hoped to have the preliminary operations completed by the early summer, but the actual work of construction of any extensions would not be undertaken before 1908. A survey party was working between Wellington and Alberni, and another along the east coast. The company had decided upon the construction of a line to the west coast of the island, but the question was as to the best route. One route under consideration was from Duncan to Sarita Bay, which would develop an entirely new country, and necessitate carrying the line to an altitude of 600 ft. above sea level. The other route being considered was from Wellington to Alberni, thence to Comox. This route would be more expensive to construct, as it would be necessary to surmount an elevation of 1,250 ft., according to present surveys. R. Marpole, Vice-President E. and N. Ry., and General Executive Assistant, C.P.R., subsequently stated that Mr. Cartwright had outlined the situation correctly, and added that nothing had been decided upon as to construction, or any other developments on the island.

A press report is current that the B.C. Electric Ry. is making surveys with a view of securing a water power sufficient for the operation of the E. and N. Ry., as well as its own lines in Victoria. The officials of the E. and N. Ry. state that there is nothing in the report, but the B.C.E. Ry.'s local manager said the matter had been considered but that no advances had been made to the C.P.R., and would not be until it was ascertained if the plan was at all practicable.

Minneapolis, St. Paul & Sault Ste. Marie Ry.—U.S. press reports state that a contract has been let for construction of a line to Duluth, Minn., and Superior, Wis., from Brooten, Minn., a distance of about 200 miles. It is said that the line will cross the Northern Pacific at Moose Lake and Royalton. This will make practically a direct line from Brooten to Superior.

Canadian Northern Railway Construction.

New Brunswick.—In the New Brunswick Legislature Mar. 21, Premier Pugsley said the Provincial Government was considering a proposal from Mackenzie, Mann & Co. to build a railway down the St. John River valley to Westfield, and expressed the hope that such a line would form part of a trans-continental system with St. John as its terminus.

Running Rights over I.C.R.—Ottawa despatches credit Mackenzie, Mann & Co. with being interested in negotiations now going on with the Dominion Government to secure running rights over the Intercolonial Ry., from the southern end of Quebec Bridge to Halifax, N.S. The Canadian Northern Quebec Ry. will connect with the Quebec Bridge, and its Quebec-New Brunswick and Nova Scotia Ry. charter gives it authority to construct a line to the Atlantic Coast near Guysboro, N.S. The C.P.R. is negotiating for running rights over the In-

an 80 ft roadway. It was explained that the land which the city proposed to grant was a strip 1,800 ft. long, varying from 40 to 300 ft. in width, and that if the company expropriated a strip 100 ft. wide right through the city property at this point, as it might do, the result would be most objectionable. The Board decided to give further consideration to the matter. The city has been notified that the coal yards, roundhouse, repair shops, etc., will be located at the extreme north end of the Don flats, and that the strip which it is desired to obtain from the city will be utilized for straightening the Don, and for tracks.

The House of Commons Railway Committee has approved of the company's act authorizing it to construct a large number of additional lines in Ontario. A clause in the act as to the time within which construction might be gone on with was dropped, as it was objected to by the Minister of Railways on the ground that it would have extended the time for the construction of other lines in Ontario, for which the company holds parliamentary authority. The lines authorized to be constructed by the act are: from Washago to Lake Huron, at or near Kincardine; from near Arnprior to the St. Lawrence River, near Gananoque; from near Pembroke southwesterly to Lake Ontario, at or near Cobourg or Port Hope; from the Toronto-Ottawa line northwesterly to Georgian Bay, at or near Collingwood or Owen Sound; from east of Toronto, passing through Toronto, Hamilton, and London to Windsor, with branches to St. Thomas and Sarnia, and a branch or loop passing north of Toronto; from the Niagara River passing through Hamilton to Lake Huron near Goderich; from Lake Erie west of Port Colborne, passing through Brantford or Berlin to Georgian Bay; from Washago to Georgian Bay east of Collingwood; from north of Montreal to Leeds or Lanark county; from Parry Sound northwesterly to North Bay.

Nepigon Ry.—The Ontario Legislature has approved of an extension of time for the construction of the line, and for its amalgamation with the Canadian Northern Ry. A provision was inserted in the bill to the effect that the agreement of amalgamation must be sanctioned by the Ontario Railway and Municipal Board. The company has power to construct a railway from Nepigon Bay on Lake Superior northerly, and subsidies were voted in 1902 for the construction of the first 14 miles.

Canadian Northern Ry.—The project for the construction of a line to connect Port Arthur, Ont., and Duluth, Minn., has been revived and it is reported that C.N.R. interests have begun negotiations with U.S. railway interests for the construction of the line. The C.N.R. system included the old Port Arthur, Duluth and Western Ry., which is operated to Gunflint Narrows at the International boundary. Surveys were made in 1902 for the extension from that point towards Duluth, but the project was dropped.

Railroad Pocket Book.—A handy size book has been published by the Derry-Carlson Co., New York, with this title, at 10c or with note book leaves at \$1.50. It

April
1907

THE RAILWAY AND MARINE WORLD

Canadian Northern Railway Construction.

Two railway projects in the State of Minnesota are being prosecuted, having for their object a connection with the C.N. Ry. The first of these, the Duluth, Rainy Lake and Winnipeg Ry., is under contract to the shores of Rainy River, at Koochiching, Minn., from which point it is proposed to construct a railway and general traffic bridge to connect with Fort Frances, Ont. A charter for this bridge has been obtained in Minnesota, and the Dominion Parliament is being asked for a charter for the construction of the half of the bridge and connections north of the International boundary. The title of the proposed bridge company is the Minnesota-Canadian Bridge Co., and the incorporators are representatives of the C.N. Ry., and the D., R.L. and W. Ry. The Canadian end of the bridge will be at Pither's Point, Ont., and it will be connected by a short line with the C.N. Ry. station and yards in Fort Frances, where the terminals will be located. Tenders have been invited for the bridge construction, and it is hoped to have it and the connecting lines completed by Dec. 31. It is proposed to run two trains a day between Duluth, Minn., and Fort Frances, through sleepers being run to Winnipeg and Port Arthur in connection with the C.N. Ry. through trains.

R. H. Hall, a Hudson's Bay Co.'s factor, who returned to Winnipeg April 11 from Fort Churchill, reported that he met a C.N.R. survey party engaged in location work near the watershed of the Churchill River. At that time the survey party had travelled over 400 miles by dog train. Reports from Winnipeg state that construction has been started from the line near Erwood, Sask., northerly, by Jas. Cowan, who has a large outfit on the ground.

MAY
1906

Canadian Northern Ry. Construction.

The work of filling in the yards at the terminal at Port Arthur has been suspended until spring, but work on the elevator and other works is being pushed. A rearrangement of the office space at the station has been made by which Supt. Gorrie will move to the first floor, leaving the ground floor for the local operating staff. The roundhouse is now fitted for 12 locomotives, the additional five stalls having been completed. Two miles of siding have been laid out which are expected to be sufficient to accommodate the winter business.

Ballasting is going on along the line towards Fort Frances, and tanks and station buildings have been completed to the 21st siding. At Atikokan, 139 miles west of Port Arthur, the first divisional point, a 10-stall roundhouse has been built. The second divisional point will be at Rainy river.

Since the beginning of Dec. tracklaying has been proceeding east from Fort Frances, as well as west from the Port Arthur end, and the tracks were expected to meet by Dec. 30. At the Fort Frances end H. Mann's track-laying machine was used and the engineers report that it has been doing good work. R. McCallum, of the Ontario Department of Public Works, recently inspected 106 miles of the line, and reports the road-bed to be an excellent one, the grade varying from 6 ins. to 1 ft. in 100 ft., while the curves are also very slight. In the Rainy river valley there is a straight run of 18 miles in one instance. In some localities the road has been a very expensive one to construct.

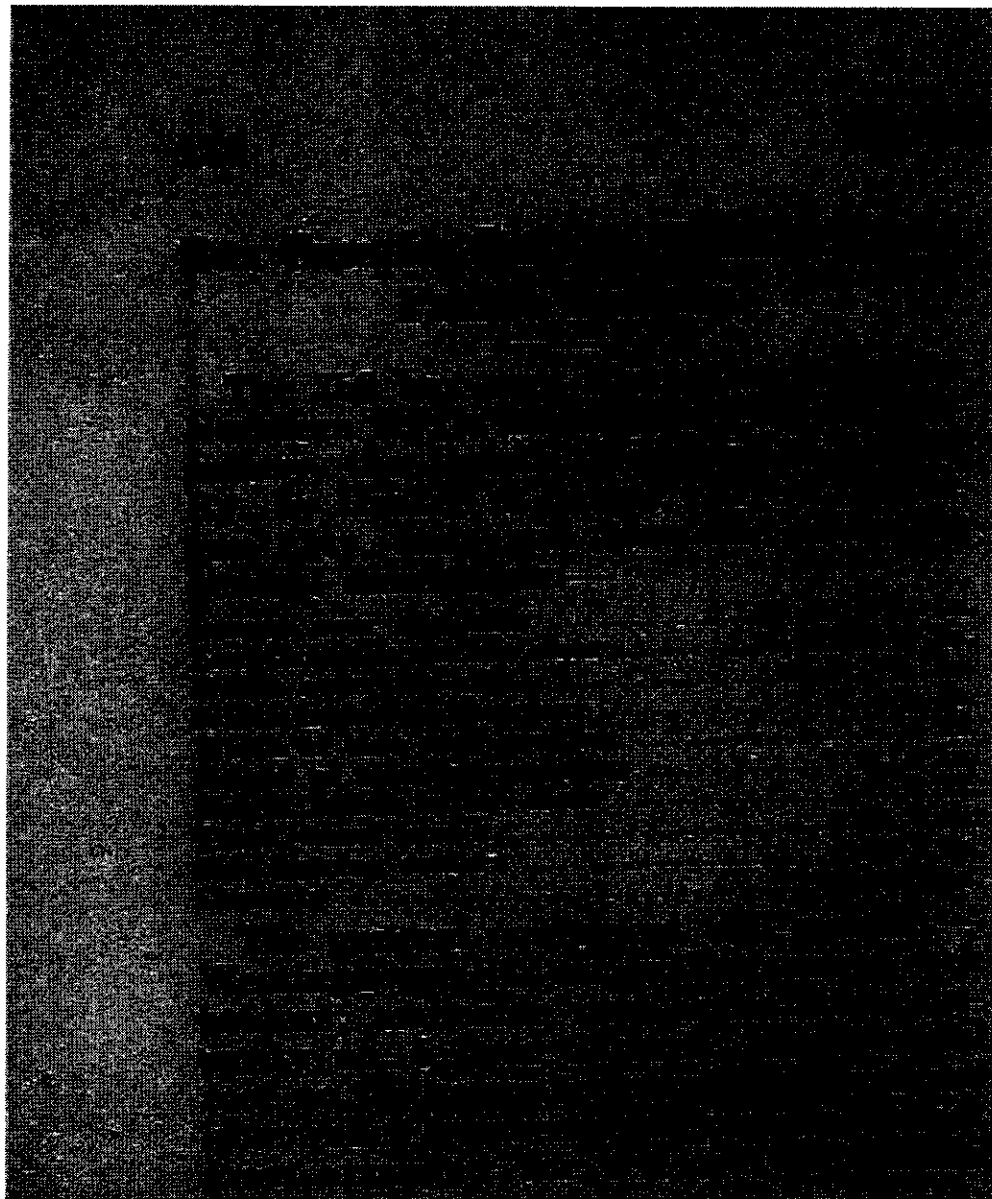
The telegraph line along the track from Fort Frances, Ont., to Winnipeg, Man., has been completed.

We were officially informed, Dec. 14, that the press reports crediting the C.N.R. with being about to extend its line from War Road, Minn., through Rosseau and Kitson counties, Minn., were merely rumors and without foundation. The Co. is not doing any work of any kind in that direction.

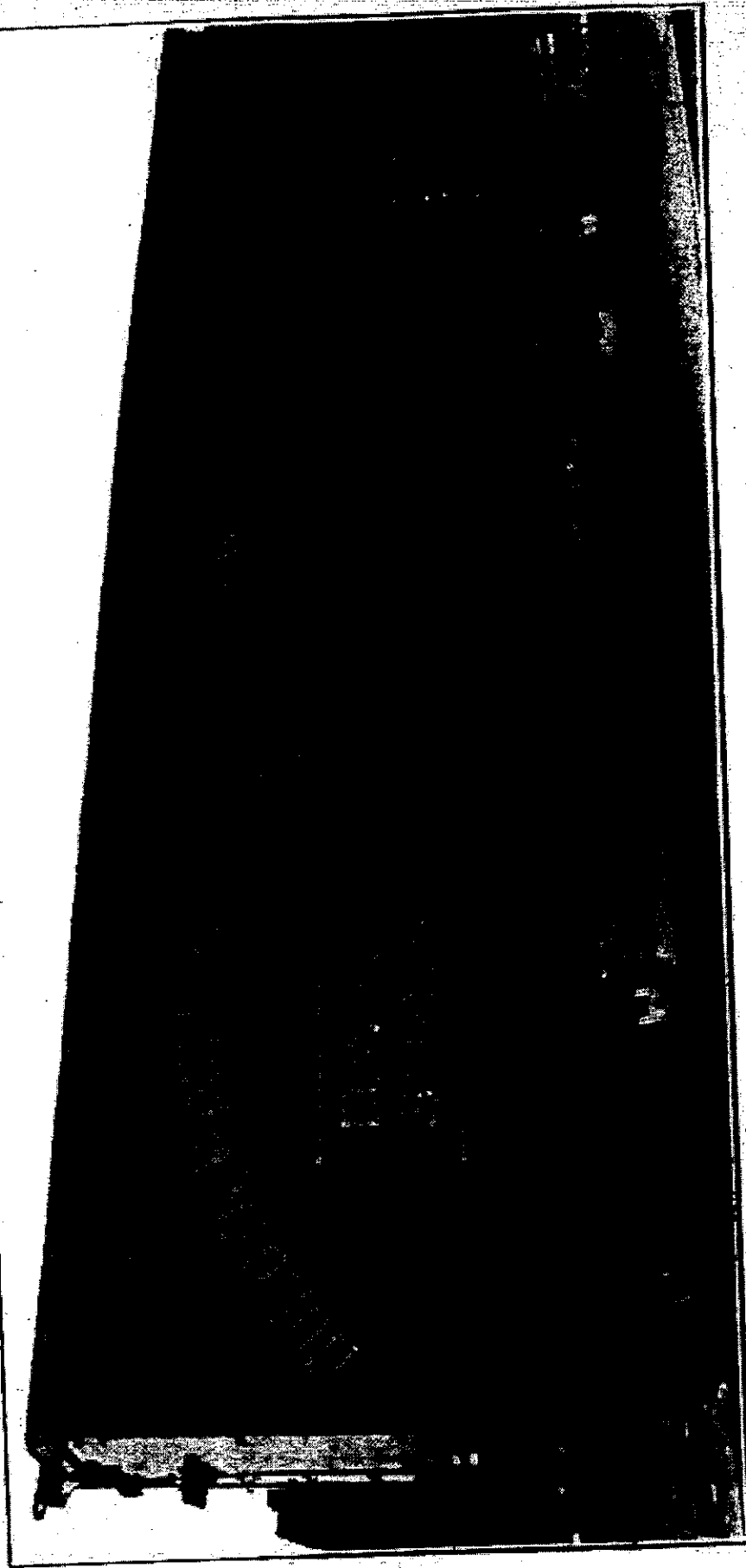
The Carman branch is to be extended through to Somerset, Man., next season, where a connection will be made with the old Northern Pacific branch line from Morris to Brandon. The present length of the Carman branch is 52.5 miles. It is reported that some difficulty has arisen between the Co. and the town of Carman respecting the location of the station, and that W. Simpson and E. L. B. McLeod have applied for an injunction to restrain the Co. from proceeding further with construction.

The management disclaims any intention of building a branch from Neepawa, Man., through the Riding Mountain district next

1901



November 1916 p 438



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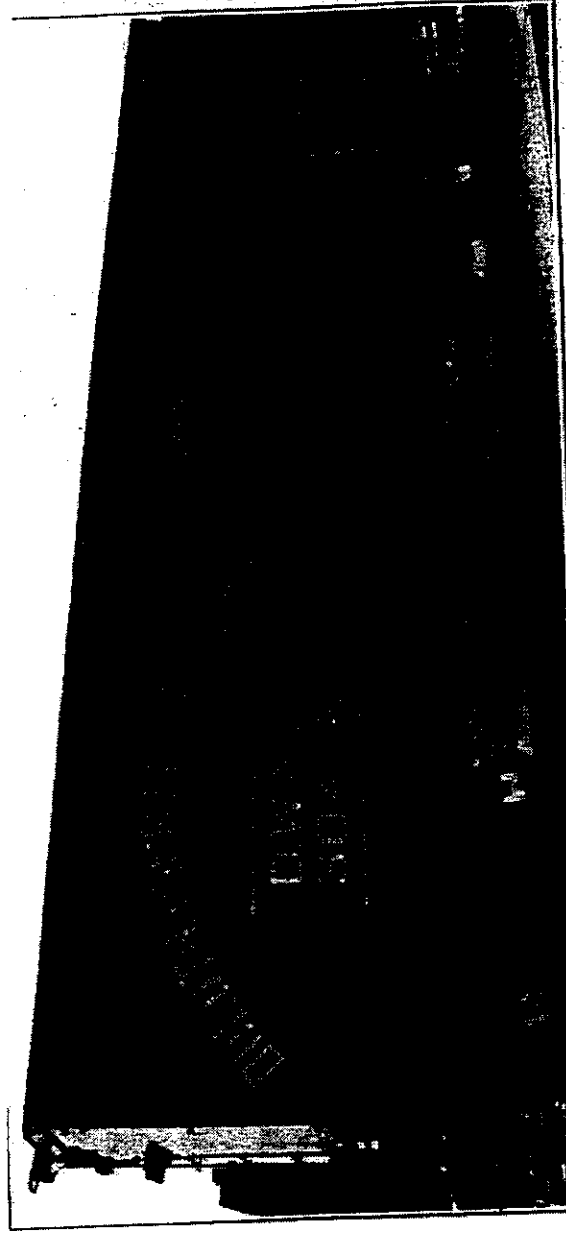
January 1917

W. G. Longwood, Ont., H. G. Simmons; Thom; Longwood, Ont., H. G. Simmons; Marshville, Ont., G. F. Haynes; Hespeler, Ont., N. A. Walford; Walkerton, Ont., J. F. Clancy; Cargill, Ont., W. Russell.

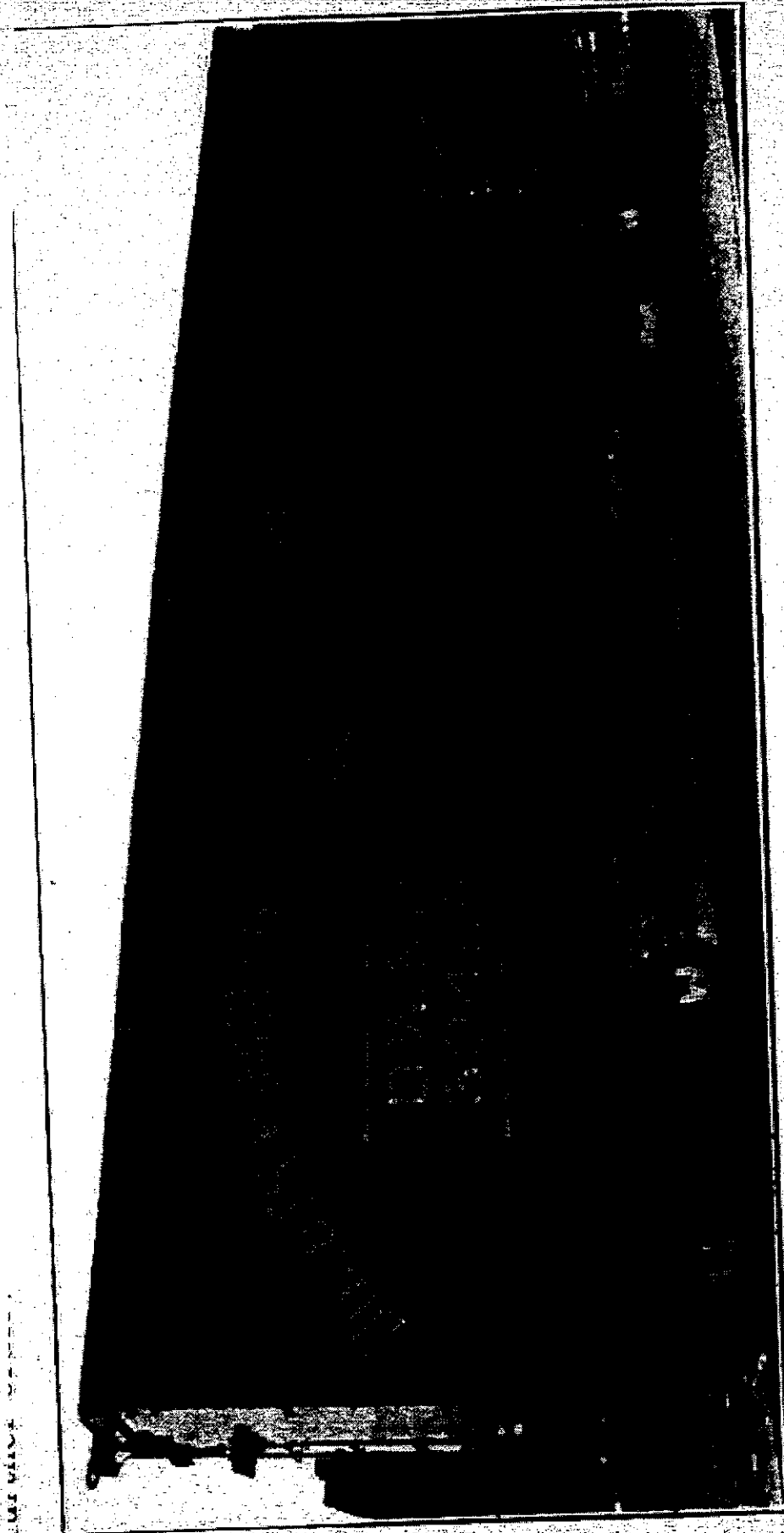
Grand Trunk Pacific Ry.—A. H. MUL-
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The following station agents have been
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Hudson Bay Railway.—A. V. FRANK-
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— — — — — U. S. Railway

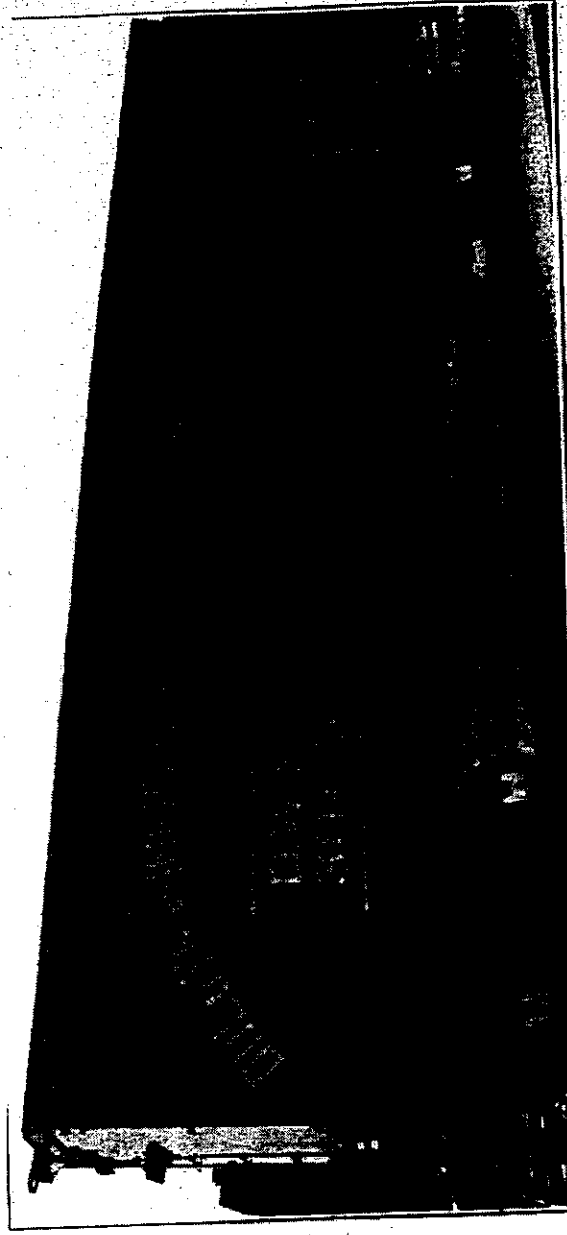
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Grand Trunk Pacific Ry.—A. H. MULCAHEY has been appointed Assistant Purchasing Agent, Winnipeg.

The following station agents have been appointed:—Pope, Man., F. D. Livingstone; Zelma, Sask., J. W. McGhee; Lewvan, Sask., J. H. Walker; Edgerton, Alta., G. L. Jordan; Viking, Alta., J. L. Dodds; Bruce, Alta., R. L. Summer; Calgary, Alta., J. J. Lucas; Giscome, B.C., C. W. Jaminette.

Hudson Bay Railway.—A. V. FRANKLIN, of the Manitoba Comptroller's office, Winnipeg, has been appointed acting Auditor, H.B.R., vice W. J. Logan, appointed Assistant to the Comptroller for Manitoba Office, Pas, Man.

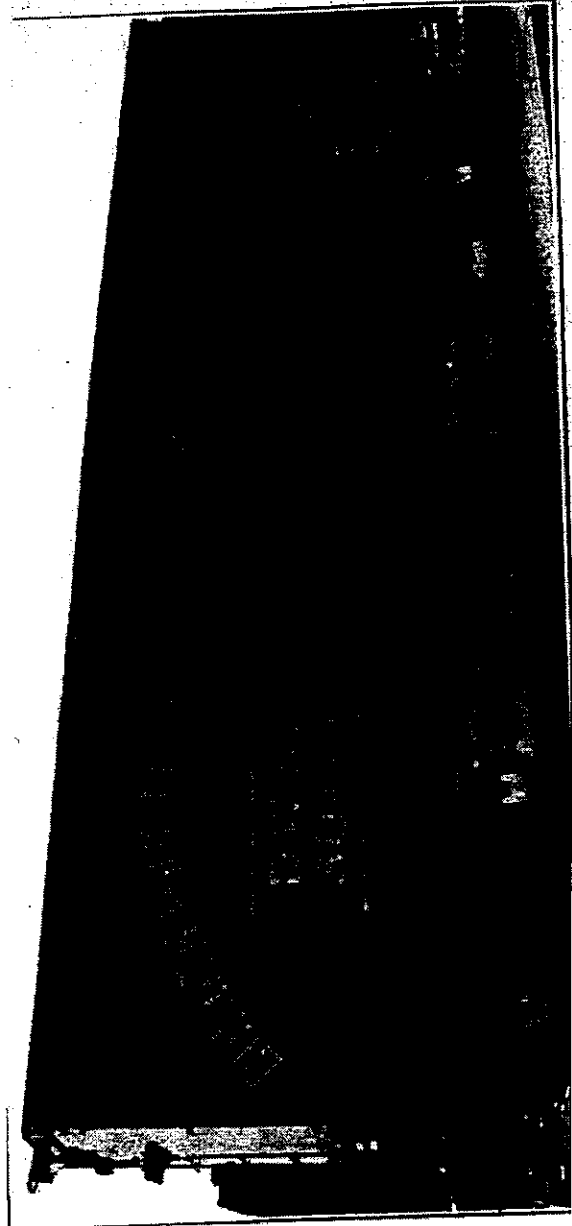


W. S. ...
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[Nov., 1901.]

house, which latter is being enlarged to accommodate an additional five engines. The package freight dock is to be enlarged, a spur track laid on it, and a shed is being built on it. No. 5 dock is to be enlarged and used for the Co.'s through freight and coal docks are being constructed. A new track has been laid to West Fort William, and other tracks are being laid for the handling of freight, etc., between the two points. The laying of these tracks enables the straightening out of a heavy curve on the street railway. At West Fort William the Co. has purchased or obtained options on about 1,000 acres, valued at \$25,000. A temporary station is to be erected on South Water St., and it is proposed, if the Pithers Point property can be secured from the government, to erect a large hotel there next year. Large coal docks have been constructed on the banks of the Kaministiquia river, which is navigable for the largest vessels from the lake for several miles.

The Duluth extension, the portion of the old Port Arthur, Duluth and Western Ry., beyond Stanley, 19 miles from Port Arthur, has been cleared and the track put in running order to Gunflint narrows, at the International boundary, 66½ miles. W. Mackenzie says it is the intention to build between Gunflint narrows and Ely, Minn., 45 miles, the present terminus of the Duluth and Iron Range Ry. The distance from Ely to Duluth is 117 miles, which will make the distance between Port Arthur and Duluth, 247½ miles.

Track laying on the Ontario division of the main line between Stanley and Port Frances was reported on Oct. 31 to have reached some distance beyond Sturgeon Falls, on the Seine river 162 miles west of Port Arthur and 50 miles from Port Frances, to which point the line has been built from Winnipeg. The Seine river is crossed by a span of 140 ft. Mine Center is the next point to be reached. The work on this section is being retarded by the difficulty in obtaining men, although as much as \$2 and \$2.50 a day is being offered. There are some pieces of grading to be completed yet, but this is not delaying track laying. The line will not go through to the Rainy

river before the end of Nov. The section of the line connecting Beaudette, Minn., where the line from Winnipeg crosses the Rainy river, to Fort Frances is completed and the first train was run into Fort Frances on Oct. 12. For some days prior trains had been running to Eno. The Co. had expected to have the road through from Winnipeg to Port Arthur by Oct. 1, when a reduction of 2c per 100 lbs. on grain freight would come in operation. W. Mackenzie has informed the Manitoba Government of the reason why the Co. was unable to complete the road by the date mentioned, and added that there was no reasonable doubt that the road would be completed to Port Arthur this season, and just as soon as it is the reduction would come into effect.

C. Schreiber, Deputy Minister of Railways, has just returned to Ottawa after a trip over the road and reports that the track is an excellent one and equal to the C.P.R.

The Minnesota State Railway Commissioners recently inspected the portion of the line in that state, and Judge I. B. Mills, in an interview, said: "I have never seen a better roadbed for a new line, the grading has been well done, the ties are of good size and well laid, the ballasting is very uniform, and the 60 lbs. steel rails used is suitable for very heavy and very fast traffic. I consider this line perfectly safe for heavy traffic, and may say that I am much pleased with the fine, substantial bridges that have been built. The big bridge over the Rainy river at Beaudette is as fine a structure as I have ever seen on any road. Moreover, the road has few grades of any account, and is remarkably free from sharp curves. It is built for the future, and is calculated to carry traffic to times its present requirements. The stations and other buildings are all of a permanent character, better than is usually seen on a new road."

The bridge over the Red river between St. Boniface and Winnipeg is completed and ready for traffic. A contract for the erection of the St. Boniface station has been let to Mayor Genesal of that town. A large block of land has been secured for the erection of freight sheds and repair shops in St. Boniface.

The grading of the branch from St. Charles to Carman, Man., has been completed and on Oct. 13, Premier Roblin said track had been laid to within 3 miles of Carman. The branch was expected to be open for traffic by Oct. 30. It is proposed to extend the line westwardly through the Boyne valley through Somerset.

The 16 miles connecting Beaver, Man., the terminus of the Northern Pacific branch from Portage la Prairie, with Gladstone jet, the original starting point of the Lake Manitoba Ry. and Canal Co.'s line, now the C.N.R., has been completed, thus making through connection between Fort Frances, Ont., and the track end in Saskatchewan. Stations are being built on the extension.

Beyond Erwood, Sask., 280 miles from Gladstone jet, to which point the main line is in operation, track laying was suspended early in the season in order that the steel might be utilized on other lines, and practically no additional mileage was laid. Over 20 miles have been graded and are ready for the steel, but it is not likely that much more work will be done this year. N. Keith is contractor for the grading.

W. Burns is in charge of a survey party engaged in locating the route for the continuation of the line to Prince Albert, 178 miles. J. Armstrong, lately in charge of construction on the line between Strathcona and Edmonton, has gone to Prince Albert to make an exploration survey for the further continuation of the line to Edmonton, about 330 miles. He will be joined later by M. C. McFarlane, who is in charge of construction of the Edmonton, Yukon and Pacific Ry. between Strathcona and Edmonton, Alberta. (Sept., pg. 279.)

The track of the old Northern Pacific line at Emerson, is being extended towards the Great Northern Ry. (U.S.), and this gave rise to a newspaper statement that the C.N.R. had arranged with the G.N.R. for an outlet to Duluth by that way for the through traffic. General Superintendent Hanna says the object of the C.N.R. in making the extension is to get the station nearer the center of the town than at present, so as to be in a better position to do business.

11-1901

west coast of Vancouver Island.

Duluth, Winnipeg and Pacific Ry.—

We are especially advised that the contractors, Bailey, Welch and Stewart, have the whole line from Duluth to Virginia, Minn., covered with men, there being

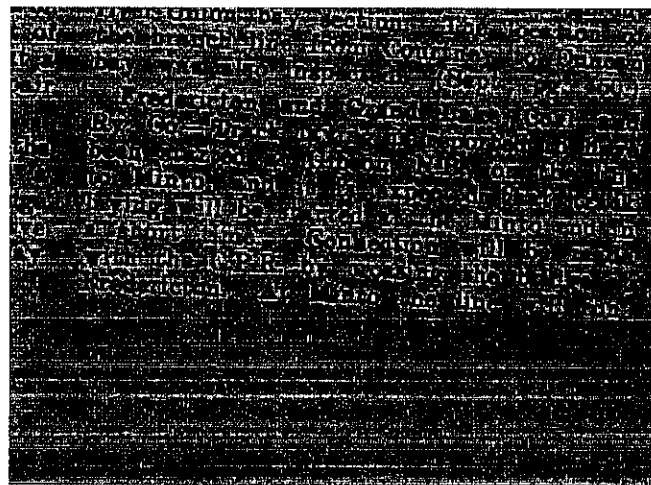
October 1910

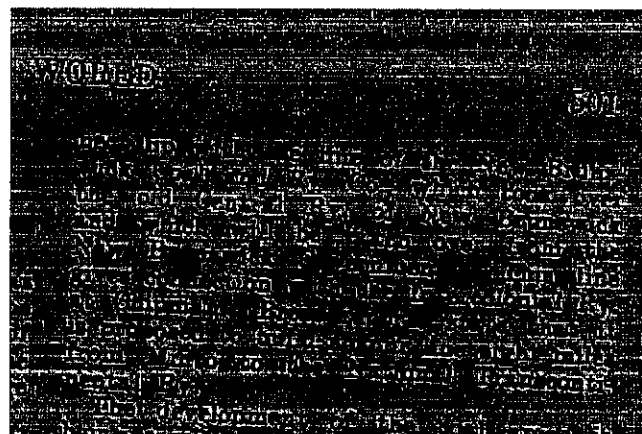
DWJ

in all about 1,500 employed on the grading and timber bridging. It is expected to get about 25 miles of track laid this fall, and to finish up the work in the summer of 1914. The tunnel at Short Line Pass, about eight miles from Duluth, will be about 500 ft. long. Work was started on it Sept. 13, and it is expected we have it completed in about a month. (Rept., pg. 733).

October 1910

209





[illegible][illegible]

Adirondack and St. Lawrence Railroad Locomotive.

The Adirondack and St. Lawrence Rd. has received recently a Mogul locomotive for freight service which exerts a tractive force of 24,800 lbs. The equipment includes automatic and straight air brakes, and M.C.B. couplers front and back. Pilots and headlights are also applied at each end, the pilots being of pressed steel of a new design. The fire-box is placed above the frames and is fitted with a brick arch supported on studs. The frames are of forged iron with double front rails. In all other respects this locomotive is designed and equipped in accordance with the present day practice for engines of this class. Following are the principal dimensions:—

Cylinders	18" x 24 ins.
Valves	Balanced slide
Boller—type	Wagon top
" Material	Steel
" Diameter	56 ins.
" Thickness of sheets	$\frac{5}{8}$ & 11-18 ins.
" Working pressure	180 lbs.
" Fuel	Soft coal
" Staying	Radial
Fire Box—Material	Steel
" Length	74 11-18 ins.
" Width	40 ins.
" Depth, front	61 $\frac{1}{2}$ ins.
" Depth, back	60 ins.
" Thickness of sheets, sides	5-16 in.
" Thickness of sheets, back	5-16 in.
" Thickness of sheets, crown	$\frac{3}{4}$ in.

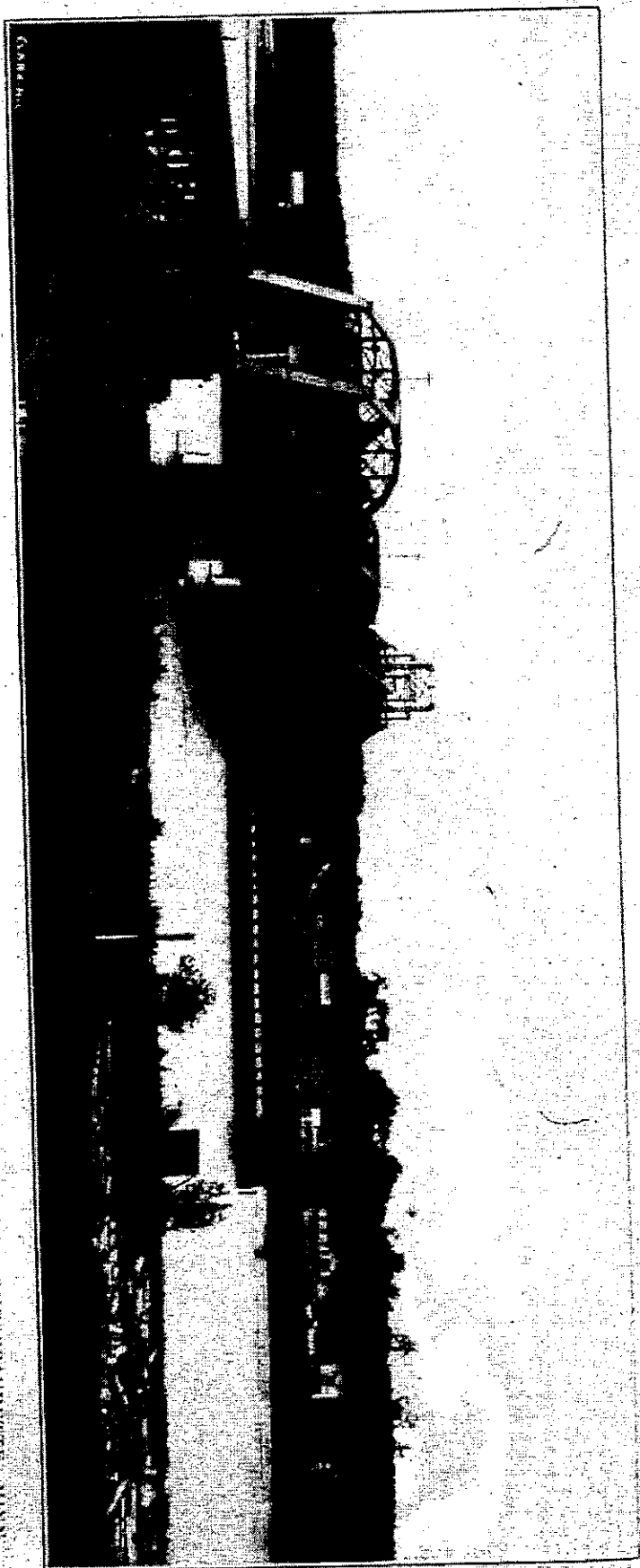
February
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Wagon top	Wagon top
Boiler—type	Steel
Material	56 ins.
Diameter	Thickness of sheets..... 5/16 & 11-16 ins.
Thickness of sheets	Working pressure..... 180 lbs.
Working pressure	Fuel..... Soft coal
Fuel	Staying..... Radial
Staying	Steel
Fire Box—Material	74 11-16 ins.
Length	40 ins.
Width	Depth, front..... 61 1/2 ins.
Depth, front	60 ins.
Depth, back	Thickness of sheets, sides..... 5-16 in.
Thickness of sheets, sides	Thickness of sheets, back..... 5-16 in.
Thickness of sheets, back	Thickness of sheets, crown..... 3/4 in.
Thickness of sheets, crown	Thickness of sheets, tube..... 1/2 in.
Thickness of sheets, tube	4 ins.
Water Space—Front	3 1/2 ins.
Sides	4 ins.
Back	Iron
Tubes—Material	No. 11 W.G.
Thickness	206
Number	2 ins.
Diameter	11 ft.
Length	111 sq. ft.
Heating Surface—Fire box	1,177 sq. ft.
Tubes	1,288 sq. ft.
Total	20.7 sq. ft.
Grate area	48 ins.
Driving Wheels—Diameter, outside	42 ins.
Diameter, centre	8 x 9 ins.
Journals, main	8 x 9 ins.
Journals, others	26 ins.
Engine Truck Wheels—Diameter, front	5 x 8 ins.
Journals	12 ft. 6 ins.
Wheel Base—Driving	20 ft. 0 ins.
Total engine	40 ft. 11 1/2 ins.
Total engine & tender	101,000 lbs.
Weight—On driving wheels	17,500 lbs.
On truck, front	118,500 lbs.
Total engine	210,000 lbs.
Total engine & tender	8
Tender—Wheels, number	80 ins.
Wheels, diameter	4 1/2 x 8 ins.
Journals	4,500 gals.
Tank capacity	8 tons
Fuel capacity	
It was built by the Baldwin Locomotive Works, Philadelphia.	

[FEBRUARY, 1912]

function with the main line, now under con-

struction of the railway from the accommodation



CANADIAN NORTHERN RY. INTERNATIONAL BRIDGE OVER THE RAINY RIVER, BETWEEN RAINY RIVER, ONT., AND HEADQUARTER, MINN.

struction from Grand View, via Battleford, (April, pg. 131.)

Battleford to Edmonton.—Arrangements have been made with Rev. S. C. Barr, under whose direction about 2,000 British immigrants have recently gone into the country, for the grading of 100 miles near the lands set apart for the colony.

Survey parties under A. C. McFarlane and J. Armstrong, the latter of whom is principal engineer in charge of surveys, are working at different points between Edmonton and White Whale Lake, 38 miles.

Edmonton.—The bylaw to raise \$15,000 towards the purchase of 68 acres for a site for station, yards and workshops from the Hudson's Bay Co. has been passed by the taxpayers. (April, pg. 131.)

of snow. With the modern heavy locomotive and rolling stock, there is little danger to trains to be apprehended from striking the smaller domestic animals, except perhaps pigs, which are generally kept by the owners within a limited space securely fenced, largely because they are difficult to keep within fences which will hold securely other domestic animals. The cost to the railway companies for injuring sheep or pigs is probably so small that it can fairly be considered not economical to try to fence against them in most localities.

It is perhaps unnecessary to consider rail fences, which are probably not now being built by railway companies, owing to their cost and liability to destruction by fire, and tendency to carry fire through the woods. Round fences with posts spaced about 8 ft. apart will perhaps be continued in special localities, such as through towns and close to

necessitate close spacing of posts, and consequent expensive construction and maintenance. Diamond-shaped woven wire fences and woven half and wire fences with vertical laths are open to the same objections regarding cost and efficiency. There are a number of different patterns of woven wire fence with horizontal wires connected by vertical wires, woven either in the factory or in the field, which possess varying degrees of excellence and are rapidly taking the place of the other forms above mentioned. In considering the value of each fencing, the following qualities are important:—(a) Efficiency in stopping horses and cattle without injury to stock or fence; (b) capability of adjusting itself to changes of temperature with out unduly straining posts or wires in cold weather; (c) capability of yielding to weight of snow settling during a heavy fall; (d) safety to persons climbing over it, without permitting it to fall; (e) liability of accommodating it

MAY 1903

in Manitoba, and 22 in Saskatchewan. He also stated that Port Arthur would be the terminal of the railway on Lake Superior for all time; that a 1,250,000 bush elevator was practically completed there, and that what his firm had done was simply a guarantee of what would be done in the future, when they had time to realize all their plans in reference to a transcontinental line. D. D. Mann, who also spoke, stated that the C.N.R. had shipped via Pembina to Duluth 620,000 bush of wheat, but this year all the wheat assigned to the line would be shipped via Port Arthur. The engineers who had located the line described great praise, as they had been able to secure grades going eastward for a distance of over 800 miles on the main line of 26 ft., and going west of 56 ft. to the mile. These grades would enable the Co. to carry loads of 45,000 bush, on one train at present, and of 75,000 bush, when the permanent way was improved. Transition curves had been built which would enable passenger trains to travel smoothly over the line, and split switches had also been laid. Within seven years he hoped to see the last spike of the transcontinental system of the C.N.R. driven in connection with the completion of the line, Mackenzie, Mann & Co. made a present of \$25 to every over-foreman; \$5 to every gang foreman, and \$2 to every workman on the line, in addition to their pay. (Jan., pg. 5.)

Trains have been run over the through line, the portion between Port Arthur and Fort Frances being under the charge of the construction department, but it was expected that it would be handed over to the operating department by Feb. 1. Ballasting will not be done until the spring, but the line is in good shape and trains are making good time. Roundhouses have been built at Aitkin and Rainy River, the divisional points, and the stations and tanks have been erected. (Jan., pg. 5.)

D. B. Hanna, General Superintendent, stated in a recent interview that the Co. had made extensive additions to the freight sheds, round house and car shop, and had added 4

DULUTH,
WINNIPEG,
AND
PACIFIC
RAILWAY.

50 miles. A train service was put in operation Jan. 3.

Duluth Winnipeg and Pacific Ry.—

The extension of the Duluth, Rainy Lake and Winnipeg Ry., from Virginia, Minn., southerly to Duluth, is to be constructed under the above title. The line has been located between the points named, 75 miles. It does not pass through any places of importance, but runs within a short distance of Eveleth. The work is generally heavy clay and gravel cuttings with about five miles of heavy rock work, including a tunnel of 500 ft. on the south 45 miles. The north 30 miles is lighter work, but passes through a number of swamps and muskegs, which will require draining. The bridging is generally light, excepting where the line enters Duluth, where a number of streets are crossed overhead. It is proposed to construct ore docks at West Duluth, which will require a fairly long trestle approach. D. B. Hanna, Third Vice President C.N.R., is President, and R. P. Ormsby, of Mackenzie, Mann & Co.'s Toronto legal office, is Secretary. H. T. Hazen, Duluth, is Chief Engineer. (Jan., pg. 43.)

The Canadian Northern Ry. has under

February
1910

Minn.

Duluth, Winnipeg and Pacific Ry.—We are officially advised that track was laid on 73.4 miles of this line during 1912. This covers the entire line from Duluth to Silver Jct., Virginia, Minn., where connection is made with the section of the line extending to the Rainy River, opposite Fort Frances, Ont., at which point connection is made with the Canadian Northern Ry. by a bridge across the river.

St. Paul, Duluth and British Colum-

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December 1911

since by Oct. 1.

Ashbridge Bay Spur.—The Toronto board of control has granted the company permission to build an industrial spur and sidings from the National Iron Works to Leslie St., in the Ashbridge Bay district. The agreement provides that the line may be acquired by the city at any time it is thought advisable to take it over and make it part of the city's industrial system in the district. The line is estimated to cost \$90,000.

Toronto Grade Revision Work.—Con-

GTR

October 1911

Sink Holes on the Duluth, Winnipeg and Pacific Railway.

The Duluth, Winnipeg and Pacific Ry. a subsidiary of the Canadian Northern Ry., has encountered a number of bad sink holes on the extension now being built between Duluth and Virginia, Minn. Many of these were filled directly with small dump cars, but in two instances the surface did not break through until after the track was laid over them and construction trains were running. At the larger one, at mileage 56, soundings were taken for a distance of about 1,500 ft., showed a depth of from 20 to 45 ft. of soft mud. The surface crust appeared to be fairly solid and it was hoped that it would hold up, but it broke through early last spring after trains had been running over it but a short time. About the middle of April this hole became so bad that it was impossible to operate trains over it, and steps were taken to completely fill it.

To support the track, timbers were laid about 30 ft. out on each side of the centre line and parallel with it. Large white and Norway pine and tamarack logs were laid across these outside timbers at intervals of 3 ft. The track was then laid over this grillage and the cars were dumped between the cross timbers. In the first 100 ft. of the hole an average of 200 12-yd. cars were dumped each day for three weeks before the material appeared above the surface of the water, for after the crust of the swamp was broken there was nothing immediately below the track but water and liquid mud. About a week after soundings were begun new soundings were taken, and where they had formerly shown a depth of soft material of 35 ft. they now showed a depth of 60 ft.,

October 1911

DWSP

white and Norway pine and tamarack logs were laid across these outside timbers at intervals of 3 ft. The track was then laid over this grillage and the cars were dumped between the cross timbers. In the first 100 ft. of the hole an average of 200 12-yd. cars were dumped each day for three weeks before the material appeared above the surface of the water, for after the crust of the swamp was broken there was nothing immediately below the track but water and liquid mud. About a week after soundings were begun new soundings were taken, and where they had formerly showed a depth of soft material of 35 ft. they now showed a depth of 60 ft., indicating that there were harder layers of material in the soft mud. This was borne out by the action of the embankment which would be brought up nearly to grade, and would then drop suddenly a distance of 15 or 20 ft.

After spending over six weeks of steady work at this hole, and after filling only about 500 ft. of it, it was decided to try to prevent the rest of the swamp from breaking through. Contractors were ordered to crossway it with heavy timbers for a width of 50 ft. and a depth of at least 2 ft. where it had not already broken through, which work is now under way. In constructing this grillage, timbers are first laid close together longitudinally and with broken joints for the 50 ft. width. On top of this cross timbers 50 ft. long are laid close together. A layer of brush is put on top of this and the embankment dumped on the brush. In addition to this crosswaying a dredge is now digging a ditch 12 ft. deep for a distance of two miles to drain the swamp and solidify its surface. It is expected that these measures will remedy the trouble at this point.

At mileage 69 two sink holes were encountered close together, with a small ridge between them. Each hole was about 600 ft. long, and one had a maximum depth of 35 ft., while the other showed no bottom at a depth of 50 ft. Both of these have been filled solidly, using the same method as at mileage

October 1911

DW&P

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At mileage 69 two sink holes were encountered close together, with a small ridge between them. Each hole was about 600 ft. long, and one had a maximum depth of 35 ft., while the other showed no bottom at a depth of 50 ft. Both of these have been filled solidly, using the same method as at mileage 56. They required about six weeks' work, dumping an average of 180 12-yd. cars per day.

This line is being built under the direction of H. T. Hazen, Chief Engineer, to whom we are indebted for the foregoing information.—Railway Age Gazette.

October
1911

DWSP

found on another page.

Duluth, Winnipeg and Pacific Ry.—
Press reports say that J. A. Johnson
and H. Fawcett, Duluth, Minn., have
been awarded a contract for building a
10-stall roundhouse and the shop build-
ings in that city, which previous reports
stated had been let to Bailey and Marsh,
Minneapolis, Minn.

Plans are being prepared for the
building of a station at Virginia, Minn.,
the point where the D.W. and P.R. con-
nects with the Duluth, Rainy River and
Winnipeg Ry., thus making a through
line from Duluth to Winnipeg, and Port
Arthur.

Northern Ry.—Tenders are

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September
1911

Press reports state that considerable progress has been made with railroad track on the Duluth, Rainy Lake and Winnipeg Ry. from Virginia, Minn., to Rainy Lake opposite Fort Frances, Ont., with 20 in. steel laid Nov. 2 on a day's

DWP

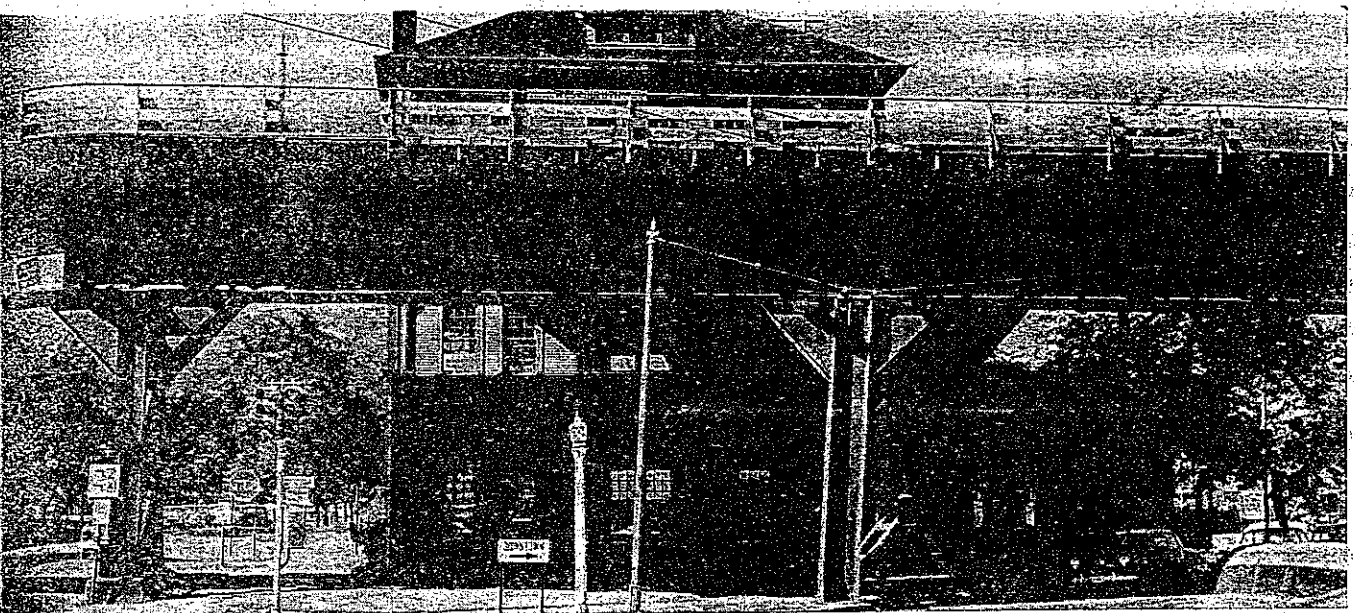
December
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Single track and station platform are on heavy girder spans that rest on supports fabricated from structural members. Span is painted black.



Close-up—prototype ideas for your railroad

WEST DULUTH STATION

Four miles or so from its downtown Duluth terminal, the Duluth, Winnipeg & Pacific RR. has an unusual three-

story passenger station with its platform on a bridge spanning a busy street

Photos by Harold Schupp

DULUTH, WINNIPEG & PACIFIC's West Duluth station sits in a triangle of land surrounded by city streets. Its ticket office and main waiting rooms (one for ladies!) are on the ground floor. On the second floor are offices and a drafting room. The third floor has yet another waiting room, an express and baggage room and doors that open directly onto the waiting platform along the track. There's just one track on the girder spans, and the bridge deck is planked over and railinged off carefully to prevent patrons from taking that big first step to the street below. A slow-moving elevator capable of handling express wagons and/or passengers is the usual

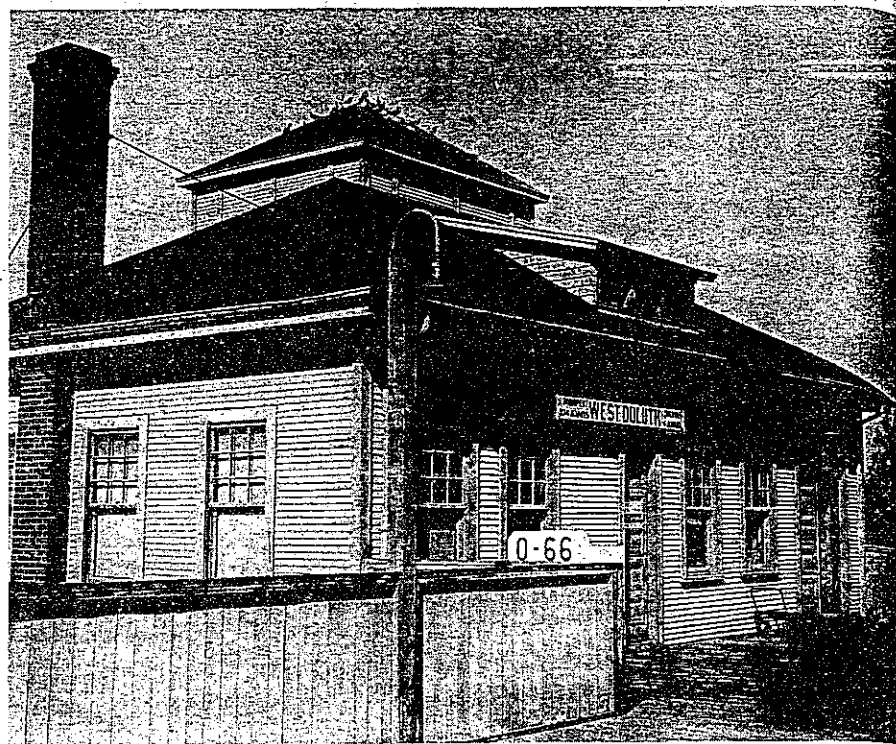
Station side of bridge has angled supports for platform. Walls are covered with clapboard siding.

Model Railroader

transportation between floors. There's also an exposed stairway at the rear of the building.

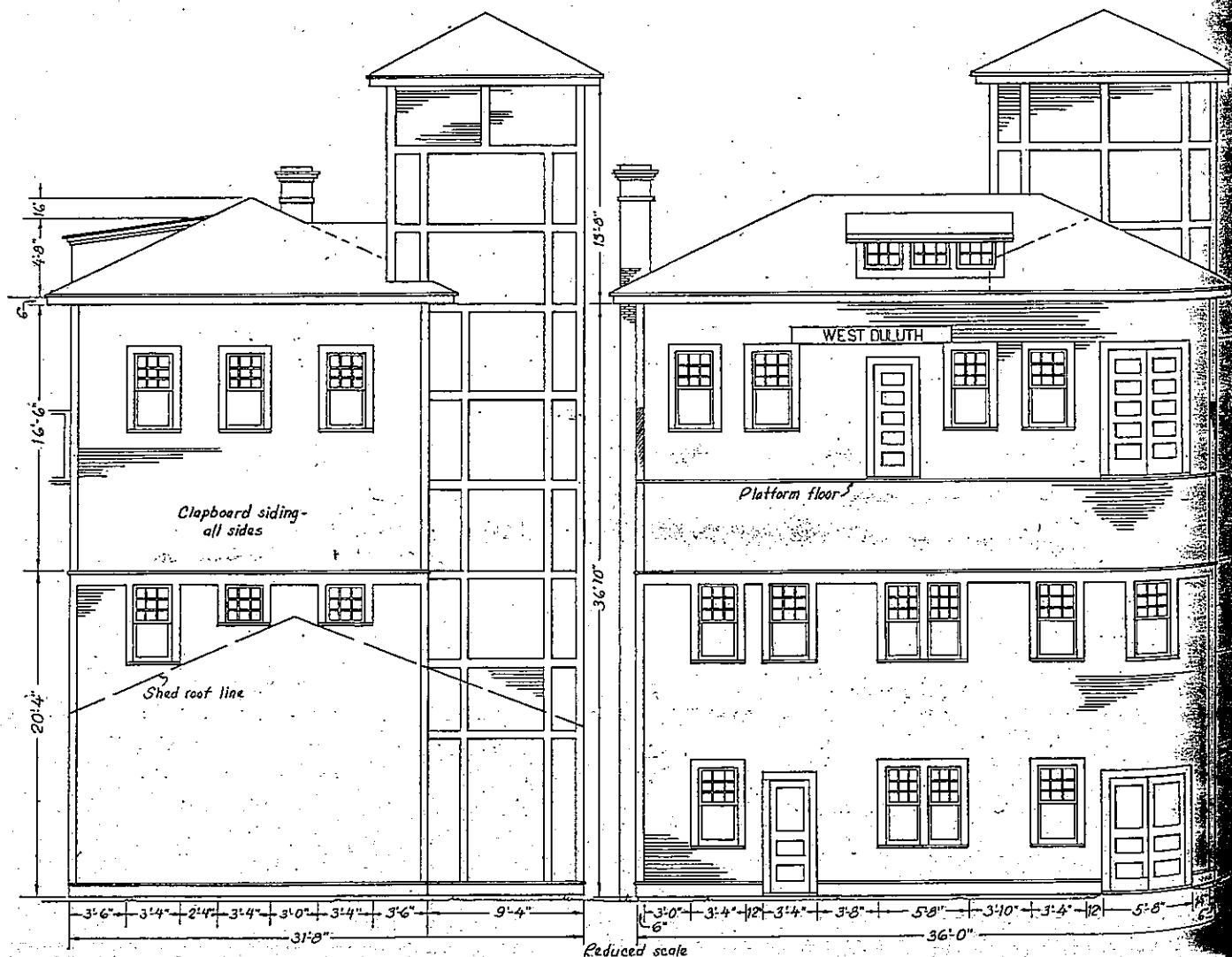
Obviously, West Duluth station is not a high-capacity facility. It's just a stop near a larger station. There's but one passenger train each way per day on the line (the DW&P is a 173-mile segment of the Canadian National), and the remainder of the traffic past the station is mostly transfer runs to and from yards in Duluth proper. Few passengers use the station. It's principally a convenience for handling mail and express.

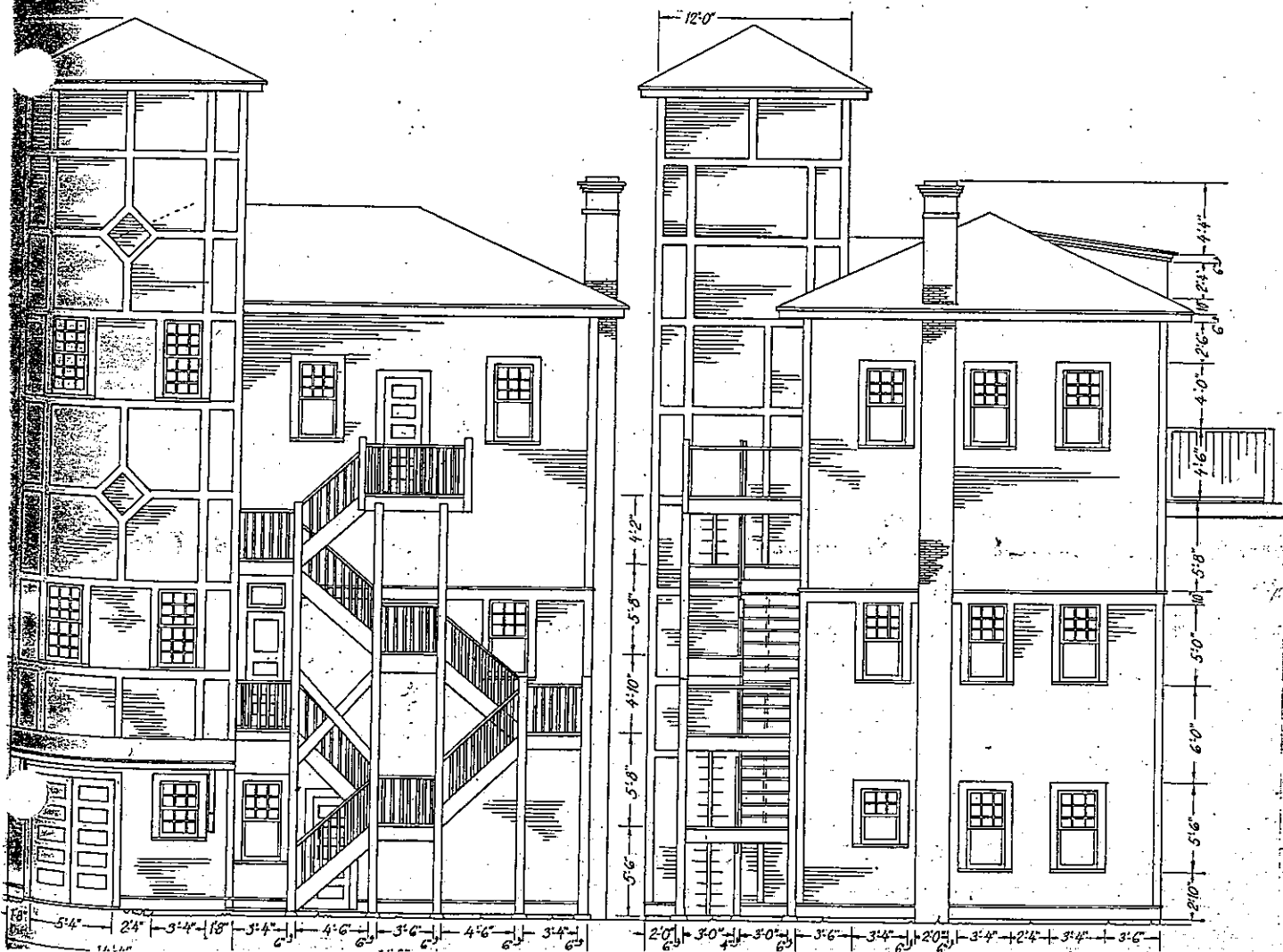
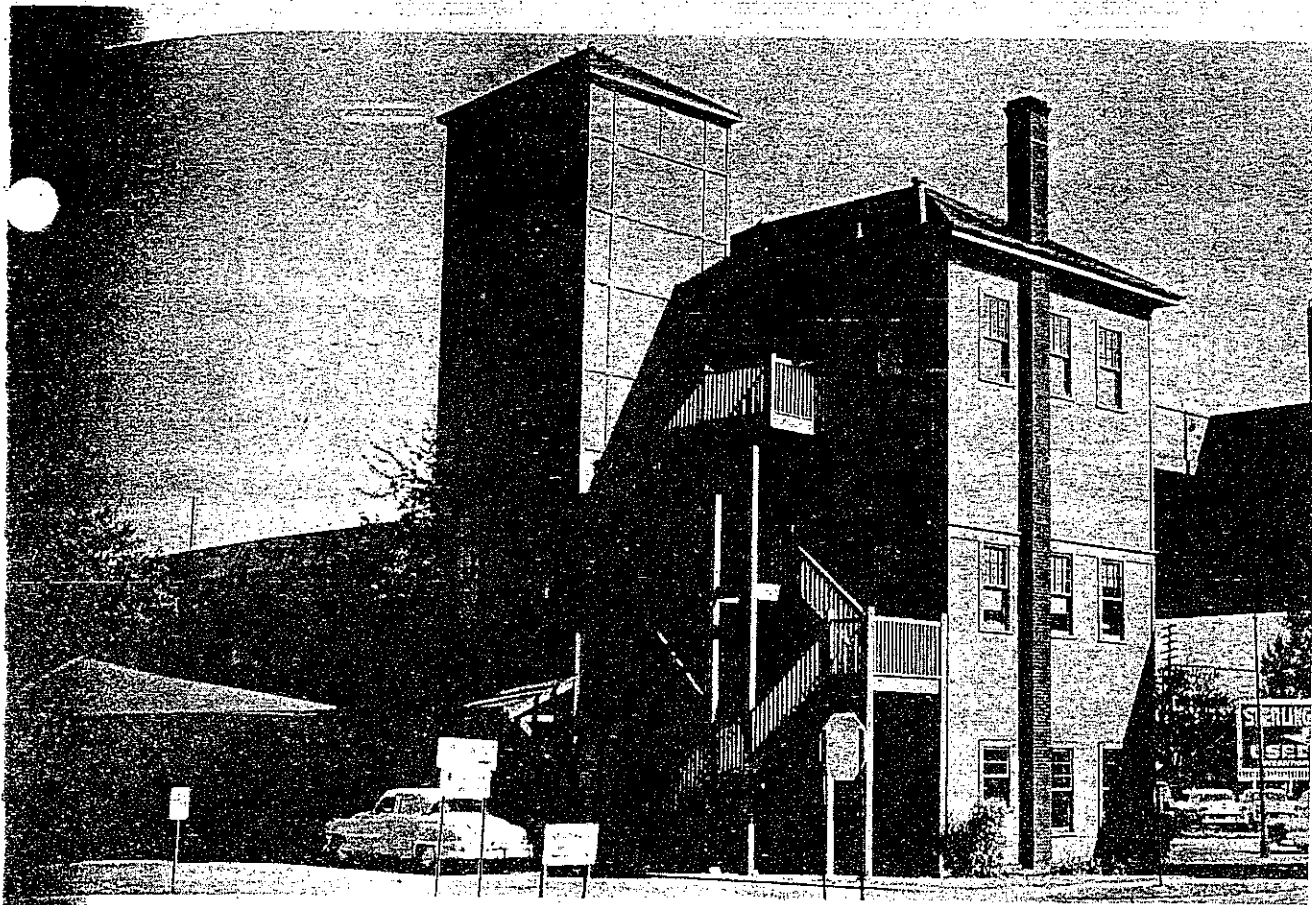
From the modeler's point of view, the station is particularly intriguing because it requires little space, and also because its unusual tri-level design permits it to be fitted into a model scene where a station of conventional design would be out of the question. Commercial siding (Northeastern Scale Models, Box 100, Ballard Vale, Mass.) would simplify construction. The design, of course, could be simplified by eliminating the waiting room wing or the stairs at the rear. If you insist on modeling the stairs, you can save yourself a lot of effort by using precast stairs (these have no railings) available from Alexander Scale Models, 28 Ionia Ave., Grand Rapids, Mich. Color scheme of the station is gray with faded green trim. Nameboards are white with black lettering.



Third floor of station: Note mileages on name-board, lamppost made of conduit attached to post. Railings on station-side are fully sheathed.

Station's elevator is housed in shaft at rear of the building. Elaborate trim could be modeled by applications of prepainted stripwood.





In Minnesota CN is spelled DW&P

The Peg: not as famous as CV or GTW,
but just as interesting to her fans

STANLEY H. MAILER



I PICK a typical southbound freight as it crosses northern Wisconsin. Behind the throbbing products of La Grange, Schenectady, or Erie, elephantine 100-ton Canadian-owned commodity cars hammer at rail joints. More loads pass, then a dozen of Canadian National's big bright box cars sporting its ligature logo whip trackside sandburs. Hanging back in the consist somewhere are box cars with green doors, family-oriented stenciling, and reporting marks of DW&P.

Up in the twin ports of Duluth-Superior, a Burlington Northern SD9 or a Chicago & North Western Geep and slug roll across the "Minnesota Draw," a key bridge spanning the mouth of the St. Louis River. In tow are more CN cars, but here and there appear green-ended flats bearing gifts from Canadian forests, and their lettering also is DW&P. As the cabooses cant onto the swing span, its distinct big sans-serif letters are evident: DW&P. Compared with the lettering of other CN family lines, the DW&P's is unique. There's little chance of implementing CN's new ligature typography in this four-letter inscription, so some observers

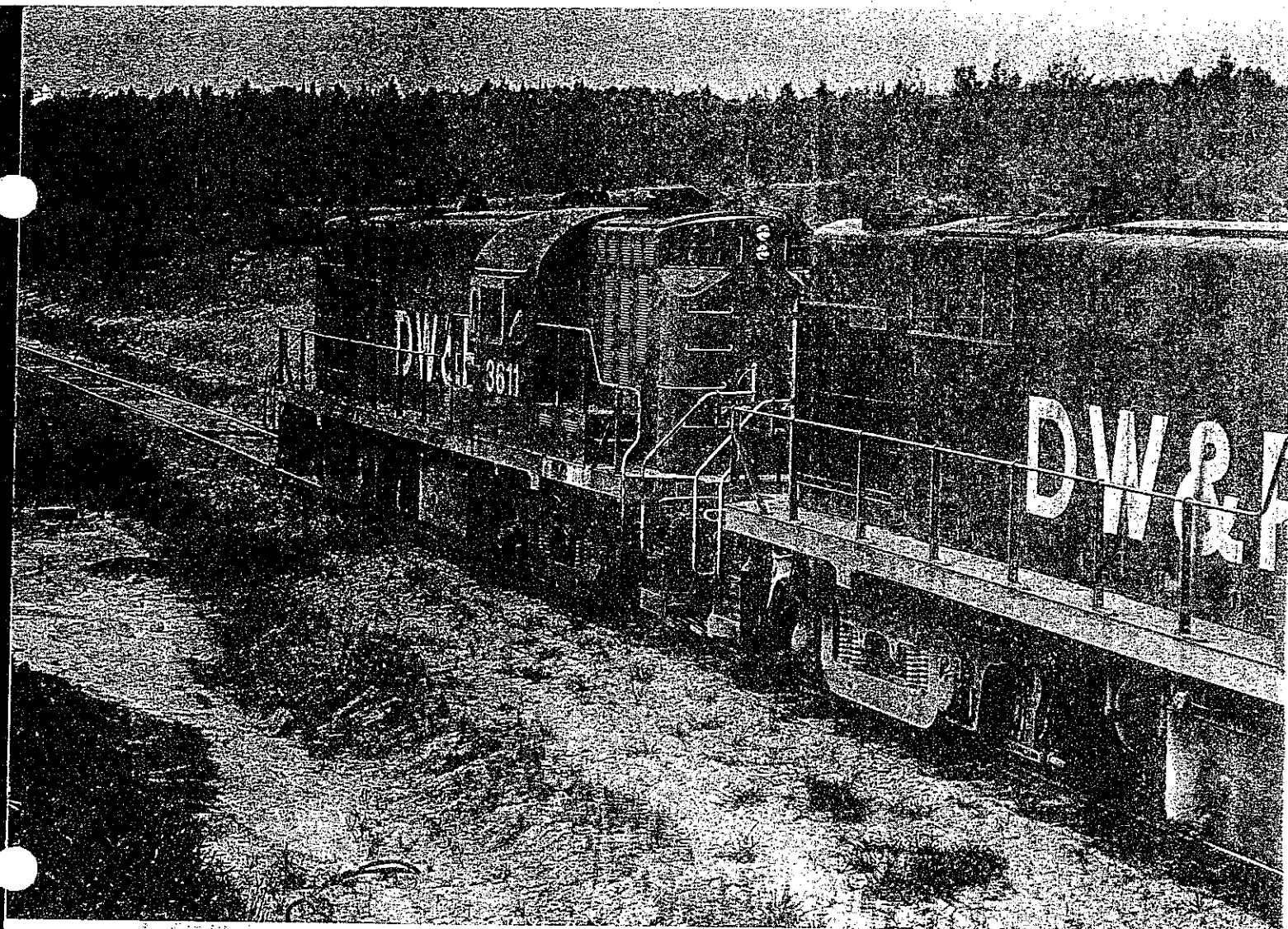
may miss the connection. But DW&P doesn't miss connections these days, and it is firmly Canadian National—a Minnesotan with a mission. DW&P is Duluth, Winnipeg & Pacific, or "Peg" for short, 167 miles of north-country railroading with north-of-the-border overtones.

Halfway up the great hill behind Duluth, the majestic rise of ground which puts the Zenith City's railroads in almost a mountainous operating category, is a rail yard of moderate dimensions. In it are bright orange wooden cabooses (vans?) in first-rate condition; they carry DW&P's big wall-size lettering. This is West Duluth Yard, which these days is kept at capacity by long lines of rolling stock from Canada carrying load after load of forest and mine goods. Peg's red-nosed black Alco RS11's glide muffled among the cuts, slicing off big helpings of box cars and lining them on transfer tracks. Often a company of Grand Trunk or CN Geeps also will muster for action, lending an international flavor to West Duluth.

From a distance, the West Duluth physical plant could be taken for one

in Saskatoon, Brandon, or any of a score of Canadian parkland or great plains terminals. DW&P has had its southern citadel in operation in West Duluth for more than 60 years, and the comings and goings of things Canadian have been a matter of course to the natives, many of whom have lived to retirement age in the community which borders the facility. West Duluth—milepost 1.8 of 167—enjoys a traffic burden which invites envy.

One of the better traffic sources a railroad can have is bridge trade. Long queues of incoming transfers which enter and exit at a line's extremes are the next best revenue to originated tonnage. DW&P's big business is bridge; loads come down from the Canadian cornucopia, and predominantly empties return north. The haul is a fast one, and although northbound loads are on the increase, DW&P's operating technique reflects the nonrevenue nature: all northbound movements are extra. Peg is not content to show merely white lights on locomotives of extras—the units sport big bedsheet white flags high on the red noses. These and honest-



Stanley H. Mailer.

to-gosh lantern markers on cabooses lend a speck of steam-era élan to the tight operation.

Is DW&P busy? Take a day in May 1972. Peg dispatched a southbound, first 732, from middle-of-the-road West Virginia yard with 75 cars. A trio of CN 4300-series Geeps led off, followed by 46 cars of lumber, 5 of paper, 3 of wood pulp, 17 of potash, and 4 empties. Three hours later second 732 hit the road with 95 cars behind three of the ghostly quiet RS11's: 44 of lumber, 21 of wood products, 1 of paper, 9 of potash, 1 of zinc, 1 of aluminum ingots, and 18 empties. This didn't end action on the Taft Subdivision (the sector between West Virginia and Duluth) for the day, for a third freight later slipped into the night to burden West Duluth's happy problem of overload.

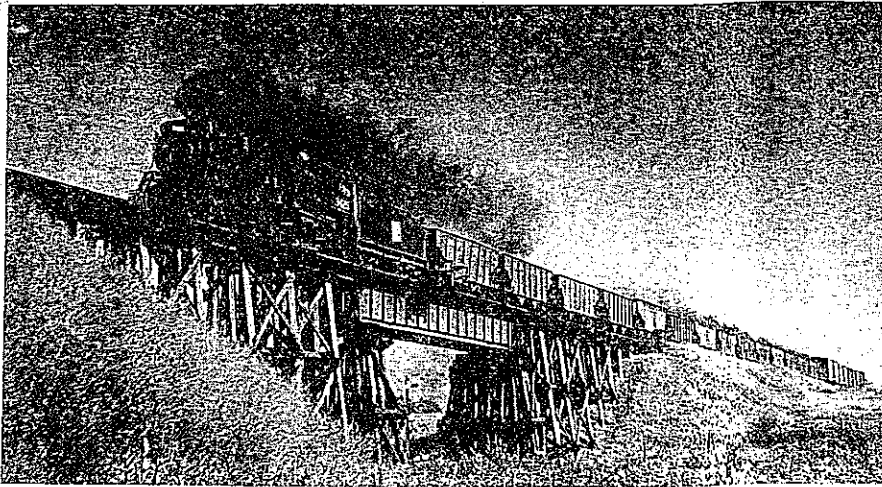
In the summer of 1972, modernization of Peg's physical plant caused further migraine operational conditions. The "Taft Sub" was being upgraded into a first-class heavy-tonnage channel, so during daylight hours the two sections of 732 and any northbounds went to and from West Duluth the hard way — via neighbor-

Duluth, Missabe & Iron Range. During the first weeks of June, three work extras brought in ballast to raise the first 35 miles of track out of the sands of Minnesota. Hundreds of cars from the nearby Minntac taconite plant supplied the operation with high-quality taconite by-product rock. One crew worked with a "sled," which raised the trackage; and the inhabitants of nearly 60 CN gandy cars toiled to line, level, and transform an above-average roadbed into one of top-level magnitude. The work extended north to West Virginia yard. By fall, preparations had been made to bring in gangs to lay continuous welded rail, spelling a brighter future for Peg.

Movements during that summer for DW&P were tortured affairs. Long heavy drags had to be seesawed from West Virginia yard across the city of Virginia to Rainy Junction, the road's original connection with the outside world. The loop line which serves the classic Virginia depot at the east end of Silver Lake took the brunt of the detour moves. Five miles per hour is the limit for the loop line, and many minutes passed before city

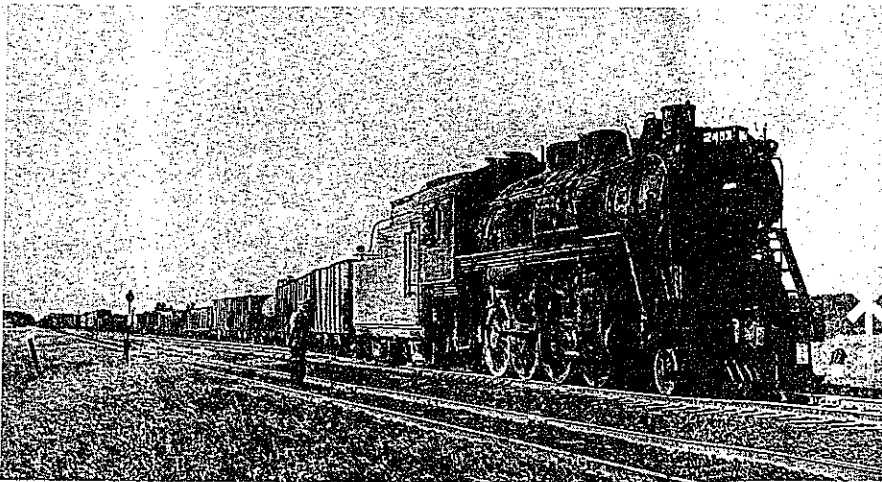
grade crossings were cleared. Once out of the city, southbound DW&P trains crawled past Rainy Junction's yard office and picked up Missabe Road pilots. Out on the Missabe's 132-pound ribbonrail, the ride to Proctor was at 35 mph, swift compared with the action following. Peg's trains were yarded at Proctor and held to allow DM&IR to clear all movements on Nevada Hill. After an interloper's wait, the Peg extras backed to Adolph Wye and began the long descent to Duluth. At Nevada, retainers were set up, assuring control on the 1 per cent grade, and the foreigners eased down a few more miles to Short Line Park. There the Missabe men left and BN pilots signed on. The exodus ended at DW&P Junction, milepost 0, whence the weary crews backed their charges uphill 1.8 miles to West Duluth Yard.

Until fall 1972, a considerable number of DW&P transfer runs were made into the iron puzzle of Duluth-Superior. Traditionally Peg's peddlers daily had made about three runs each to the Soo Line and the BN in Superior and two to the C&NW out east in Itasca yard. Now all transfers are



Franklin A. King.

MIKADO 3425, highballing a northbound DW&P freight, wears a Grand Trunk Western herald.



Franklin A. King.

CONSOLIDATION 2463 on a Duluth-bound run takes slack at Simar before pulling out.

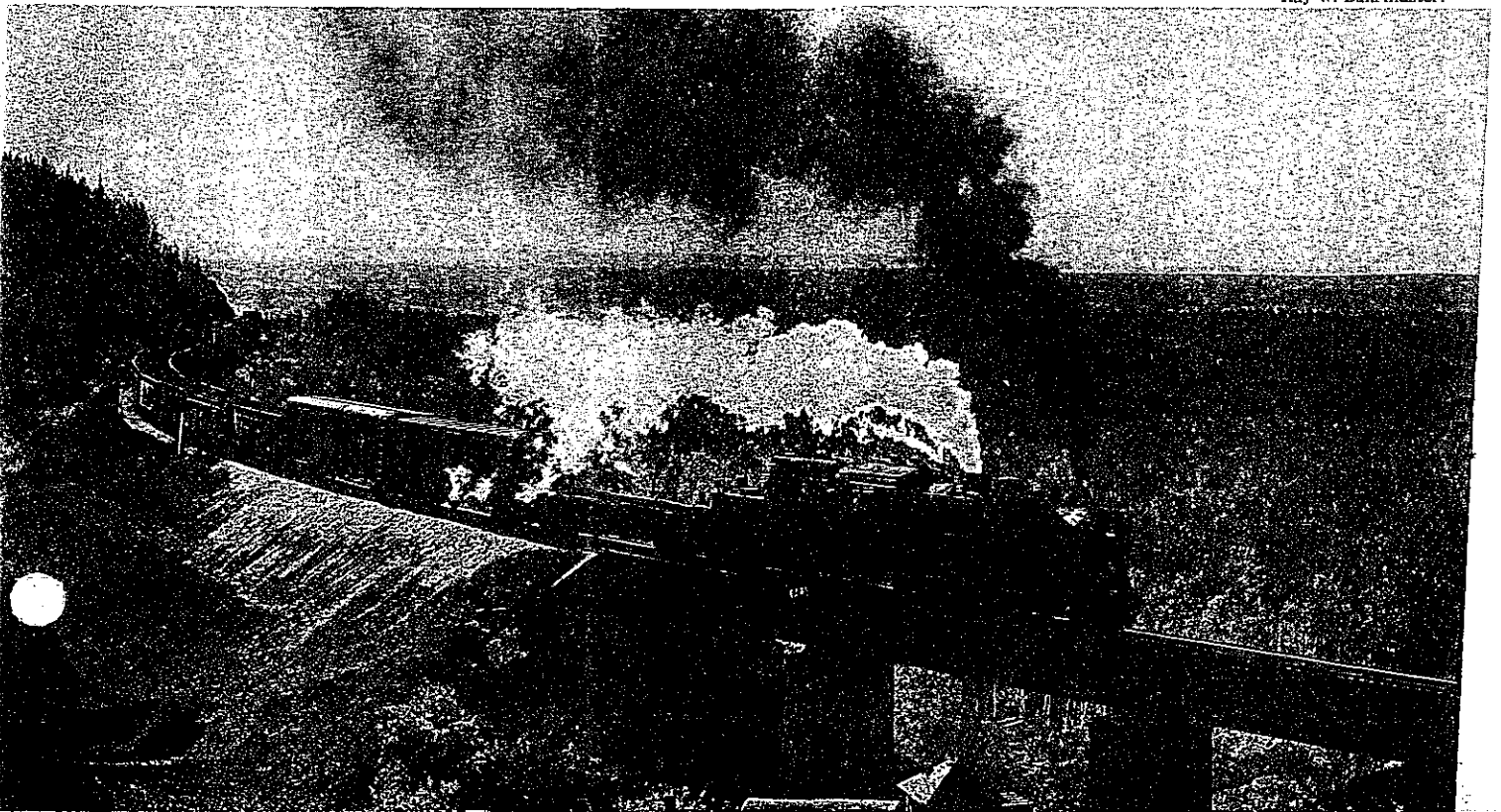
CLASS N-2-a Consolidation 2455 works up toward Harney on an October morning in 1956.

made in Duluth proper; BN's go only as far as Rice's Point (the old Northern Pacific facility), Soo's next door in West Duluth, and C&NW's to Bridge Yard, which is close to Rice's Point.

DW&P's car record is eloquent. In March 1972, for example, West Duluth handled more than 400 cars per day. Billings listed lumber from Penticton and Houston, Lumby and Kelowna, all in British Columbia; other cars were from The Pas, Man., far up toward the Arctic. These cars were downbound for such places as Marshalltown, Ia.; Rockford, Ill.; or Charleston, S. C. — in fact, for lumber yards all over the eastern half of the U. S. Potash is a close second in car listings; obese covered hoppers full of it pound down from Saskatchewan on varied routing patterns. A few score newsprint cars, which backtrack from Thunder Bay at the Canadian lakehead, provide additional revenue. Small tonnage percentages are represented by zinc and aluminum; the latter comes from Kitimat, B. C. The Minnesota, Dakota & Western Railway at International Falls, Minn., owned by Boise-Cascade Corporation, proffers traffic to Peg at Falls Junction, Minn., which accounts for frequent examples of the small road's green wallboard flat cars coming through West Duluth.

For the enthusiast of the four-stroke-cycle locomotive, Peg provides a fine show. In 1956, 15 Alco RS11 (DL701) 1800 h.p. hood units arrived to replace steam, and the DL's have been on the job ever since. Traffic has increased since steam days, however, so DW&P has had to draw upon other sources for locomotives. This is

Ray W. Buhrmaster.



not entirely a new course of action; the "steam museum" of the 1950's found at West Duluth included diverse CN family members. Today, Geeps—Canadian National GMD 4300-series and Grand Trunk EMD 4400-series—mingle with the DW&P Alcos as CN 2500-series Consols and GT 3400-series Mikes did with DW&P locomotives in the days of steam. And it is not unusual to see leased Missabe SD9's prowling through northern Minnesota on their way to Ranier and Fort Frances.

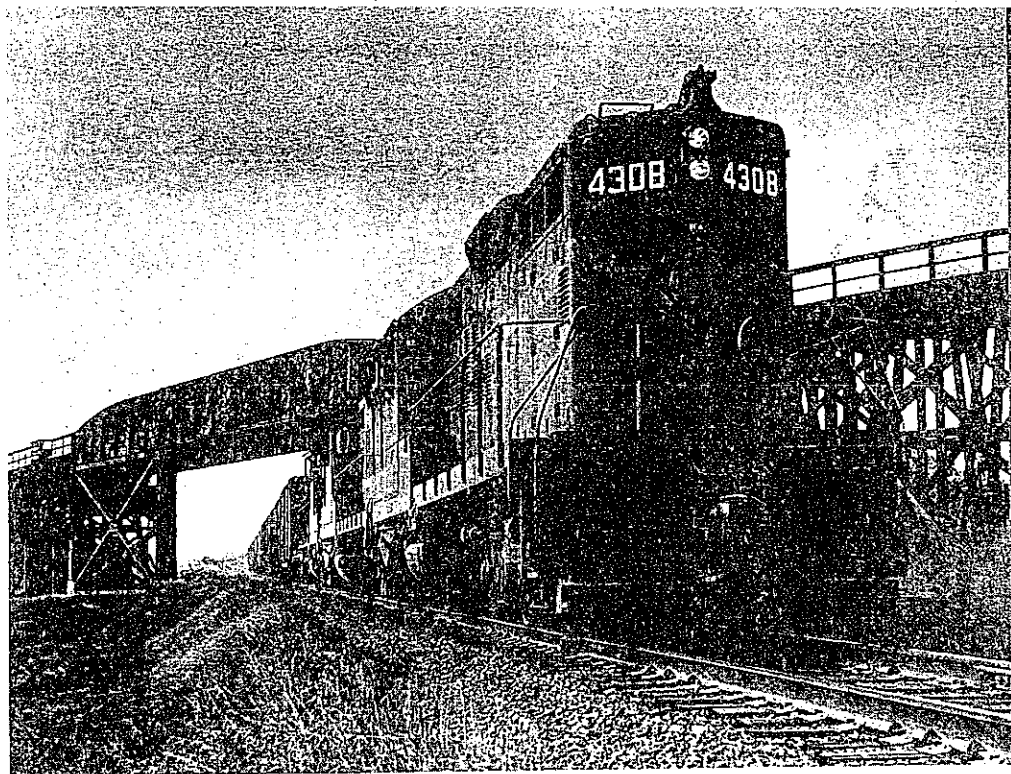
West Virginia's roundhouse contains a two-stall diesel shop, built by local contractor Lenci, Lenci & Englund, Inc., which is home base for on-line repairs and maintenance; but for heavy work the RS11's report to Transcona shop just outside Winnipeg. One CN 1000 h.p. or 1200 h.p. GMD yard goat usually is assigned to West Virginia, freeing a DL for road service.

Peg gets high utilization of its diesel units. For example, one day No. 3600 arrived at West Virginia about 4 p.m. on a local from Ranier, 99 miles up the Cusson Subdivision north of West Virginia. Three hours later with teammate 3614 leading, 3600 went back to the border. The next morning about 9 o'clock, 3600 was one of four units bringing second 798, a backbreaker with 112 cars, into West Virginia. By afternoon, 3600, with dynamic brakes whirring, was lugging second 732 down the hill to Short Line Park and West Duluth.

A heavy burden is placed on the 1800 h.p. Alcos, so some roundhouse chatter has indicated that much larger six-motor locomotives are in the offing, because by normal standards the DL's are aging rapidly. Yet the 3600's demonstrate that proper maintenance can and does prolong useful diesel life.

Peg got its start in forestry. In the 1890's northeastern Minnesota no longer was a quiet wilderness. Big trees existed there in quantity; accordingly, large timber interests from northern Wisconsin and Michigan began to move into the new area to set up operations. North of Mesaba Mountain and the Iron Range, little railroading existed of the scale necessary to bring board footage to market. The names of the Mesabi and Vermilion ranges were just coming into the nation's geographical lexicon as the nation's ironmongers looked to the new red ores in the north country.

Just north of Duluth, logging rails were beginning to stretch into large timber tracts. The stands were exceptional, and by 1900 many small lines crisscrossed the rolling country north of the twin ports. Eventually the network extended all the way to the



Stanley H. Mailer.

DESCENDING Nevada Hill on Missabe in June 1972, Peg first 732 passes under Peg's own line.

border with Canada. Other lines were built over tamarack bogs at right angles to the Great Northern and new iron carriers Duluth, Missabe & Northern and Duluth & Iron Range.

Seventy-five miles north of Duluth and squarely on the back of the iron range, Virginia, Minn., struggled to its legs. Virginia nearly was called Humphrey, for the city almost was named for the presiding officer of the Virginia Improvement Company, an investment group formed in the Old Dominion State. Humphrey's "Queen City of the Iron Range" averted such a tragedy, and the more vivacious name was chosen. Virginia was also a phoenix, in fact if not in name. The new frontier town burned twice, in 1893 and again in 1900, but it rose like the imaginary bird from ashes to assume a central role in the north country's economy.

At about the turn of the century, Wirt H. Cook and William O'Brien got together in the lumbering trade. Their land holdings north of Virginia were sizable, and so was the need for a railway to bring the timber to town. On July 29, 1901, the two lumbermen completed a modest line which tied the sawmills on Silver Lake to their woods holdings. Silver Lake is just outside Virginia to the west, and the newly constructed Duluth, Virginia & Rainy Lake Railway ran log as well as logger to and from their appointed founts. The DV&RL was put down on sandy soil and bogland by Cook's and O'Brien's Minnesota Land and Construction Company. Log cars, a brace of Dickson Moguls, and a good deal of optimism were present as log

met saw at Silver Lake, and Cook and O'Brien extended their line to Britt, 10 miles north, then west 15 miles to Sturgeon Lake.

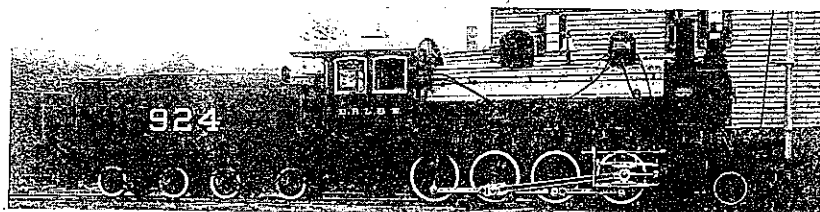
Optimism begot action in 1903; the line was extended to Cook, 18 miles closer to Canada. While logs continued to come in from a seemingly inexhaustible source, north of the border events were taking shape which would save the DV&RL from being merely another wooden-axle logging line.

In the Canadian West in 1875, two men chanced to meet while working on the Canadian Pacific. One was William Mackenzie, who rose to be a guiding light in Canadian railroading. Mackenzie got his start contracting on the Irondale, Bancroft & Ottawa line (later part of Canadian National) in Ontario. After handling bit parts on CP predecessor Credit Valley Railway, he made his way to the Canadian Rockies and participated in the first CP construction over the mountains. The other builder was Donald Mann, who had come from Acton, Ont., and who at 25 had gone west to seek a fortune. He got into railroad construction west of Winnipeg on the CP and continued on to the Rockies. There he encountered Mackenzie.

Twenty-five years later, one of Canada's most able railroading giants was the firm of Mackenzie-Mann, Ltd. By 1895, the firm had forged an empire of builders and financiers and had laid the footings for Canada's third great rail kingdom, Canadian Northern. The Canadian Northern stretched from its spawning grounds northwest of Win-

POWER FOR "PEG" AND HER PREDECESSORS

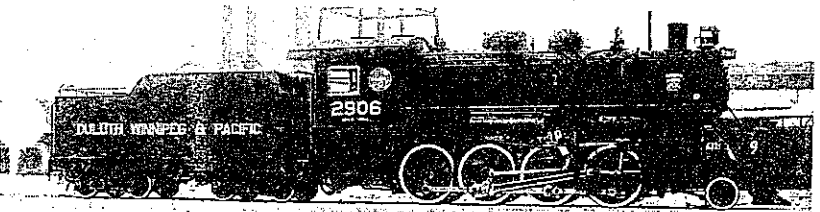
Road Nos.	Qty.	Builder	Type	Serial Nos.	Year	Cylinder and driver diam. (in.)	Weight (lbs.)	Remarks
STEAM LOCOMOTIVES BUILT FOR DULUTH, VIRGINIA & RAINY LAKE								
10-13	4	Dickson	2-6-0	26261-26264	1902	19x26	56 129,000	10-12 to DW&P 900-902 in 1910; to DW&P 127-129 in 1912; to CN 484-486 ca. 1920. 10, 12 scrapped in 1925; 11 resold to Sharp & Fellows, displayed at Traveltown in Los Angeles, Calif., as a 2-6-2. 13 off DW&P roster by 1906.



Collection of C. W. Witbeck.



Collection of C. W. Witbeck.



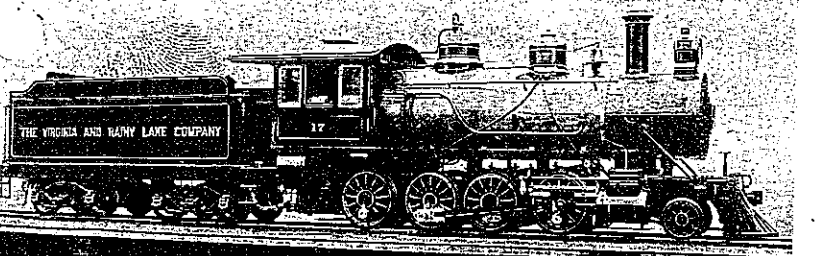
Collection of C. W. Witbeck.



Stanley H. Mailer.



Stanley H. Mailer.
Collection of H. L. Broadbent.



Road Nos.	Qty.	Builder	Type	Serial Nos.	Year	Cylinder and driver diam. (in.)	Weight (lbs.)	Remarks
14-15	2	Dickson	2-6-0	26268-26269	1902	19x26	56 129,000	Off roster by 1906; 15 sold to Detroit, Toledo & Ironton 68.
100-101	2	Rogers	4-6-0	41210-41211	1906	19x26	62 143,000	To DW&P 910-911 in 1910; to DW&P 1352-1353 in 1912; to CN 1352-1353 (class H-7-a); scrapped in 1929.
200-202	3	Rhode Island	2-8-0	40676-40680	1906	20x26	50 154,000	To DW&P 921-923 in 1910; to DW&P 2005-2007 in 1912; to CN 1800-1802 (class L-5-a); scrapped in 1925, 1934, and 1927 respectively.

STEAM LOCOMOTIVES BUILT FOR DULUTH, RAINY LAKE & WINNIPEG

924-925	2	Schenectady	2-8-0	48352-48353	1910	20x26	50 154,000	To DW&P 2008-2009 in 1912; to CN 1803-1804 (class L-5-a) ca. 1920; scrapped in 1925 and 1933 respectively.
905	1	Schenectady	0-6-0	48354	1910	19x26	50 122,000	To DW&P 335 in 1912; to CN 7066 (class O-11-a) ca. 1920; scrapped in 1936.

STEAM LOCOMOTIVES BUILT FOR DULUTH, WINNIPEG & PACIFIC

950-954	5	Brooks	2-8-0	50279-50283	1911	23x26	57 188,000	To CN 2125-2129 (class M-3-c) by 1919; scrapped in 1958 (2125-2127) and 1960 (2128-2129).
975-979	5	Baldwin	4-6-0	36933-36937	1911	22x26	63 176,300	To DW&P 1347-1351 (class H-6-f) in 1912; to CN 1347-1351 by 1933; scrapped in 1959, 1959, 1957, 1951, and 1959 respectively.
2399	1	Cooke	2-8-2	54257	1914	20x28	49 190,000	To DW&P 3000 (class R-1-a); scrapped in 1939.
2900-2908	10	Brooks	2-8-0	56754-56754	1916-1917	24x32	63 240,000	To DW&P 2455-2464 (class N-2a) by 1918; 2459 scrapped in 1947. remainder scrapped 1957-1958.

STEAM LOCOMOTIVES REASSIGNED TO DW&P

1981-1984	4	Schenectady	2-8-0	30334-30337	1905	22 1/2 x 32	57 195,360	Ex-Central Vermont 405-408 (class M-2-a); to DW&P 1981-1984 (class M-8-a) in 1928; scrapped in 1957.
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DIESELS BUILT FOR DULUTH, WINNIPEG & PACIFIC

Road Nos.	Qty.	Builder	Model	Serial Nos.	Year	Remarks
3600-3614	10	Alco	RS11	81934-81942, 82026-82031	1956	Class MR-18-a. Equipped with dynamic brakes. Long hood is front end. Nos. 3609-3614 were reassigned to, and lettered for, Central Vermont in 1957; in 1958 they were returned to DW&P and eventually relettered.
D-301	1	Budd	ROC3	6602	1956	Thirty-three-passenger capacity, with 47'-2 1/4" baggage/express section (11' 7 3/4" extra baggage-room space added by removing seats). Powered by two 275-h.p. GM 8-110 engines. Weight of unit: 117,400 lbs. To CN D-355 in 1961; RPO section removed at Travelcon shop (Winnipeg) at this time. To CN 6355 in 1959.

PARTIAL ROSTER — STEAM LOCOMOTIVES BUILT FOR VIRGINIA & RAINY LAKE CO.

Road Nos.	Qty.	Builder	Type	Remarks
1-3	3	Porter	2-6-0	45 tons.
9	1	NA	2-6-0	Thirty-six-inch drivers; steam brakes (air system applied by V&Rt).
14	1	Baldwin	2-8-0	Sold to Lake Superior Lumber Corp. Scrapped at Duluth in 1948.
15-16	2	Baldwin	2-8-0	Ex-Pennsylvania; 50-inch drivers; reboilered by V&Rt.
17-19	3	Baldwin	2-8-0	Bought new; No. 17 used as joint engine at Virginia Mill; 18-19 to Duluth & Northeastern 24-25.
20	1	Lima	Shay	Two-truck.
21-24	4	Lima	Shay	Three-truck.

Notes:

Various Canadian National steam locomotives also were assigned to DW&P; some carried DW&P lettering during their stay in the U.S., and some did not. Included were N-2-b class 2-8-0's such as 2475, 2477, 2479, 2500, 2501, 2504, and 2507; Grand Trunk N-4-a class 2-8-0 2575; and Grand Trunk 5-1-1 class 2-8-2's 3410, 3425, and 3433. After dieselization, CN and GT GP's often have worked through on DW&P, and a CN GMD 1000 h.p. or 1200 h.p. switcher often works at Virginia, but these units are not assigned to or lettered for DW&P. DW&P's own diesels tend to remain on the DW&P.

Certain early data on steam locomotives may be incomplete but represent complete coverage of all sources known to the author.

NA = not available.

July, 1909.]

Canadian Northern Ry. Construction.

Canadian Northern Quebec Ry.—The construction of the cut-off between Carleton Place and Quebec, is being proceeded with rapidly, and it is expected to get it completed by July 31. Over 500 men are at work.

The St. Leon Ry. Co. was incorporated by the Dominion Parliament in 1907, to construct a line of railway from Louisville, Maskinonge Co., northward to Alexis, with branches from St. Leon to Three Rivers, and to Lake Maskinonge, Que. No construction has been undertaken.

Canadian Northern Ontario Ry.—On the line between Hawkesbury and Ottawa construction is being pushed forward rapidly and it is expected that the line will be completed to Ottawa during Aug. The plans for the entrance into Ottawa were approved by the Minister of Railways June 18.

Matters in connection with the projected line from Toronto to Ottawa, are still in process of settlement. A deputation from the Lanark County Council waited on the Minister of Railways, June 18, to ask that the line be located through that county, and a deputation from Smiths Falls appeared in opposition, as the line is wanted through that district. The Minister said the arguments presented would be fully considered when the matter came up for settlement.

The Board of Railway Commissioners gave judgment, June 1, confirming the agreement made between the C.N.O.R. and the G.T.R. and C.P.R., by which the first named was to pay \$1 a car in and out of the Union Station, Toronto, and that the C.N.O.R. should not be called upon to contribute towards fixed charges. The judgment was given upon an application for an order to compel the C.N.O.R. to pay one-third of the fixed annual charges of Toronto Union Station.

At Barry Sound, about three miles of line is under construction, to connect the C.N.R. with the C.P.R. This line will give both companies access to the water front, and enable them to make connection with the principal industries of the town. The C.P.R. has constructed its end of the line, and the remaining 1.50 miles is now under construction by the C.N.R. It will be operated and maintained jointly.

There are over 1,000 men at work on the extension from Selwood Junction, Ont., towards Port Arthur, and it is expected to get about 32 miles completed this season.

Schomberg and Aurora Ry.—In 1896 the Dominion Parliament passed an act authorizing the construction of a line between King and Newmarket to Schomberg, Ont., and in 1906 a further act passed authorizing the construction of additional lines to Beaton and Colborne, Oshawa to Bowmanville, from Bond Lake to Big Bay Point—and from Barrie to Sutton, Ont. The total miles authorized is 135 miles, and of this more has been constructed 15 miles from Bond Lake, on the Metropolitan Division of the Toronto and York Rad. Ry., to Schomberg. The line is owned by Mackenzie, Mann & Co. Interests are operated by steam.

Nipigon Ry.—An act was passed by the Dominion Parliament in 1902 incorporating a company with this title to construct a railway from Nipigon station

on the C.P.R. transcontinental line, to Lake Superior, and to Nipigon Lake; Albany River and James Bay, a total of about 500 miles. An extension of line was obtained in 1904 for the construction of the line, and the charter subsequently passed into Mackenzie, Mann & Co.'s possession. No construction has been done.

Duluth, Winnipeg and Pacific Ry.—We are advised that it has not been decided when the line from Virginia to Duluth, Minn., will be constructed. This line is the southerly extension of the Duluth, Itany Lake and Winnipeg Ry., which connects with the Canadian Northern Ry. at Fort Frances, Ont., and which was recently acquired by C.N.R. interests.

The company is reported to have filed a mortgage to secure \$1,250,000 of bonds, to provide funds for the construction of the proposed line from Virginia southerly to Duluth, Minn. (June, p. 427.)

Canadian Northern Ry.—Good progress is being made with the erection of the Winnipeg Union Station. The original contract with Peter Lyall & Co., called for a basement, ground floor, two office floors, and an attic. A further contract has been made for the addition of another office floor. The total cost of the building will be about \$1,250,000.

In Manitoba the construction in hand for the present includes the extension of the Rossburn branch from Russell, westerly for 40 or 50 miles. From Hallsboro, a line is to be constructed through Oak Point line is being extended from Oak Point northerly and northwesterly, and 15 miles is being constructed from Ochre River easterly.

In Saskatchewan a line is being constructed from Marmouth southwesterly. The Goose Lake line, which now ends about 75 miles from Saskatoon is being further extended. An extension is also under construction from Prince Albert westerly, for 30 miles. This extension will, it is understood, ultimately connect with the main line at or near Bathford.

There have been some large real estate transactions in Regina, Sask., recently, and on June 8, it was reported that the C.N.R. had secured options on a large area in the city for terminal purposes. The company's Winnipeg officials state that the C.N.R. is not buying any land in Regina.

The freight sheds at Saskatoon, Sask., have been completed and opened for business. Tenders have been asked for a passenger station at Saskatoon. The plans provide for a building, including a covered way of about 40 ft., 224 ft. in length, with a projecting roof at either end. The waiting rooms, and other public offices are on the ground floor; upstairs there will be the operating offices, and there will also be a third floor, the use of which is not yet specified.

Construction has been started from Vegreville, Alta. to Camrose, the objective point of the line being Calgary. D. D. Mann, Vice President, stated recently that this section of the line would undoubtedly be constructed during the summer.

The company's application for the amalgamation with it of the Saskatchewan North-Western Ry., and the Alberta Midland Ry., was heard by the Board of Railway Commissioners at Ottawa, June 10. These two companies were incorporated under charters granted by the Saskatchewan and Alberta Legislatures,

to construct certain lines of railway, as branches of the C.N.R. for which guarantees of bonds were given.

In 1899 the Dominion Parliament passed an act incorporating the Edmonton and Slave Lake Ry., with power to construct a railway, having a length of 400 miles from Edmonton, via Athabasca Landing and Lesser Slave Lake to Peace River. In 1902 and 1904 acts were passed extending the time for construction. There was completed in 1906, a section of the line extending from Edmonton to Morinville, 21.50 miles, which is being operated as the C.N.R. Morinville branch.

Work is in progress upon an extension of this line from Morinville, towards Athabasca Landing, the point at which the navigable waters of the Mackenzie River basin is reached. It is said that in course of time the line will be extended into the Peace River Valley. M. McCrimmon, Edmonton, Alta., is the contractor. (May, 1908, pg. 310.)

It is under the E.Y. and P. Ry. charter, that the C.N.R. route from Edmonton to the Pacific Coast is being surveyed, and its amalgamation was provided for in the act granting aid towards the construction of the line. The preliminary plans for the line from Edmonton to Vancouver and New Westminster, B.C., have been approved, but it is not expected that construction will be undertaken this season. The distance between the Yellowhead Pass and Vancouver is about 500 miles, and T. H. White, who is in charge of the surveys, said June 6 that he expected the location survey would be completed by the end of the year, as very satisfactory progress was being made. From Yellowhead Pass the route surveyed, follows the Fraser River for about 40 or 50 miles to opposite Tete Jaune Cache, and thence through a low pass to the head waters of the North Thompson River, via Cranberry and Bridal Lakes. A fourth survey party with C. F. Hannington in charge, has been started at the head waters of the North Thompson River working west; and J. Irvine is working from 50 miles up the North Thompson River, and is running east to meet Hannington's party. J. V. Nimmo has been detached from the North Thompson survey, and with a party is now working down the Fraser River from Lytton, and W. K. Gwyer is working in the Yale district to meet the Nimmo party. As soon as this gap is covered the location of the line to the coast, and also between Lytton and Kamloops along the main Thompson River will be undertaken. The object of all these surveys is to locate a route from the Yellowhead Pass and the mouth of the Fraser River, to Tete Jaune Cache, over by Cranberry Lake, and Alfreder Lake to the head waters of the North Thompson River and down it to the junction with the South Thompson at Kamloops. The route down the Thompson River from Kamloops will be on the opposite bank to that occupied by the C.P.R. From above Lytton where the Thompson joins the Fraser River, the line will take the same side of the river as the C.P.R., but at a lower level, and crossing it under one approach to the cantilever bridge at Uchen flat.

The company's right of way and town-site agents reached Kamloops, May 31, and are reported to be arranging for securing land for terminal purposes, station sites, etc. (June, pg. 427.)

Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry.—The Board of Railway Commissioners has ordered the company to effect considerable improvements on its Montford branch between St. Jerome and Arundel, Que. The length of line covered by the order is about 40 miles, but the first 10 miles is reported to be comparatively good. Guy Tombs, the company's General Freight and Passenger Agent, stated subsequently that workmen were busy all last summer ballasting the track, digging ditches, erecting new stations and doing other work. New and heavier rails had been purchased in the fall; these had been delivered and were ready to be laid as soon as the spring opened up. Other betterments would be gone on with during the season.

The Canadian Northern Ontario Ry. has under construction on the wharf at the foot of York St., Toronto, a freight warehouse 350 by 10 ft., and one story high.

The Ontario Premier announced in the Legislature, Mar. 18, that the Government had decided to aid the C.N.O. Ry. to the extent of 1,000 acres a mile, or a total of 2,000,000 acres, for the construction of a line from Sudbury to Port Arthur, a distance of about 500 miles, the line to be constructed through the great clay belt. The company, said the Premier, asked for a land grant and for a guarantee of bonds. The Government decided to decline to guarantee any bonds, and to offer to the company a grant of 4,000 acres a mile, provided it proceeded at once with the construction of the 500 miles of railway, and to carry it through the southern portion of the great clay belt. The Government would retain the pine timber and minerals on the land granted, and the right to say when and at what price the land is to be put on the market for sale. If the company agreed to these terms, a bill would be prepared and laid before the house for approval.

A delegation from the western part of the province waited on the Government, Mar. 17, and asked that a generous subsidy be granted the company. Prior to this the company had, in response to the request of the Government, submitted a proposal, with respect to the construction of the line, asking for a cash subsidy of \$1,000 a mile and 7,500 acres of land a mile, or a guarantee of bonds.

President Mackenzie, in an interview, Mar. 17, said: "What I hear is true concerning the subsidy put upon the land grant, then, the thing is almost valueless to us. The land up there according to the general idea, is not much use, anyway, and if we are to be bound by all these restrictions in handling it, then the subsidy gives us will be practically nil."

Canadian Northern Ry.—Plans have been deposited with the Dominion Minister of Public Works, showing the location of a proposed dock at Port Arthur, Ont., and the lots lying between the north side of the St. Lawrence and the south side of the St. Lawrence.

The Manitoba Legislature has passed the guarantee of bonds for the construction of 210 miles of line. The bill is at the rate of \$13,000 a mile, and also provides for the guarantee of bonds for terminal stations and terminals under which the guarantee of bonds is to be used jointly by the National Transcontinental and Trunk Pacific Ry.

The company has been taken into serious consideration of electrifying its new shops. A press report stated that the company had announced that its shops at Lac Seul would be supplied from the Electric Ry. plant at Lac Seul.

A delegation from the territory north of Oak Point, Man., recently waited upon the Manitoba Government to urge the completion of the branch from Oak Point. Track has been laid as far as Lundar, and the delegation asked that it be extended along the lake shore to the narrows of Lake Manitoba, instead of directly northerly as previously intended.

Duluth, Winnipeg and Pacific Ry.—A company with this title was registered at St. Paul, Minn., Mar. 19. It has been organized for the purpose of constructing a line from Virginia, the southern terminus of the Duluth, Rainy Lake and Winnipeg Ry., to Duluth, Minn. The D.R.L. and W. Ry. was lately acquired by the Canadian Northern Ry.

Alberta Midland Ry.—The Alberta Legislature has passed an act incorporating a company with this title for the purpose of constructing a number of railways in the province. In the course of the discussion in committee, it was stated that the lines mentioned in the bill were those covered by the charter of the Alberta Central Ry., a company holding a Dominion charter, and that they were extensions of the Canadian Northern Ry. The routes of the various lines mentioned in the bill as it came before the committee were as follows: From Strathcona via Calgary to the confluence of the Little Bow and Belly Rivers, thence southerly to Lethbridge, with a branch from near Bittern Lake northeasterly to Vegreville; a branch from the crossing of the Little Bow River, southerly via Macleod to the southern boundary of the province; a branch from the last mentioned line between Macleod and the crossing of the Belly River, westerly to the western boundary of the province; a branch from between Cardston and the southern boundary of the province, to the western boundary of the province. In passing through committee provision was made for the construction of the following additional lines: From Calgary to Banff; from Cochrane northerly to join the C.N.R. at Pigeon Lake; an extension into Wetaskiwin; an extension to Nanton; and an extension from Content to Red Deer and on to Rocky Mountain House.

The Government Act for the guaranteeing of C.N.R. bonds to the extent of \$13,000 a mile, provides for the construction of 850 miles of line, and covers practically the whole of the lines mentioned in the bill. In the discussion before the Legislature it was stated that the C.N.R. would commence the construction of the Athabasca Landing extension, and the line from Vegreville to Camrose and Calgary this season, and might possibly construct the lines in the Crow's Nest Pass country. (Mar. pg. 183. See also Saskatchewan and Alberta Railways, Feb., pg. 125.)

Level Crossings Protection.—The House of Commons has passed a bill providing for the appropriation by the Government of \$200,000 a year for five consecutive years for the purpose of "aiding in the providing of protection, safety and convenience for the public in respect of existing highway crossings at rail level." The sums voted are to be placed to the credit of The Railway Grade Crossing Fund, and to be applied under the authority of the Board of Railway Commissioners. The Board may fix the amount the Dominion shall pay up to 20% of the cost of elimination and not exceeding \$5,000 for each crossing not to exceed four tracks; where there are five or more tracks it is to be regarded as two crossings. Not more than three crossings in any one municipality will be eliminated in any one year. The act provides that municipalities shall contribute towards the elimination of the crossings, but the percentage to be contributed is not fixed.

TRADE AND SUPPLY NOTES.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers to distinctly understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

The Canadian Pilling Co. has recently installed a turntable tractor at the C.P.R.'s Quebec roundhouse. This makes 32 installed on the C.P.R. system at various points.

E. L. Dyer has issued a booklet, "How to test wire, how to build fences and about concrete posts," which can be obtained by mailing 10c. in stamps or coin to him at King St. and Atlantic Ave.

The Northern Electric and Manufacturing Co., Ltd. Montreal, has been awarded the contract for supplying and installing a Western Electric alternator, exciter and switchboard equipment for the town of Therville, Que.

The Goldschmidt Thermit Co., 103 Richmond St. West, Toronto, has issued a 36 pg. booklet, "Instructions for the use of Thermit in Railroad Shops," which should prove of interest to railway mechanical men. A copy will be sent on application.

The Holden Co., Ltd., has been incorporated under the Dominion Companies Act, with \$45,000 capital stock and head office in Montreal, to acquire the business heretofore carried on by N. J. Holden Co., Ltd., and to carry on a general railway and contractors' supply business, etc.

The Meaford Wheelbarrow Co., Ltd., Meaford, Ont., has secured the Canadian rights to manufacture the line of roller bearing wheelbarrows and concrete carts made by the Sterling Wheelbarrow Co. of Milwaukee, Wis., and will offer the same to the general trade.

The B. Greening Wire Co., Ltd., Hamilton, Ont., is installing electric welding machinery in its works for the more economical welding of the iron frames for their wire door mats, wire guards, tellers' cages, etc., and for the wire chain fittings, and the welding of wire generally.

C. F. Medbury, until recently Manager of the Westinghouse Electric and Manufacturing Co.'s office, has been appointed Manager of the Canadian Westinghouse Co.'s Montreal office, succeeding H. D. Bayne, who recently resigned, and who has since sailed on an extended tour through Europe.

The B. Greening Wire Co., Ltd., Hamilton, Ont., has in press a series of illustrated catalogues of goods manufactured in its various departments. The first one relates to the wire screening, wire cloth and perforated metal departments. It is copiously illustrated, and contains a number of useful tables, which will prove of value to anyone interested in screening wire cloth, or perforated metals. Copies will be sent by the B. Greening Wire Co., on request, to any address.

Owing to the rapid increase in the export business of The Page Wire Fence Company of Walkerville, Ont., since the introduction of its Empire white fencing for railway, farm and ranch use, it has been thought best to have the foreign business handled by a company of a name similar to that of the fencing, and to this end The Empire Fence Export Co., Ltd., has been formed. It is owned and controlled by the same people as the old company. The head office and factory will be at Walkerville, Ont.

DWP Jan 1912

460

1/19/12 DWP Lm

added 10 Refrigerator
cans and 20 stock cans

DWP

July 1944

DWP has ordered
350 box cars and 150 flat cars
in the US

Canadian Northern Ry. Construction, Etc.

In the course of a recent interview in Montreal, President Mackenzie said that during four and a half years the company had done nothing on its main line, but in that time it had built 1,200 miles of branch lines. This policy of keeping the branch lines well along, he said, caused the success of the C.N.R. as a freight carrier on the plains and from Lake Superior westward. There had been already laid this year about 260 miles of track in Alberta and Saskatchewan. In addition to the 50 mile contract on the Pacific section of the line, the company had also let a contract for the construction of 140 miles from Edmonton, and the work would be pushed vigorously from both ends, till the track-layers met somewhere in the Rocky Mountains in about three years time. It might be possible also about the same time to complete the connection between the head waters of Lake Superior and the St. Lawrence River.

Canadian Northern/Quebec Ry.—The question of the location of the company's shops in the city will again come up for consideration at the Sept. meeting of the Quebec council.

The branch line from near L'Epiphaïne to Rawdon, 5.7 miles, has been completed and will be opened for traffic shortly. It is over 50 years ago that a railway connection was first projected at Rawdon, by the Rawdon and Industry Ry., but until the C.N.Q. Ry. built this branch line nothing was ever accomplished in the way of giving Rawdon railway connection with the outside world.

W. Mackenzie, President, left Montreal Aug. 12, after spending four days there. On Aug. 10 he had a lengthened conference with Sir Thos. G. Shaughnessy, President C.P.R., but what the subject of the conference was has not been made public. Press reports state that it had to do with an arrangement for joint terminal facilities in Montreal and Toronto, and for the settlement of a number of matters upon which the officials of the two companies in different places are not in harmony.

Canadian Northern Ontario Ry.—Work on the first section of the line from Toronto to Ottawa is well advanced as far as Trenton, Ont., to which point the first contract let carries the work. The first bridge in the Don valley, at Leslie St., Toronto, has been completed, and the rails were expected to be laid across it and through the ravine as far as Woodbine Avenue by Aug. 20. About a mile east of Leslie St. is a big cut which will take about a month of steam shovel work to get through. From this point track can be laid on the Lawes road, where the abutments for the superstructure of the overhead bridge have been completed. From there to Scarborough the work is nearly completed, and a good deal of track has been laid easterly from Scarborough. It is expected that the bridge work in York and Scarborough townships will be completed and the track laid early in Oct. The grading has been completed to the town limits of Trenton, and track has been laid along portions of the 100 mile section. The connecting up of these different sections is being proceeded with. The station and other buildings are also in course of erection.

A resolution has been passed by the Scarborough council authorizing Alderman Phalen to act with the Industrial Committee for the purpose of endeavoring to secure the entrance of the C.N.O. Ry. into the city.

H. K. Wicksteed, who has charge of locating the line between Sellwood and Port Arthur, Ont., stated recently that the route was almost all surveyed, and it was altogether likely that construction would be started in the spring. A

Port Arthur dispatch of Aug. 12 stated that three parties of engineers are engaged in the work of completing the location of the line, one having its quarters near Long Lake, the second west of that point, and the third near Sellwood. The question of the entrance to Port Arthur from the east is under consideration by the city council, the plans filed showing a route along the shore of the bay on the lake side of the C.P.R. from the C.N.R. station, through to Bare Point, not being altogether approved of.

The plan, profile and book of reference of the location of the James Bay Ry., now the C.N.O. Ry., through the county of Laval, Que., mileage 38 to 40, Hawkesbury east, has been deposited in the Registry office at Ste. Rose, Que. This is a section of the proposed new short line from Hawkesbury, Ont., to Montreal.

Duluth, Winnipeg and Pacific Ry.—The tenants of the property which the company has acquired in West Duluth were given 10 days notice to vacate June 26. H. T. Hazen, the company's Chief Engineer, said, Aug. 12, that work on the 500 ft. tunnel was to be started at once. Construction camps have been established every four miles along the line between Duluth and Virginia, Minn., and work is being proceeded with rapidly.

Canadian Northern Ry.—A contract for the first section of the new roundhouse at Port Arthur has been let to S. Brown, Winnipeg, who has started work. The foundations will be of piles and concrete, the superstructure of bricks. The capacity of the section to be built will be 10 locomotives, and it is to be completed by Oct. 31.

The excavation for the Pembina St. subway at Winnipeg has been completed, and the cement work is being rapidly gone ahead with. It is expected that the work will be completed by Sept. 30. Application is being made for authority to extend an industrial spur line now terminating between Rosser Ave. and Mulvey Ave., in block 10, D.G.S., 32, St. Boniface, plan 208, across Mulvey Ave. and Fleet Ave., and to extend to the lane between Garwood and Fleet Avenues, Winnipeg. A permit has been granted by the Winnipeg city council for the building of coach shops in the west yard to cost \$12,000, the contractor for the work being the Carter-Halls-Ahlinger Co.

The Winnipeg city council, Aug. 6, referred the company's application respecting an elevated line at the north end of Norwood bridge to the City Engineer and City Solicitor for a report. The plans show an elevated structure from where the line leaves the Assiniboine River to an eighth of a mile south easterly. The structure would cross Main St. and Bell Ave., 14½ ft. above the street level, thus permitting street cars to pass underneath.

A Winnipeg dispatch of Aug. 18 says:—"The Canadian Northern Railway was reported today to have completed arrangements with the St. Boniface city council for extensive improvements there within the next two years, including a large roundhouse, storehouses, coal warehouses, freight sheds, the union station to be shared with the G.T.P.R., and a new traffic bridge to be built across the Red River from Winnipeg. The total improvements will cost over \$1,000,000, and the company has signed a bond guaranteeing the completion of the work within two years."

A contract has been let for the erection of a station and hotel building in Brandon, Man., to Thos. Kelly & Sons, Winnipeg. A full description of the building is given on another page.

In reference to the work in progress on the company's Oakland extension, we are advised that the line is being extended to mileage 445, Jas. McRae hav-

ing the contract for the grading. It has not been decided whether the line will be extended northerly to meet the Ochre River branch.

Application has been made by the C.N. Ry. to the Regina, Sask., city council for permission to build joint passenger terminals there with the G.T. Pacific Ry.

R. J. Mackenzie recently completed an inspection of the Shellbrook extension as far as Crooked Lake, Sask. The line right to the lake was expected to be completed Aug. 30.

Work on the line from Vegreville to Calgary, Alta., is being gone on with rapidly. Ballasting is being proceeded with southerly from Camrose, while northerly the station buildings, etc., are being put up. The interlocking plant at the crossing of the C.P.R. at Camrose has been installed. In connection with the entrance of the line into Calgary, M. H. McLeod, General Manager and Chief Engineer, stated July 28, that the company's line would probably be used by the G.T. Pacific Ry., and that there would be a joint station. Negotiations are being carried on with the Calgary city council on the proposal. A Calgary dispatch states that track has been laid for about 50 miles south of Stettler and that the grading on the line should reach that city by the end of Sept. Another dispatch states that contractors are being asked if they will begin work at once on the construction of a line from north of Gleichen or Strathmore, southerly to Lethbridge and Coutts. This is one of the lines for which the Alberta Government has guaranteed the company's bonds.

The Department of Railways has approved of a route map showing a line for about 14 miles through tps. 25 and 24, ranges 25 and 27, west of the fourth meridian.

D. D. Mann, Vice President, recently wrote to the Athabasca Landing board of trade to the effect that if it were at all possible the company's line from Edmonton, now terminating at Morinville, 23 miles out, would be completed to the Landing this year. A copy of the letter has been sent to the Edmonton board of trade.

We are advised that the contractors for building the line westerly from St. Albert, north west of Edmonton, to the Pembina River, are McMillan Bros. and Kenny. This contract covers about 140 miles, and is the line referred to by the President in the interview quoted in the first paragraph under this heading.

We are advised that the contract for the grading of the line from near Stettler westerly to the Brazeau coal fields, Alta., has been let to the Northern Construction Co., Winnipeg. The line starts from the Vegreville-Calgary line about six miles south of Stettler and runs westerly to Rocky Mountain House. It is expected to have about 30 miles graded this season. The contractors are reported to have begun work July 25. The plans show that the line will run westerly through Alix, paralleling the C.P.R. crossing the C.P.R. Calgary-Edmonton line, across part of the experimental farm and Senator Talbot's farm south of the town, then northwesterly to the Brazeau coal fields. The route plans of the line came before the Department of Railways at Ottawa, Aug. 11. A portion of the line was approved, and the company was asked to make enquiries as to the feasibility of locating a route north of Lacombe to Rocky Mountain House, instead of the one for which approval was asked, which parallels the Alberta Central Ry., now under construction from Red Deer. The A.C. Ry. Co. objected to the route asked for being approved.

Canadian Northern Pacific Ry.—Speaking at Kamloops, B.C., Aug. 4, the Provincial Premier said the C.N.P. Ry. had made overtures to the Government

Railway Finance, Meetings, etc.

Alberta Ry. and Irrigation Co.—Approximate net profits from all sources, exclusive of land sales, for Oct., \$32,544, against \$37,335, or Oct., 1907. Approximate railway traffic receipts for Nov., \$30,424, against \$31,937 for Nov., 1907. Total net profits for 5 months ended Nov. 30, \$147,993.

Atlantic, Quebec and Western Ry.—A special general meeting of shareholders was called to be held at the company's offices, London, Eng., Dec. 16, 1908, for the purpose of authorizing the directors to issue the securities which the company is empowered to issue under sec. 3 of its act of 1908, in respect of the railways therein referred to, and to give the directors power to secure such securities and to dispose of the same according to law. The meeting was also called for the purpose of empowering the directors to create and issue from time to time, consolidated bonds or perpetual or terminal debenture stock to the extent in all of \$45,000 a mile of railway constructed or under contract to be constructed, or of the railways which the company is authorized to construct or acquire, and to authorize the directors to execute on behalf of the company security for the same.

Canada Atlantic Ry.—An issue of consolidated first mortgage 4% gold bonds, amounting to £598,000, has been placed on the London, Eng., market, through Glyn, Mills, Currie & Co., by the C.T.R., which owns the railway. The issue price was 93, of which 10% was due on application, 25% on allotment, and 58% on Dec. 30. The proceeds of the bonds were required for the purpose of meeting a similar amount of 5% bonds maturing Jan. 5, the holders of the latter having the option of exchanging their bonds on the basis of £102 14s. 9d. for each \$500 in payment in full for the bonds of the present issue, the balance of £9 14s. 9d. % due to the holders being paid in cash on Jan. 5. The bonds form part of a total issue of £3,292,200, of which £2,282,400 are already on the market and £411,400 are retained in the treasury to be issued for betterments, etc. The principal and interest are guaranteed unconditionally by the C.T.R. The interest is payable Jan. 1 and July 1, and the principal is payable at par on Jan. 1, 1955. The bonds are secured by a trust deed and constitute a consolidated first charge on all the real and personal property of the Canada Atlantic Ry. Co., excepting ships and branches or extensions to be hereafter constructed.

Canadian Northern Ry.—An issue of £1,200,000 first mortgage 4% land grant bonds was placed on the London, Eng., market recently, and when the subscription list closed, it was reported that the issue had been oversubscribed. The price was 95%, the bonds being issued in denominations of £500. Besides constituting a direct first charge on the C.N.R., the bonds are secured by a specific first charge in favor of the company on 1,250,000 acres of freehold land in Manitoba and Saskatchewan. Of these, since July, 1907, there have been sold 1,000 acres at an average price of \$8.46 an acre. Interest is payable Jan. 1 and July 1, and a year's interest being payable July 1, the principal and interest is repayable on July 1, 1938, the company reserving the right to redeem the bonds at 103 and acc. interest on three months' notice at any time before July 1, 1918, or thereafter at par.

Central Ontario Ry.—A meeting of shareholders was called to be held at Trenton, Ont., Dec. 7, for the purpose of authorizing the directors to issue bonds to the amount of £200,000 sterling, or such other amount as may be necessary to retire the outstanding bonds.

Dominion Atlantic Ry.—Gross earnings for Oct., \$130,500, against \$130,140 for Oct.,

1907. Total gross earnings for 10 months ended Oct. 31, \$1,071,300, against \$1,030,961 for same period 1907.

Grand Trunk Pacific Ry.—Application will be made next session of the Dominion Parliament for an act authorizing the company to issue a further issue of bonds, or perpetual or terminable debenture stock, or both, for such amounts as may be determined upon and fixed by such act, and to apply the proceeds to the general purposes of the company.

Grand Trunk Ry.—Application will be made next session of the Dominion Parliament for an act authorizing the company to create and issue additional Grand Trunk debenture stock, and Grand Trunk 4% guaranteed stock, respectively, in such amounts, subject to the limitations to be fixed in the act, as the shareholders may from time to time determine, and to apply the proceeds to the general purposes of the company; also repealing sec. 19 of the C.T. Arrangements Act of 1862, and substituting other provisions therefor. See also Canada Atlantic Ry.

Lake Superior Corporation.—The Philadelphia, Pa., banks, which had taken over several million dollars' worth of securities of the company in settlement of loans upon which interest had not been paid, has disposed of about \$5,000,000 to interests represented by New York and Philadelphia parties. The transaction was completed by the President of the Commercial Trust Co., of New York City, on the part of the purchasers.

New York Central and Hudson River Rd.—Press reports from New York City state that the Vanderbilt interests at present own less than 5% of the stock of this company, and that the largest shareholder is E. H. Harriman. It is also stated that C. M. Depew will shortly retire from his position as chairman of the Board, and that E. H. Harriman will be elected a director, with the intention of ultimately succeeding to the chairmanship of the Board.

Quebec Bridge and Ry. Co.—A special general meeting of shareholders has been called to be held at Quebec, Jan. 4, to authorize the execution of all documents, conveyances and deeds, and the performance of all other acts required or necessary to grant, surrender and release to the Dominion Government all the corporate and individual right, title and interest of the company and its shareholders, in the undertaking, assets, property and franchises of the company; the whole pursuant to the provisions of chap. 59 of the Statutes of 1908, and under the agreement between the Government and the company, dated Oct. 19, 1903, and set out in the schedule to chap. 54 of the Statutes of 1903.

A meeting of the directors was held at Quebec, Dec. 2, 1908, for the purpose of taking the necessary steps for effecting the transfer. The company was originally incorporated in 1887, but practically nothing was done until 1896, when a reorganization was effected, with S. N. Parent as President. On a promise of Dominion aid, the subscribed share capital was increased to \$1,000,000, the total amount of capital paid in being \$263,700. Subsidies were voted by Quebec City, the Quebec Provincial Legislature, and the Dominion Parliament, and the work proceeded. In 1903 an act was passed by the Dominion Parliament guaranteeing an issue of bonds for the construction of the bridge. The partially constructed bridge collapsed in Aug., 1907, and in 1908 an amendment to the act of 1903 was passed, which gave the Government the right to assume control of the structure, its assets, etc., at the same time guaranteeing the shareholders 5% interest and a bonus of 10% on the amount of stock paid in. This act came into effect on Dec. 1, when an official from the Department of Railways came from Ottawa to liquidate

accounts with the Quebec Bridge Company and pay the shareholders, who received \$356,000, an advance of \$101,300 over the amount they originally paid.

Quebec and Lake St. John Ry.—Gross earnings for Oct., \$64,835.24; Nov., \$57,742.05, against \$65,454.02 and \$63,585.27 for Oct. and Nov., 1907. Gross earnings for 11 months ended Nov. 30, \$588,075.37, against \$600,259.02 for same period 1907.

St. Mary's and Western Ontario Ry.—The Ontario Railway and Municipal Board has issued an order validating a loan of \$20,000 made by the township of East Nissouri to the company. The portion of the company's line already constructed extends from St. Mary's to Embro, Ont., and is being operated under lease by the C.P.R.

Tamasequata Ry.—Total traffic receipts for Nov., \$17,549.92; aggregate for 11 months ended Nov. 30, \$209,835.96.

White Pass and Yukon Ry.—A half-yearly dividend of 2% has been declared on the £1,375,000 stock. This dividend, with the 2% paid in July, 1908, makes the total distribution for the year at the rate of 4%, as compared with 5% which was paid in each of the three previous years.

Gross earnings for Oct., \$111,875. Total for 4 months ended Oct. 31, \$820,926.

Duluth, Rainy Lake and Winnipeg Ry.

D. D. Mann, Vice-President Canadian Northern Ry., said, in Toronto, Dec. 14: "We have bought this railway from the Virginia Lumber Co., and will take it over shortly. The extension of the line to Duluth will not be immediately considered. Our object is to get connections to Chicago for our line to Winnipeg, and, of course, the line into the U.S. will be a return outlet for Canadian produce. With the acquisition of this line our system will cover nearly 5,000 miles, of which all but 250 miles is now in operation."

This purchase has been under consideration for some time. The line extends from Virginia, Minn., to the Rainy River, at the International boundary, opposite Fort Frances, Ont., a distance of 95 miles. A bridge was constructed over the Rainy River jointly by the D.R.L. and W. Ry., and the Canadian Northern Ry., and the latter constructed a spur line from the bridge to connect with its line from Port Arthur to Winnipeg, at Fort Frances. The line was originally projected as a lumbering line by the Virginia Lumber Co., which is controlled by the Cork and O'Brien interests, and its extension to the Canadian boundary, opened up connection with lumber limits operated by the Haines Lumber Co., of Chicago, Ill., and the Weyerhaeusers, of St. Paul. There has not been a combination of these lumber interests as has been reported from Chicago. The conditions under which the C.N.R. has secured the D.R.L. and W.R. are such that it also has secured the carter rights of the D.R.L. and W.R., to construct an extension of its line from Virginia to Duluth, which it is proposed to do, at some future time, by a more direct route than the Duluth, Missabe and Northern Ry., by which the line now obtains an entrance into Duluth, on the Duluth and Iron Range Ry. The lumber companies have agreed to ship all their output over the line as well as over the projected extension.

Two special courses of lectures to the students in the Railway Department at McGill University, Montreal, are being delivered this term. A. A. Goodchild, Auditor of Stores and Mechanical Accounts C.P.R., is dealing with the subject of Railway Organization and the Elements of Accounting, and G. C. Wells, Assistant General Passenger Agent Eastern Lines, is dealing with Passenger Business.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Ashcroft, Barkerville and Fort George Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the commencement of the company's projected railway in British Columbia. Eberts and Taylor, Vancouver, are solicitors for the applicant. (Aug., 1906, pg. 449.)

Boundary, Kamloops and Cariboo Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the construction of this projected railway. Pringle and Guthrie, Ottawa, are solicitors for the company.

British Yukon Ry.—Application will be made next session of the Dominion Parliament for an act authorizing the company to construct a line from its present railway at or near White Horse in the Yukon territory, northwesterly to a point on the Tahkeena River. Power is also asked to issue bonds upon the line of railway so constructed. The Yukon Council at a special session has under consideration the proposal of the company to construct 12 miles of line through the White Horse copper fields.

We are advised that the B.Y. Ry. contemplates the construction of a track to leave the company's present main line some five or six miles south of White Horse, Yukon Territory, and to proceed in a generally northwesterly direction to tap all the copper properties in the district of White Horse. The development of these properties has now reached such a stage as to warrant serious consideration of the construction of this track. The surveys, we are informed, have not yet been completed. (See White Pass and Yukon Ry. Oct., pg. 743.)

Burk's Falls and French River Ry.—Following are the officers and directors for the current year: President, R. J. Watson, Burk's Falls, Ont.; Vice-President, V. Ratz, Parkhill, Ont.; Secretary-Treasurer, H. W. Cooper, Montreal; Solicitor, D. R. McLean, Burk's Falls; other directors: A. A. Agar, Burk's Falls; R. Cook, South River, Ont.

The company was organized in June last. The act of incorporation having been passed by the Dominion Parliament in 1906. The company is authorized to construct a railway from Burk's Falls to a point at or near where the C.P.R. crosses the French River. H. W. Cooper, the Secretary-Treasurer of the company, is in the G.T.R. offices at Montreal. (Aug., 1906, pg. 451.)

Calgary and Fernie Ry.—The Dominion Parliament will be asked next session for an act extending the time for the commencement and completion of construction. Pringle and Guthrie, Ottawa, are solicitors for the applicant. (Aug., 1906, pg. 451.)

Crow's Nest Southern Ry.—The line now under construction from Fernie to Michel, B.C., is an extension of the C.N.S. Ry., and the route to be followed is along the Elk River valley and the Michel creek. The Elk River will be crossed at four points. A. Guthrie & Co., Fernie, are the contractors, and — Taylor, is engineer in charge.

Debert Ry.—A regular freight service is being operated over this short line, extending from the Intercolonial Ry. to the Debert coal fields.

Detroit River Tunnel.—The first section of the tunnel was placed in position in the Detroit River at Windsor, Ont., Oct. 1. The first section is 260 ft. long, and contains two steel tubes each 23 ft. 4 in. in diameter. The tubes, supported in timber caissons, were sunk in a trench dredged in the bottom of the river, and the caissons

are to be filled with concrete. After the concrete has been placed the water will be pumped out of the tubes, a moderate air pressure put on, and the work of putting in a reinforced concrete lining 20 inches thick begun from the inside. The tubes are built of boiler plate, strongly braced, and have a temporary bulkhead on each end which will be removed when the work of lining is commenced. There will be ten sections of similar size sunk in the river to form the tunnel.

Duluth, Rainy Lake and Winnipeg Ry.—This line has its southern terminus at Virginia, Minn., with which town the Duluth, Missinabie and Northern Ry., Great Northern Ry., and the Duluth and Iron Range Ry. connect. The D.R.L. and W. Ry. runs in a northwesterly direction to Ranier, Minn., which place is located where Rainy Lake empties into Rainy River, and is about 2½ miles east of International Falls on the U.S. side, and Fort Frances on the Canadian side. A railway bridge across Rainy River is now under construction and the Canadian Northern Ry. is constructing about 1½ miles of track to connect the Canadian end of the bridge with its line. By this means trains will be able to be run through between Duluth and Winnipeg and Duluth and Port Arthur over the two lines by an arrangement with one of the existing lines terminating in Virginia. The D. R. L. and W. Ry. has completed surveys for an independent line from Virginia to Duluth, about 63 miles, where connection will be made with all roads entering that city. The country between Virginia and Ranier is heavily timbered, and it is estimated that the lumbering business will provide plenty of traffic for the line for the next twenty-five years. There is a lot of good agricultural land along the line, which is being rapidly taken up; in fact, there is but little land left within five miles of the line. The settlement will also bring a good deal of traffic, as will also the traffic moving to and from the Canadian border. The track has been laid to Ranier, but we are advised that about 16 miles of ballasting is required, and some other work has to be done. This it is expected to have completed by Dec. 1. (Sept., pg. 663.)

Fort William Bridge and Terminal Ry.—The question of the location of the projected terminal station and railway in Fort William, Ont., was before the Board of Railway Commissioners at Fort William, Sept. 27. The C.P.R. protested against the allowing of level crossings, while the city contended they should be 1,000 ft. from the shore.

Great Northern Ry. (U.S.) in Canada.—Nothing is being done at Winnipeg, Man., in connection with the project to construct extensive terminals in that city. The property which was purchased by the company is being repaired and the tenants of the Ross Ave. property have not been given notice to leave. It is not expected, therefore, that anything will be done in the matter until early in 1908.

A contract has been let to R. N. Wiloughby for the erection of freight sheds at Brandon, Man., at a cost of about \$12,000. The sheds are to be located between Thirteenth and Fifteenth Streets. Work is already in progress.

Halifax and Northeastern Ry.—W. A. Harper, an English engineer, has been looking over the route of this projected railway between Halifax and Sunny Brae, Country Harbor, via the Musquodoboit River Valley. The Provincial Government last session voted a guarantee of bonds for the construction of this railway, but the company, in which Sir H. M. Allan is

interested has declined to take up the matter, and it is reported that an English syndicate is now looking into the project.

Hudson's Bay Pacific Ry.—Col. May, who represents this company which proposes to construct a railway from Hudson Bay to Port Simpson, is visiting Victoria, B.C., in connection with the project. He states that a contract has been let for the construction of a wharf and a hotel on Work channel, to the north of the Tsimpsean peninsula. Somers and Musgrove are the contractors.

A. W. Johnson, of Toronto, who is associated with Colonel May in the promotion of this railway, said at Vancouver, Oct., that application for a charter would be made next session of the Dominion Parliament. The capital stock will be \$100,000,000, and the proposed road will be 1,700 miles in length. It will run northwest from Port Simpson, B.C., traverse the Omineca River valley, descend the Peace River to Lake Athabasca, and then run in an almost direct line to Fort Churchill on Hudson Bay. The company has secured land for terminals on Work channel near Port Simpson, and is now negotiating with the Provincial Government for an additional area of 3,000 acres. In connection with the railway a line of steamers to run between Fort Churchill and British ports is projected.

Interprovincial Bridge—Quebec-New Brunswick.—The proposal to construct a railway and general traffic bridge across the Restigouche River from Campbellton, N.B., to the Quebec side, is again being considered. T. Malcolm, who is the general contractor for the International Ry. of New Brunswick, says that the arrangements for construction have been completed. The bridge will be 3,300 ft. in length, and will cost about \$600,000.

Kamloops and Yellowhead Pass Ry.—Application will be made next session of the Dominion Parliament for an act extending the time within which the company may construct its projected railway. Tupper and Griffin, Vancouver, are solicitors for the applicants. (Aug., 1906, pg. 453.)

London and Port Stanley Ry.—The new steel bridge over the Thames south of London, erected by the Pere Marquette Rd., lessees of the line, was opened for traffic Oct. 8.

Minnesota and International Ry.—The last rails have been laid on the extension of this line from Little Falls to International Falls, opposite Fort Frances, Ont. E. W. Backus, of Minneapolis, Minn., President of the company which is developing the power plant at International Falls, drove the last spike. The line has been completed by stages; first to Bemidji, then to Black Duck, Northolme, Big Falls, and now the section of 33 miles to the International Falls. G. M. Huss is chief engineer in charge of construction. The train service is being operated by the Northern Pacific Ry. (Sept., pg. 663.)

New Brunswick Coal and Ry. Co.—The Commissioners appointed by the New Brunswick Government to manage the N.B.C. and Ry. Co.'s line, which includes the old Central Ry. of New Brunswick, invited a party of the members of the Dominion Parliament, the Provincial Legislature and others, to inspect the line Oct. 8. The trip was arranged with a view of showing what had been done on the line since the Commission took it over, and to make an examination of the collieries of the Grand Lake district, which provide the principal traffic for the line.

New Brunswick Southern Ry.—Application will be made next session of Dominion Parliament for an act

and that the sum involved would amount to over \$200,000. The contractors started work on the tunnel in Aug., 1906. One of the first steps taken by the contractor was to send an emissary to Ottawa to assist the matter of customs on supplies, tools and working materials. The upshot of his efforts was a concession from certain members of the Government allowing the contractors to take into Canada, duty free, material which was to form a permanent part of that section of the tunnel extending to the river's edge to the open cut where the enclosed tunnel ends, a distance of some 500 ft. But this agreement, it is stated, is to be a reciprocal one, and was to be made only on condition that the U.S. Government allowed similar concessions for Canadian goods. The U.S. Government would not one iota, but in spite of the lure of the reciprocal scheme, not a cent's worth of duty has been paid on the U.S. objects that have gone into the Canadian side of the tunnel. (May, pg. 329.)

Duluth, Rainy Lake and Winnipeg Ry.—The first train over this line ran into Fort Frances, Ont., over the Canada-Minnesota Bridge, and the Canadian Northern Ry., April 28. The D., R.L. and W. R. extends from Virginia to Rainier, Minn., 94 miles. A connection is given with Duluth over the Duluth, Missabe and Northern Ry., 14 miles. Surveys have been made for an independent line between Virginia and Duluth, but nothing has been decided as to construction. At Rainier the line connects with the Canada-Minnesota Bridge, constructed jointly by the D., R.L. and W. R., and the Canadian Northern Ry., and on the Ontario side of the bridge the C.N.R. constructed a spur line giving connection with its terminals in Fort Frances. The bridge crosses the Rainy River about three miles east of International Falls, and is a single track structure, composed of eight 10 ft. deck plate girder spans and a roller bridge with one span about 125 ft. long, across the navigable channel. The principal owners of the D., R.L. and W. R. are J. C. McKim, lumberman, for the development of whose lands the construction of the line was originally started. The arrival of the first train in Fort Frances was celebrated by a public dinner, at which there were present officers and officials of the D., R.L. and W. R., the Canadian Northern Ry., and the Rainy River Navigation Co., as well as merchants and others interested in transportation matters from Duluth, Winnipeg and other places.

The first train was run through to Winnipeg, May 8, and it is understood that the permanent train service will be put in operation June 1, a through freight and passenger service being arranged between Duluth and Winnipeg. A daily passenger train will be run, each way, leaving Winnipeg and Duluth in the evening, and making the 378 miles between the two points during the night. A new route between Winnipeg and Duluth is also opened up, the distance being about 400 miles, so that a navigation closes, a shorter route will be available than has hitherto been the case. A faster route will be available when the construction of the line from Winnipeg to the terminus of a C.N.R. branch, to which reference was made in our May issue, pg. 329.

The line will serve a district in Minnesota which is developing rapidly, and it is also expected that it will secure a share of the through east and west traffic upon the opening of the Wisconsin Central Ry. connection into Duluth, which will give a large connection. (Nov., 1907, pg. 329.)

Canada-Minnesota Bridge Co.—(Nov., pg. 329.)

Ha! Ha! Bay Ry. Co.—At the last session of the Quebec Legislature an act was passed

incorporating a company with this title with power to construct a railway to be operated by steam or electric power or both, from a point on the Quebec and Lake St. John Ry., between Jonquières station, or Roberval, and its terminus in the town of Chicoutimi, to Ha! Ha! Bay, in the county of Chicoutimi; also two branch lines not exceeding 10 miles each in length, one northward to the Chicoutimi pulp mills, and another southward to Lake Kenogami; and a third branch from St. Alphonse to St. Alexis, about four miles, "connected with the main line, and to be considered to all intents and purposes as forming part thereof, and enjoying all the rights, powers and privileges connected therewith." Power is also given to construct telegraph and telephone lines along the railway. The provisions of the law now in force with regard to railways in the province, and their amendments, except par. 41 of article 5132 and par. 46 of article 5131 of the Revised Statutes of Quebec are made applicable to the company. The company's capital is fixed at \$500,000; it may issue bonds and other securities; its head office shall be at Bagotville, Que., and the provisional directors are: A. Lepage, W. Levesque, J. A. Tremblay, E. McLean, Rev. H. Cunin, Bagotville, Que., Lieut.-Col. R. A. Scott, P. A. Choquette, E. F. de Varennes, Quebec; E. A. Dubuc, Chicoutimi, Que.

The Legislature at its recent session voted a subsidy of 1,000 acres of land in aid of the construction of a line 20 miles in length from Jonquières in the direction of Ha! Ha! Bay, in lieu of a subsidy voted in 1906, which subsidy is available for any company having a charter to construct a line in the same territory. (Jan., pg. 21. See also Chicoutimi and North Eastern Ry., July, 1904, pg. 231.)

Hampton and St. Martin's Ry.—See St. Martin's Ry.

Hebertville to St. Joseph d'Alma.—The Quebec Legislature at its last session voted a subsidy of 1,000 acres of land per mile, not convertible into money, to aid in the construction of a line from Hebertville, in Lake St. John county towards St. Joseph d'Alma, a distance of about 10 miles.

Indian River Ry.—At the last session of the Quebec Legislature a subsidy of 1,000 acres of land per mile, not convertible into money, was voted for a line from the north end of Lake Megantic towards the south end of the lake to the International boundary, in lieu of the subsidy voted in 1904. (Oct., pg. 74.)

Intercolonial Ry.—Replying to a question in the House of Commons April 27, the Minister of Railways said the length of the branch line from North Sydney to Sydney Mines was 2.7 miles, it had cost to date \$136,179.02, the cost of the right of way being \$24,112.69, and the amount paid for land damages was \$4,238. The amount of claims outstanding was \$9,015, and these were in process of settlement.

Replying to another question on the same date, the Minister of Railways said the matter of the construction of a new station at Truro, N.S., was under consideration. Large expenditures have to be made in connection with the new freight yard, etc. there, and the whole question of accommodation was being considered. (May, pg. 231.)

International Ry. of New Brunswick.—The question of the Provincial Government guaranteeing the bonds of this railway, which was formerly known as the Restigouche and Western Ry., has been investigated by the Accounts Committee. The first guarantee was on bonds to the extent of \$450,000, but under the act passed in 1906 these bonds, and the mortgage given to secure them, were cancelled, and a new guarantee was provided for. This was a

guarantee at the rate of \$8,000 a mile of the first mortgage bonds of the company, and the usual subsidy of \$2,500 a mile to be secured by a second mortgage bonds upon which no interest was to be charged for seven years. In Feb. the Government considered a report on the work performed by the company, which showed that the expenditures on account of construction to Dec. 31, 1907, amounted to \$1,207,019.77, and on this report the Provincial Secretary recommended that the Province guarantee the bonds of the company to the extent of \$400,000, which amount was to include the original guarantee of \$150,000, of which bonds were to be handed over by the assignees of the Restigouche and Western Ry. and cancelled, and the Provincial Secretary and Attorney-General were given power to carry out the arrangement. The original bonds and mortgage were held by the Eastern Trust Co. The International Trust Co. made arrangements with the Royal Trust Co. to take over the mortgage, and also to take over the new bonds. The exchange and cancellation of bonds having been effected, the Government guarantee was placed upon the bonds to secure the Royal Trust Co. by the Provincial Secretary. The matter is still under investigation.

Joliette and Lake Manuan Colonization Ry.—At the last session of the Quebec Legislature a subsidy at the rate of 4,000 acres of land was voted in aid of the construction of about 60 miles of this projected railway from Joliette in the direction of Lake Manuan, in lieu of the subsidy voted in 1906. (Feb., 1905, pg. 19.)

L'Avenir and Melbourne Ry.—The Quebec Legislature at its last session passed an act incorporating a company with this title for the purpose of constructing a railway or tramway from Richmond or Melbourne, following the banks of the St. Francis River to Drummondville, with the right to build bridges across the river and to construct branch lines wherever necessary to facilitate the working of its main line, such branch lines not to exceed in any one instance 25 miles in length. The act provides that the railway shall be operated by means of trains as on a steam line, or of separate cars as on tramways, and the traction shall be effected by electricity, steam, gasoline or in any other manner that may seem most advantageous to the company. The company may acquire water powers along its line for its use, and may amalgamate with any railway company whose line it may cross or join. The capital is fixed at \$300,000, but power is given to increase to \$1,000,000 and bonds may be issued. The head office of the company is to be at L'Avenir, Que., the provisional directors being: B. E. Reed, G. E. Rogie, Durham Co., Arthabaska county; Jos. Laferte, M.L.A., Grantham Co., Arthabaska county; P. S. G. Mackenzie, K.C., M.L.A., Melbourne, Que.

Little Nallan River Ry.—At the last session of the Quebec Legislature a subsidy at the rate of 3,000 acres of land per mile, not convertible into money, was voted in aid of the construction of a line from between Flusso and Montebello, on the left bank of the Ottawa River, thence to Cheneville, and northwards to Lake Nominique, near the C.P.R., not exceeding 30 miles. (May, pg. 331.)

Labbrière and Megantic Ry.—At the last session of the Quebec Legislature a subsidy at the rate of 2,000 acres of land per mile, not convertible into money, was voted in aid of the construction of a line from Lyster station, running towards Line Ridge, in the county of Wolfe, a distance of about 60 miles, in lieu of the subsidy voted in 1906. (See Quebec, Eastern Ry., Feb., pg. 99.)

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Canadian Western Ry.—The Dominion Parliament will be asked next session for an act incorporating a company with this title with power to construct a railway of standard or other gauge, and to be operated by steam, electricity or any other kind of locomotive power, between the following points: From the International boundary between the east side of range 23, and the west side of range 23, west of the 4th principal meridian, to the C.P.R. Crow's Nest Pass line, between Cowley and Pincher Creek, Alta.; thence northwesterly, following the valley of the north fork of the Old Man River, to the Livingstone Mountains, near sec. 33, tp. 10, range 3, west of the 5th principal meridian; thence through the pass of the Livingstone Mountains along the river valley to High River, near tp. 17, ranges 4 and 5, west of the 5th principal meridian, and thence northeasterly to Calgary; also, a line from the Middle Branch of the Livingstone River, to High River, thence to the Rocky Mountains west of Gould's Dome; thence through a pass in the Rocky Mountains to the valley of the Elk River, and along the valley of the Elk River to a junction with the C.P.R. and the Great Northern Ry. (Crow's Nest Southern Ry., near Michel, B.C.). Power will also be asked to construct branch lines, telegraph and telephone lines, to generate electricity for light, heat and power, to develop water powers, to make traffic agreements with other railway companies, to acquire the franchises of, or to amalgamate with, other companies having similar powers, and to connect with any line of railway in the State of Montana. Hough, Campbell, and Ferguson, Winnipeg, are solicitors for the applicants. (See Alberta and British Columbia Ry., Aug., pg. 547).

Duluth, Rainy Lake and Winnipeg Ry.—A press dispatch from Duluth, Minn., says that construction will be started at an early date upon the line from Virginia, the present southerly terminus of the line, to Duluth, and that the work will be financed by the Minneapolis, St. Paul and Sault Ste. Marie Ry. Whether this be the fact or not, E. Pennington, Vice-President and General Manager of the M., St. P. and S.S. Ry., and W. F. Fitch, President Duluth, South Shore and Atlantic Ry., met representatives of the D., R.L. and W.R., and went over the line early in Oct. At present the D., R.L. and W.R. extends from Virginia, Minn., to the Rainy River, and has connection with Fort Frances, Ont., over a bridge which it owns jointly with the Canadian Northern Ry. It now secures a connection with Duluth over the Duluth, Mississibi and Northern Rd. (June, pg. 403).

Howe Sound, Pemberton and Northern Ry.—The plans filed by the promoters of this projected railway show that the line will start from the head of Howe Sound, near the mouth of Squamish River, and follow the valley of that stream to Pemberton Meadows, where it will cross, and then proceed northwards, following easy gradients through the valleys to Anderson Lake, a distance of 92 miles. With the exception of a few heavy cuts, and a couple of large bridges, no great engineering difficulties will be encountered. The plans have been approved by the Government. The line will tap the rich agricultural areas in the Squamish, Pemberton Meadows and Lillooet districts, and open up a route for getting out the timber from extensive areas in the upper valley of the Squamish, and extending back towards the Pemberton Meadows. It is estimated that there is 170,000,000 ft. of marketable standing timber in the area in question, while there are

other large unexplored areas, which will be rendered accessible by the construction of this line. There is deep water on Howe Sound right up to the Squamish River, available all the year round, and it is proposed to develop a port there for the export of lumber. The promoters of the company have acquired an area of 71 acres at the mouth of the river, which will be used for wharves and terminal facilities. Part of this land is tide-flat water frontage and the remainder extends some distance up the valley. At Anderson Lake the line will reach a point where water transportation is available, and it is proposed to establish a line of steamers to operate on the lake and the waters tributary thereto. The right-of-way for the line is being secured and it is understood that as soon as this is done, a contract will be let for the construction of the first 15 miles into the Pemberton Meadows. It is hoped to have this portion of the line completed by the end of 1908.

J. C. Gill, ex-Reeve of North Vancouver, B.C., who is one of the provisional directors of the company, recently stated that financial arrangements had been completed, and the construction of the line would be proceeded with as soon as the right-of-way had been secured. It is considered that the present title is rather cumbersome, and it is likely that at the next session of the Provincial Legislature application will be made for an act changing it to the Howe Sound and Northern Ry. (Oct., pg. 713.)

Hudson's Bay Pacific Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the commencement and completion of the company's projected line of railway. R. V. Sinclair, Ottawa, is solicitor for the applicants. (Oct., pg. 713.)

Intercolonial Ry.—An inspection of the facilities at the Island yard, St. John, N.B., was made Oct. 1, by W. B. McKenzie, Chief Engineer, T. C. Burpee, Engineer of Maintenance of Way, and other officials. It is said that the object of the inspection was to decide on the work to be done in preparation for the winter traffic.

It is expected that the new shops at Moncton, N.B., will be ready for occupancy during Nov. The machinery, including the electric transfer table between the passenger car shops, is being installed. The lighting and heating plants have been placed in several of the buildings, and the finishing touches are being given in various directions. (Oct., pg. 713.)

International Ry. of New Brunswick.—The Dominion Government has entered into a contract under the terms of the act respecting the granting of aid to certain railways, with the company for the construction of a line from the western end of the 20 miles as already constructed from Campbellton, N.B., to the St. John River, between Grand Falls and Edmononton, N.B., a distance not exceeding 90 miles. Construction is being carried on upon this mileage from both ends and a considerable amount of grading has been done. The general contractor is T. Malcolm, Campbellton, N.B. (Sept., pg. 615.)

Lake Temiskaming to Satika Lake.—A press dispatch from Ottawa, Oct. 16, says a company has been formed at Hull, Que., with a capital of \$1,000,000, with the object of constructing about 28 miles of railway, from Lake Temiskaming to the Upper Satika Lake. The line will, it is said, be used mainly to carry ore from the silver mines of the vicinity to the C.P.R. The members of the company are reported to be F. A. Chanterton, H. Dupuis, H. A. Goyette, J. Rene, W. H. Rowley, G. H. Millen, J. N. Fortin, J. E. Gravelle, J. Caron, D. Caron. The construction work, it is said, will be carried out under the supervision of J. Le Fleumme, Hull, Que.

Probably the only charter now available for the construction of such a line is that of

the Cobalt Range Ry. Co., which was incorporated by the Dominion Parliament in 1908. This act authorized the construction of a railway from Haileybury, via the townships of Bucke, Coleman and Lorrain, to a point opposite Fort Temiskaming, in Pontiac County, Que., thence across the Ottawa River by means of a railway steam ferry to Fort Temiskaming, thence to Ville Marie, and easterly and southerly either to a point on the proposed Interprovincial and James Bay Ry., between Ville Marie and Kippewa, Que., or to the present terminus of the Lake Temiskaming Colonization Ry., at or near Kippewa Station. The provisional directors of the company are: L. H. Timmins, Mattawa, Ont.; J. McMartin, Cornwall, Ont.; J. J. Heney, C. A. McCool, and M. J. Gorman, Ottawa. (See Cobalt Range Ry., Aug., 1908, pg. 451.)

Matane and Gaspé Ry.—The United States Consul at Rimouski, Que., in reporting to his Government upon the work in progress upon this line, says it will prove a valuable feeder for the Intercolonial Ry., which it intersects at St. Flavie. For the present the construction of the first section only is contemplated, viz.: From St. Flavie for 37 miles, but it is contemplated to carry it as expeditiously as possible to Mount Louis, 133 miles; the ultimate terminus being Gaspé, 240 miles from St. Flavie. In addition to the subsidy voted by the Dominion Parliament, and the 4,000 acres of land per mile for the 37 miles under construction, by the Quebec Provincial Legislature, the following subsidies have been voted by municipalities through which the line will pass: St. Flavie, \$5,000; Little Metis, \$500; Sandy Bay, \$4,000; Rivière Blanche, \$3,000; Matane, \$13,000.

We have been officially advised that good progress is being made upon the 35-mile section which has been put under contract. The plans for an extensive bridge over the Metis River are being completed, and it is said that work on the same will be started shortly. The construction of this bridge would enable the contractors to complete the line into Metis, which it is proposed to have done by the fall of 1909. (Oct., pg. 713.)

Michigan Central Ry.—The work of constructing a subway under the M.C.R. tracks at Ross St., St. Thomas, Ont., was started Oct. 14. (July, 1907, pg. 479.)

Midway and Vernon Ry.—A contract has been entered into between the Dominion Government and the company, under the provisions of the act respecting aid to certain railways, for the construction of a railway from Midway to Vernon, B.C., a distance not to exceed 150 miles. (Oct., 1907, pg. 743.)

Prince Edward Island Ry.—Tenders were received to Oct. 31, by the General Manager of Government Railways, for the construction of a branch line from Harmony to Elmira, P.E.I., a distance of about 10 miles. Harmony is a station on the Charlottetown-Souris line, 55 miles from Charlottetown, and five miles from Souris. (Sept., pg. 619.)

Quebec Bridge and Ry. Co.—One of the questions which will be considered by the engineers who are preparing plans for the reconstruction of the bridge across the St. Lawrence at Quebec, will be its height above water. When the bridge was originally designed the Boards of Trade and the shipping interests along the St. Lawrence river agreed that a height of 150 ft. above high water mark would be sufficient clearance for vessels passing to Montreal. Since that time the size of vessels has considerably increased, and a recent resolution passed by the Montreal Board of Trade asked the Dominion Government to fix the height of the bridge at 190 ft. above high water mark. (Oct., pg. 713.)

Quebec Central Ry.—Location surveys are being made for the extension of the Chaudière Valley branch from St. George, Beauce,

Canadian Northern Ry. Construction, Etc.

Quebec and Lake St. John Ry.—A contract has been signed, under the act granting aid to certain railways, between the Dominion Government and the company for the construction of a line from the 36th mile of the La Tuque branch to La Tuque Falls, not to exceed five miles.

Canadian Northern Quebec Ry.—During 1909 the company completed its cut-off from Garneau to Quebec, 78 miles, thus giving it its own independent entrance into that city. It also constructed a branch from St. Jacques to Rawdon, Que., bringing into communication with Montreal one of the oldest settled districts to the north. A railway connection with Rawdon was first promoted in 1856, but nothing was done, and the district lay unopened. The company is operating a train service over the line from Hawkesbury to Ottawa, about 68 miles, which line, however, forms part of the mileage of the Canadian Northern Ontario Ry.

Canadian Northern Ontario Ry.—In connection with the company's line from Hawkesbury to Ottawa application was made Jan. 5 to the Board of Railway Commissioners for authority to divert the Ottawa and Montreal road at 29 miles west of Hawkesbury. It was pointed out that the company was seeking to divert a road which it did not have power to cross. The matter was adjourned in order that the township council might have an opportunity of looking into the situation.

The ballasting on the line has been completed and the Ottawa yards are being laid out. The station at Henderson Ave. is only a temporary one, and is being utilized until all the questions with regard to the entrance into the city are settled. The temporary roundhouse which is being erected at the foot of Henderson Ave. is expected to be completed early in Feb. It will accommodate 12 locomotives, and will have a repair shop attached.

The C.N.O.R. at present enters the Union Station, Toronto, by the Don Valley over the C.P.R., and it is reported in real estate circles that recent purchases of land indicate that the company is desirous of securing a line so that an entrance can be obtained on the west. The report states that the land secured will enable the company to construct a line which will connect with its present right of way for the Toronto-Buffalo line at the junction of Davenport Road and Dupont St. The project, however, is in the rumor stage yet.

In connection with the Toronto-Buffalo line the Hamilton City Engineer reported Jan. 14 that the company's engineers were staking out the property of the Electric Development Co.'s power in the vicinity of Burlington Beach. A Hamilton press report states that Engineers Hanning and Wright are in charge of C.N.O. Ry. survey parties working in the neighborhood. The survey now being made indicates a line will skirt Burlington and run parallel with the G.T.R. to the inlet at Valley Inn. The surveys have been made for low ground which would mean the C.N.R. would pass underneath the G.T.R. a short distance west of the steel bridge where the G.T.R. tracks are high. It would then head toward in the direction of the marsh, crossing the Dundas canal on a low steel bridge. A short sharp grade would bring the line in connection with the G.T.R. tracks east of the canal and the C.N.R. would probably use those tracks for the western entrance into the city.

The reports circulated in St. Catharines Jan. 11 that a site had been purchased there for a station were, on the

following day, stated to be without foundation.

The Board of Railway Commissioners issued an order, Jan. 1, authorizing the placing in operation of the line between Sellwood and Gowganda Jct., Ont., about 30 miles. A train service was put in operation Jan. 3.

Duluth Winnipeg and Pacific Ry.—The extension of the Duluth, Rainy Lake and Winnipeg Ry., from Virginia, Minn., southerly to Duluth, is to be constructed under the above title. The line has been located between the points named, 75 miles. It does not pass through any places of importance, but runs within a short distance of Eveleth. The work is generally heavy clay and gravel cuttings with about five miles of heavy rock work, including a tunnel of 500 ft. on the south 45 miles. The north 30 miles is lighter work, but passes through a number of swamps and muskegs, which will require draining. The bridging is generally light, excepting where the line enters Duluth, where a number of streets are crossed overhead. It is proposed to construct ore docks at West Duluth, which will require a fairly long trestle approach. D. B. Hanna, Third Vice President C.N.R., is President, and R. P. Urmsby, of Mackenzie, Mann & Co.'s Toronto legal office, is Secretary. H. T. Hazen, Duluth, is Chief Engineer. (Jan., pg. 43.)

The Canadian Northern Ry. has under construction a cut-off of about six miles at Kakabeka Falls, and in connection therewith is carrying out some grade revision work, which will have the effect of facilitating the movement of traffic between Port Arthur and Winnipeg. It is expected that the work will be completed this year.

Work on the Port Garry station in Winnipeg is well advanced. This station will be used by the National Transcontinental Ry. as the terminus of its line from Moncton N.B., and by the G.T. Pacific Ry. as its terminus for the line to the Pacific coast.

The Winnipeg Board of Control was informed, Jan. 12, that a contract had been let to T. Kelly for the construction of the Pembina St. subway. The work will cost about \$50,000.

A delegation representing the city council of Brandon, Man., had a conference with the C.N.R. officials at Winnipeg Jan. 12, with respect to the erection of the proposed station and hotel there.

A branch line has been completed to Dundee, Man., a distance of four miles, track being laid in 1909.

On the Oak Point branch a further distance of 35 miles has been graded, and is ready for the track. This it is expected will be laid early this year. Plans have been approved by the Minister of Railways for the revision of the route of this branch.

A line has been completed to St. Rose du Lac, southeast of Lake Dauphin, Man., a distance of 15 miles.

A further distance of 10 miles has been graded on the branch through the Turtle Mountain country, Man.

The branch from Hallboro, Man., has been constructed through Rapid City to the boundary of Saskatchewan, a distance of about 50 miles.

The Saskatchewan Legislature has under consideration a bill authorizing the Government to guarantee C.N.R. bonds for the construction of 375 miles of branch lines, of which 175 miles are to be constructed during next season. These lines include one from Moose Jaw, southeasterly to the provincial boundary, where it will join the branch from Maryfield, Man., about 100 miles; from the Brandon-Regina line westerly and north-westerly to Swift Current, 135 miles; from Humboldt to Melfort, 60 miles; from the Goose Lake branch southward, 60 miles; from the Prince Albert-Battleford line to Crooked Lake, about 80 miles.

The Rosburn branch has been ex-

tended from Russell, Man., for 50 miles, and it is proposed to further extend it to a junction with the Winnipeg-Edmonton line at Buchanan, mileage 318 from Winnipeg.

The Thunderhill branch has been extended from the Manitoba boundary for about 10 miles into Saskatchewan. It is proposed to extend this line to a junction with another projected line extending from near Aberdeen on the Winnipeg-Edmonton line to Fenton on the Prince Albert line.

During 1909 the company graded about 165 miles on the line projected from Maryfield near the Manitoba boundary, southern Saskatchewan and southern Alberta, to Lethbridge, and laid steel on 90 miles. The Saskatchewan Legislature proposes to guarantee the company's bonds in respect of the construction of this line through the province. Track was laid during 1909 on a spur line at Bienfait, Sask., 16.4 miles, and connecting with the Maryfield-Lethbridge line.

Track was laid during 1909 on the Goose Lake Branch for a further distance of 55 miles. A train service was put in operation over this branch in Oct., 1909, from Saskatoon to Rosetown, 72 miles. The grading is completed for 25 miles beyond Klendersley, which will be the divisional point on the line to Calgary. The Saskatchewan Government proposes to guarantee the company's bonds for the construction of this line.

During 1909 the company graded, according to a statement made by the Saskatchewan Minister of Public Works, 26.77 miles of the branch from Prince Albert; and the Chief Engineer reported, Jan. 13, that to Dec. 31, 1909, track had been laid on 12.5 miles. This line, it is intended, will be carried on to Battleford, from near the present end of track. A branch will be constructed northwesterly to Crooked Lake, on which the Minister of Public Works recently told the Saskatchewan Legislature that 45.37 miles of grading had been done. This latter line is one of those for which the Saskatchewan Government is asking authority to guarantee a bond issue.

The Saskatchewan Department of Public Works gives the following information respecting the combination railway and traffic bridge at Prince Albert: "This is a steel bridge on concrete piers consisting of five fixed spans of 150 ft. in length and one swing span 260 ft. in length over the navigable channel. The bridge connects Prince Albert with the north bank of the North Saskatchewan river to which point all roads from the north converge. The central portion of the bridge is devoted to the C.N.R. right of way. The highway traffic portion of the bridge consists of two 12 ft. roadway brackets situated on the outside of each truss."

The branch from Vegreville southerly has been completed for 20 miles, and is under construction for a considerable further mileage. It is intended ultimately to connect up this line with the line now under construction from Saskatoon, Sask., to Calgary, Alta., at a point about 80 miles from the latter point.

On the line from Edmonton to Athabasca Landing, Alta., a further distance of 22 miles was graded during 1909. Track will be laid on this mileage during the current year. A despatch from Edmonton states that the Alberta Government has received assurances from the company that the line will be completed to Athabasca Landing, a further distance of 28 miles, during this year.

W. Mackenzie, President, reached Edmonton, Jan. 14, on his return from Victoria, B.C., and in the course of an interview stated that work on the main line west will be rushed next season and supplies are being pushed to the front now. The company is also preparing to build into Grand Prairie country next

Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry.—W. Mackenzie, President, and D. B. Hanna, Third Vice President, C.N.R., were present at a private meeting of the Quebec city council, July 7, to discuss the question of the location of the company's shops there. The city has been threatening to sue for the recovery of the \$200,000 bonus paid to secure the location of the shops in Quebec. Mr. Mackenzie stated that Quebec has always been held in view as the eastern terminus of the C.N.R., and when the line is in order this will be her destiny. The shops would have been built by this time had it not been for the entanglement of the affairs of the C.N.Q.R. and the Quebec and Lake St. John Ry. The latter company owned the land upon which it was proposed to build the shops, and until the existing trouble was got rid of no definite move towards the erection of shops could be made. In addition to building the shops in Quebec the company proposed to build a bridge across the St. Charles River so as to be independent of other companies, and to replace the burned grain elevator. As a result of the conference the city council decided to suspend action for some weeks.

The question of terminals in Montreal is still under consideration, and it is said that an official announcement as to the company's proposals will be laid before the city council at an early date. Local reports state that the property acquired embraces the area between St. Catherine and Sherbrooke streets, running west nearly as far as Aylmer St. and east to the property facing Bleury St.

Grading has been started on the new line from Hawkesbury, Ont., to Montreal, for which a contract has been let to J. P. Muller & Co., Montreal. As originally surveyed this line follows the Carillon and Grenville Ry., and from Grenville continues in an almost straight line to St. Eustache through St. Andrews and St. Benoit. The Cache river is to be crossed near St. Genevieve, but the route on Montreal Island has not been definitely settled.

Canadian Northern Ontario Ry.—W. Mackenzie, President, had a conference with the mayor of Ottawa, July 8, regarding the entrance of the company's Hawkesbury-Ottawa line into the city. The line at present stops just inside the city limits by reason of the refusal of the Board of Railway Commissioners to allow a level crossing of the Hurdman road. The matter was discussed in a general way and it is said that a proposal will be made for a slight diversion of the Hurdman road, so as to obviate the level crossing, and permit of a junction somewhere near Varsity oval with one of the existing lines by which entrance to the central station will be made, and that application will be made to the Board of Railway Commissioners in Sept. for approval of the route.

The question of the route of the Toronto-Ottawa line at Cobourg, was under consideration by the Board of Railway Commissioners' engineers, July 8. After a thorough examination of the whole matter and hearing what was said by the C.N.O.R., the G.T.R. and the town officials, the Board's Chief Engineer stated that it had been decided to recommend the following for the approval of the Commissioners: "That the changes proposed by the G.T.R., as per plan filed with the Board and the town, be sanctioned with the exception of the spur track projecting northward from the north track, which would be disallowed so as to enable the C.N.O.R. to approach the Division street subway over the G.T.R. property close to the G.T.R. north track, as indicated on the C.N.O.R. plan presented."

Beyond Trenton, to which point construction is at present in progress, the final location of the route is being rapidly made. The question of the route to be followed in the vicinity of, and through Belleville is under the consideration of the Board of Railway Commissioners' engineers. The plans show that the route will cross the Brockville, Westport and Northwestern Ry., (which has been acquired by Mackenzie, Mann & Co., Ltd., in the interests of the company) near Newboro. The line would have been carried through Westport, but for engineering difficulties in the way at Crow Lake. A divisional point will be located at the point of crossing the B.W. and N. Ry.

In a recent interview W. Mackenzie, President, said: "Forty miles of new track will be built this summer westerly from Selwood, and it is our present intention to begin building easterly from Port Arthur next spring, and keep the work up continuously until through connection is made."

Nipigon Ry.—We are advised that surveys are being made for this line from Nipigon Bay, crossing the C.P.R. transcontinental line near Nipigon station, northerly towards Lake Nipigon. It is not likely that construction will be started this year.

Duluth, Winnipeg and Pacific Ry.—We are officially advised that a contract has been let for the construction of a line from Duluth to Virginia, Minn., 75 miles, to Foley, Welch and Stewart, St. Paul, Minn. The contract covers the completion of the line, the company furnishing to the contractors the steel bridges and the track material. The work must be completed by Sept. 1, 1911. The line will pass through a rough country interspersed with a good deal of muskeg, necessitating a lot of rock blasting and filling. The right of way has been secured, and a good deal of the land required for terminals and wharfage accommodation in Duluth has been purchased. H. T. Hazen, Chief Engineer, returned to Duluth, from Toronto, July 11, in company with the contractor's representative. The work will be started at once. The location, said Mr. Hazen, of the passenger and terminal yards, roundhouse, repair shops, coal sheds, etc., will be in West Duluth, and arrangements will be made with some other roads for the use of track-ages to the centre of the city. The location of docks is not yet determined, but an early settlement of this question is expected.

Canadian Northern Ry.—As a result of the recent inspection of the line by the President and the General Manager, orders have been given for extending the round house at Port Arthur, and it is said that an additional unit will be added to the railway plant there. The contract for the erection of the new shed, 500 by 10 ft., at the wharf has been let to Vigers & Co. A deputation representing the city asked the President as to the establishment of car shops, and Mr. Mackenzie said this would be taken into consideration just as soon as the eastern and western lines were linked up.

The extensive bush fires which raged along the Rainy River Valley early in July did considerable damage to the railway company's property. It is stated that 20 buildings, including stations, freight sheds, and water tanks were destroyed, besides \$50,000 worth of yard material, and 125 box cars.

The betterments being made on the line between Winnipeg and Edmonton includes the fencing of all the lines in Alberta; the relaying of the track with 80 lb. rails, and rebalasting the line. Twelve steam shovels are at work in the gravel pits west of Winnipeg getting out ballast. The 60 lbs. rails which are be-

ing released are being utilized on branch lines, and new lines in the west.

A contract is reported let to Jas. McRae, Gladstone, Man., for the grading of the extension of the Oakland branch, for about 12 miles. The grading is now completed to a short distance beyond Togan, on the west side of Lake Manitoba, and it is intended to extend it so as to link up with the spur from Ochre River on the line to Rose du Lac. The completed portions of the line are being ballasted, but it is not yet known when the gap between Sandy Bay and Rose du Lac will be closed up.

We were advised July 13, that tenders are to be called for at once for the erection of a hotel and station building at Brandon, Man.

In connection with the press report referred to in our last issue that surveys were being made for a line to run from North Portal to Melville, and on to Hudson Bay Jct., Sask., we are advised that this is not a C.N.R. line.

Judgment was delivered June 30 upon the application of the C.N.R. to have the injunction, restraining it from trespassing on C.P.R. lands near Stettler, Alta., dissolved. The application was granted upon the C.N.R. undertaking to comply with all the statutory requirements and both companies must go to the Board of Railway Commissioners to have present and future difficulties as to crossing lands, irrigation ditches, etc., adjusted. It was expected that it would take about three weeks to adjust matters so as to enable construction to be proceeded with. The track laying gang reached Stettler at the end of June, and the work on the line is being pushed forward towards Calgary as fast as possible.

General Manager McLeod is quoted as having stated in a recent interview that engineers were engaged in surveying a proposed line from a point on the Vegreville-Calgary line, south of Stettler, parallel to the C.P.R. line, to cross the Calgary and Edmonton Ry. at Lacombe. This piece of line is evidently that intended to open up the Brazeau coal fields, as we were officially advised July 7, that the company's survey parties were then in the field locating a line from near Stettler to the Brazeau coal fields.

We were advised July 18, that a contract had been let for the construction of a line from a point about six miles south of Stettler westerly to Rocky Mountain House, and that it is expected to grade about 30 miles this year.

Canadian Northern Alberta Ry.—We are officially advised that the first section of the main line from Edmonton, Alta., is now under construction. It starts from St. Albert, a station on the Edmonton and Slave Lake Ry., 10 miles north of Edmonton, and proceeds westerly in the direction of the Yellowhead Pass. The work at present in hand is a 70 mile stretch extending to the Pembina River. The grading contract has been sub-let to McMillan Brothers, press reports state, and it is expected to have track laid by the end of the year.

Canadian Northern Pacific Ry.—The contract between the company and the British Columbia Government was formally completed June 24, at Victoria, when the Attorney General gave his certificate. A contract for grading the first 50 miles from Port Mann easterly has been let to the Northern Construction Co., of Winnipeg. A start was made clearing the right of way June 30. C. V. Cummings having charge of the work. For the first few miles the new line will parallel the Great Northern Ry. Co.'s line, on through the Chilliwack district to Matsqui Prairie, then on to Hope near where the present contract ends. The profile, plans and specifications for the route from Port Mann to Matsqui

Canadian Northern Ry. Construction, &c.

Quebec and Lake St. John Ry.—By an act passed at the recent session of the Quebec Legislature the company has been granted an extension of time within which it may construct certain branch lines and extensions.

Canadian Northern Ontario Ry.—The company has several survey parties working on the Port Arthur-Sudbury line in the clay belt north of Nipigon, westwardly towards Port Arthur. As stated in our May issue the company has about 1,000 men engaged upon construction work westwardly from near Sudbury, Ont.

Canadian Northern Ry.—A press report from Ranier, Minn., stated recently that the C.N.R. traffic between Fort Frances and Port Arthur, Ont., was shortly to be diverted over the Duluth, Baby Lake and Winnipeg Ry. into Duluth, pending the reconstruction of the section of the C.N.R. mentioned. It was stated that track on this mileage was to be relaid, and that all the bridges were to be reconstructed. We are officially advised that there is no truth in the statement that the C.N.R. is going to divert to Duluth any of its business that can be handled through Port Arthur. It is true, however, that the company will do considerable work on the line between Port Arthur and Winnipeg during the summer, but it will not interfere with the free movement of the traffic to and from Port Arthur in any way.

The new and heavier rails for relaying the track between Port Arthur and Fort Frances are being delivered at Port Arthur, and as soon as a sufficient quantity have been delivered work will be started. Rails to lay 200 miles of track are to be received.

The work of pushing the first lot of

JUNE
1909

D W&P

Duluth, Rainy Lake and Winnipeg Ry.—
The first train over this line ran into Fort
Frances, Ont., over the Canada-Minnesota
Bridge, and the Canadian Northern Ry.,
April 28. The D., R.L. and W. R. extends
from Virginia to Rainer, Minn., 94 miles,
and connection is given with Duluth over
the Duluth, Missabie and Northern Ry.,
41 miles. Surveys have been made for an
independent line between Virginia and
Duluth, but nothing has been decided as
to construction. At Rainer the line con-
nects with the Canada-Minnesota Bridge,
constructed jointly by the D., R.L. and
W.R., and the Canadian Northern Ry., and
on the Ontario side of the bridge the C.N.R.
constructed a spur line giving connection
with its terminals in Fort Frances. The
bridge crosses the Rainy River about three
miles east of International Falls, and is a
single track structure, composed of eight
10 ft. deck plate girder spans, and a roller
bridge with one arm about 125 ft. long,
across the navigable channel. The prin-
cipal owners of the D., R.L. and W.R. are
Cook and O'Brien, lumbermen, for the de-
velopment of whose limits the construction
of the line was originally started. The
arrival of the first train in Fort Frances was
celebrated by a public dinner, at which there
were present officers and officials of the D.,
R.L. and W.R., the Canadian Northern
Ry., and the Rainy River Navigation Co.,
as well as merchants and others interested
in transportation matters from Duluth,

February

1908

P79

DW9P

— transportation matters from Duluth, Port William and other places.

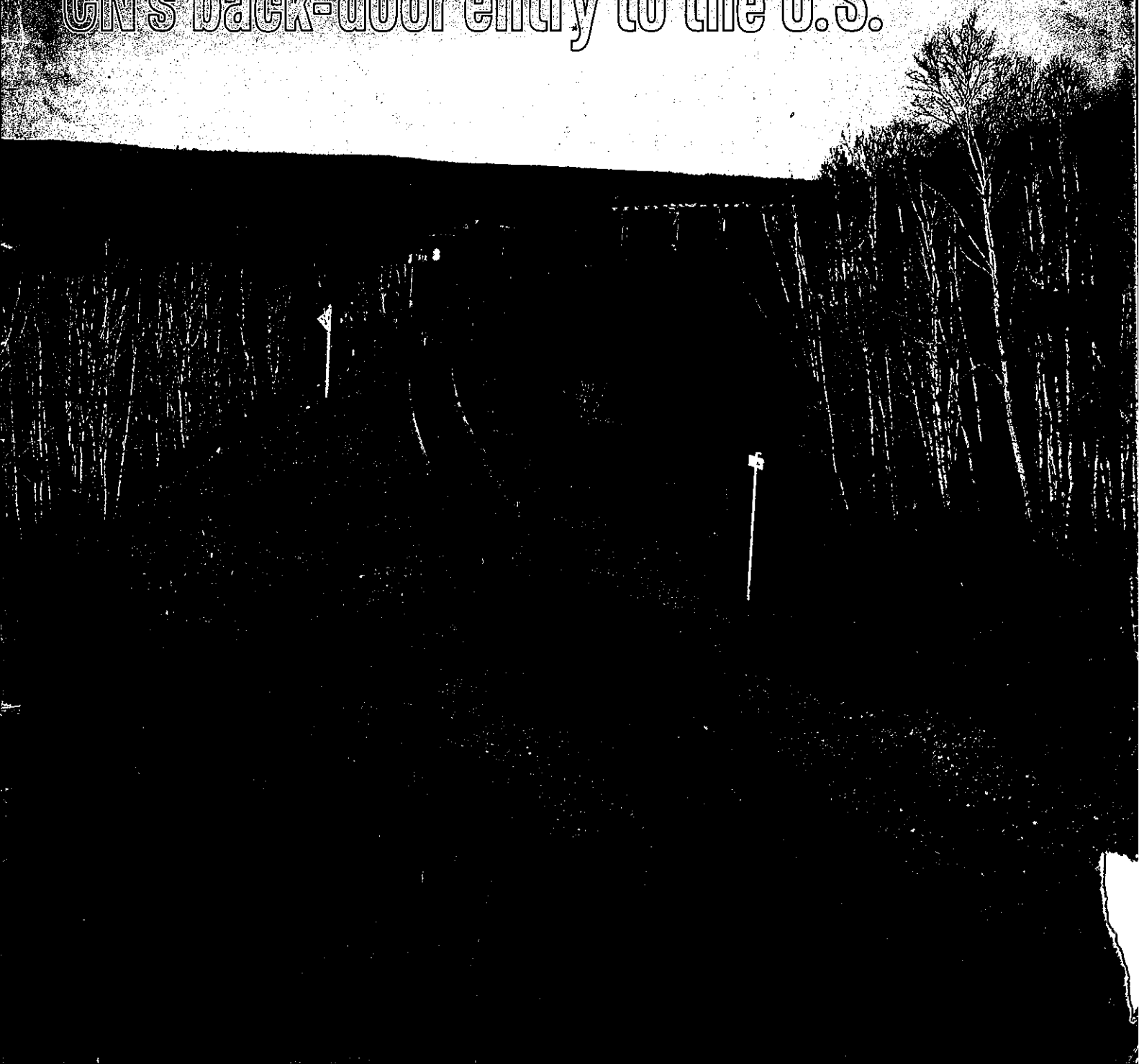
The first train was run through to Winnipeg, May 8, and it is understood that the permanent train service will be put in operation June 1, a through freight and passenger service being arranged between Duluth and Winnipeg. A daily passenger train will be run each way, leaving Winnipeg and Duluth in the evening, and making the 378 miles between the two points during the night. A new route between Port William and Duluth is also opened up, the distance being about 400 miles, so that when navigation closes, a shorter route will be available than has hitherto been the case. In time a speedier route will be available by the construction of the line from Gunflint, the terminus of a C.N.R. branch, to which reference was made in our May issue, p. 329. The line will serve a district in Minnesota which is developing rapidly, and it is also expected that it will secure a share of the through east and west traffic, upon the opening of the Wisconsin Central Ry. extension into Duluth, which will give a Chicago connection. (Nov., 1907, pg. 829; see also Canada-Minnesota Bridge Co., May, pg. 329.)

Trains

MARCH 1974 • 75c

Railroading in a hole; named-locomotives quiz; PRR painting; where the railfans are; Photo Section; Hilton; Le Massena

CN's back-door entry to the U.S.



September 1970

DW P.

September 1910

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DULUTH, WINNIPEG AND PACIFIC No. 8. Sep. 25, 1932. 7 p. 1 c. Filing location: Size C. ID 12546

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DULUTH, WINNIPEG AND PACIFIC No. 27. Apr. 30, 1950. 7 p. 1 c. Filing location: Oversize. ID 5575

DULUTH, WINNIPEG AND PACIFIC No. 18. Sep. 2, 1979. 1 c. ID 11185

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