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HUDSON  
BAY  
RAILWAY.

### A Railway to Hudson's Bay.

The contract for the substructure of the bridge to be built over the Saskatchewan River at the Pas Mission, Sask., in connection with the proposed railway to Hudson Bay, has been let by the Department of Railways to Mackenzie, Mann & Co., Winnipeg. The estimated cost of the work is \$100,000. As a result of the letting of this contract there has arisen considerable speculation as to the building of the railway itself, and the report which gains most credence is that the line will be built by Mackenzie, Mann & Co. and operated by the Canadian Northern Ry., under an agreement similar to that under which the G.T. Pacific Ry. will operate the National Transcontinental Ry. from Winnipeg to Moncton.

Speaking at Saskatoon, Sask., July 23, the Minister of Railways said:—"Whether the Government or a private company operate the line, the Government will maintain absolute control of the rates. We intend that whoever builds that railway will have to provide not only for carrying trade by rail to Pas Mission and Hudson's Bay, but also for a transatlantic steamship service to the markets of the old world."

D. D. Mann, Vice President, Canadian Northern Ry., met the Minister of Railways at Lloydminster, Sask., Aug. 8, and on Aug. 13 he stated that the question of the railway to Hudson Bay had not been discussed between them on that occasion, and that there was no arrangement between his firm and the Government about the construction or operation of the railway. The Minister of Railways has also issued a denial of the story that there is any agreement with Mackenzie, Mann & Co. as to the line, his denial being based on a telegraphic account of an interview in Toronto with W. Mackenzie, Presi-

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Dr. D. Mann, Vice-President, Canadian Northern Ry., met the Minister of Railways at Lloydminster, Sask., Aug. 2, and on Aug. 13 he stated that the question of the railway to Hudson Bay had not been discussed between them on that occasion, and that there was no arrangement between his firm and the Government about the construction or operation of the railway. The Minister of Railways has also issued a denial of the story that there is any agreement with Mackenzie, Mann & Co. as to the line, his denial being based on a telegraphic account of an interview in Toronto with W. Mackenzie, President, in which the latter is quoted as saying:—"The Hudson Bay line must be built at once, but the point of its operation remains to be settled by Parliament." Pressed for further particulars Mr. Mackenzie would say nothing more than that it was "probable" the new Government line would be leased to the C.N.R.

The Manitoba Free Press of July 19, contained under the heading of "Twenty Years Ago":—"Hugh Sutherland leaves this morning via the Northern Pacific for Europe on Hudson's Bay railway business. Stewart Tupper will accompany him from Montreal." (Aug., p. 617.)

1910 p 746



### A Railway to Hudson Bay.

The Minister of Railways turned the first sod for the building of the sub-structure of the bridge over the Saskatchewan River at Pas Mission, Sask., Sept. 5. The place at which the start was made is on what is called the Mission Island, and the ceremony was performed in the presence of J. Armstrong, who is in charge of the surveys for the railway, and a number of officials of the Canadian Northern Ry., which has a line in operation to the Pas. In the course of a short speech the Minister stated that it was the Government's intention to make the river navigable to the Pas, so that freight could be handled on it from both directions. The question of the building of a railway to Hudson Bay had been under discussion for many years, and it was now generally admitted that the line should be built. The line would be of immense value to the Dominion as a whole.

The bridge proper will be 850 ft. long and there will be about 800 ft. of approaches. The roadbed will be 40 ft. above low and 12 ft. above high water. Mackenzie, Mann & Co., the contractors, have had a bridge building plant delivered, and a gang in charge of R. W. Graham is getting out the foundations for the piers, etc.

Letters from Fort Churchill, dated Aug. 3, and from York Factory, dated Aug. 10, reached Winnipeg Sept. 8. The Fort Churchill letters state that the survey parties told off to examine the harbors there and at Port Nelson had arrived and had established their headquarters at their respective bases. The Fort Churchill party is in charge of A. G. Bachard and C. Savery, and the Port Nelson party is in charge of H. S. Parlséau and J. Stanley. The objects which these parties have in view is the making of a complete survey of the water

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proaches to the two ports, the discharge of the rivers, and other hydrographic work, in order to obtain the necessary data upon which to decide which will be the terminus. The present information shows that from the navigator's point of view Fort Churchill is the more advantageous, as there is deep water right to the shore, and for some miles inland, while at Port Nelson, there is shoal water for some miles from the mouth of the river, and a channel would have to be kept dredged. On the other hand it is pointed out that the Nelson route is open for a longer period each year, and that the country through which the line will pass from Split Lake to Port Nelson, offers greater facilities for the development of a remunerative traffic than does the bare country round Fort Churchill, and the somewhat restricted areas opened up by the Churchill river and its tributaries. The parties expect to complete their work in Jan., and will return to Ottawa, overland via Winnipeg. The York Factory letters state that T. Turnbull had arrived there, and had gone on to the Nelson River to make a survey from its mouth to the Linton rapids, with a view of reporting upon its navigability, etc.

W. Ogilvie, of the Department of the Interior, is reported to be making a study of the waterways opened up by the projected line to Port Nelson, with a view of determining the possibility of developing the water powers on them, and using the electricity developed for the operation of the line.

Referring to the question of operating the line when built, W. Mackenzie, President Canadian Northern Ry., is reported to have stated in an interview at Winnipeg, Sept. 16.: "If the Government was not taking action we would build the Hudson Bay line. We hope we may have an opportunity of operating it." (Sept. pg. 745.)

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### Hudson's Bay and Pacific Railway.

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In our August issue we referred to a prospectus or circular issued for the purpose of selling Hudson's Bay and Pacific Railway Development Co.'s shares, particularly in regard to misstatements it contained as to guarantees by the Dominion Government, etc. Our September issue contained a letter from the Company's Secretary stating that the circular was entirely unauthorized, and was published without the Directors' knowledge or consent. In acknowledging receipt of that letter, we said in part: "There appears to be no doubt that the prospectus was dated as being issued from 56 Moorgate St., and that the names of your directors were printed thereon. Copies of the prospectus were received in Canada, and it would appear to us that at least after its issue, some of your directors must have seen or heard of it. If such was the case, we would be glad to learn whether they took immediate steps to repudiate the misstatements contained in the prospectus, or whether they waited until after we had exposed the inaccuracies, and after Sir Wilfrid Laurier had given a denial on behalf of the Dominion Government. We would be glad to be informed clearly on this point. We would also like to learn definitely who the prospectus was issued by. Its evident object was to promote the sale of your Company's securities. We desire to assist as much as possible any company having for its object the development of any portion of Canada by the building of necessary railways, but when we see statements made that we know to be untrue, we feel it our duty to contradict them."

We have since received a letter from J. G. F. Greville, Managing Director of the H.B. and P.R.D. Co., as follows. "We beg to say that the knowledge of the circular or prospectus came to us purely by accident, in the following manner: On July 23, we received through the returned letter office, Liverpool, an envelope addressed to our Secretary, and on opening it found an envelope addressed to A. Ford, 16 Berry Street, Liverpool, and marked by the postal authorities, "Gone away." In that envelope was the circular with a letter from a Mr. ———, of London, of-  
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For obvious reasons we have omitted the names of the two persons mentioned by Mr. Greville.

— from De la R. Runart

1910 p 823



SEPTEMBER, 1910.]

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### **The Hudson's Bay and Pacific Railway.**

We have received the following letter from the Secretary of the Hudson's Bay and Pacific Ry. Development Co., Ltd., dated London, Eng., Aug. 17:—

"I am instructed to write you that at a meeting of the board of this company, held yesterday, the attention of the directors was called to an article in your issue for August, referring to the recent circulation of a printed offer of shares in this company, based upon certain statements as to the position and prospects of the company, and followed by a list of the names of directors. I am further requested by the board to say that the circular in question is absolutely unauthorized, and was published without their knowledge and consent. We trust that in fairness and justice to this company, you will give this the same publicity as you have given to the statements contained in your issue."

The prospectus referred to in our August issue, which purported to be issued from the company's office, 56 Moorgate St., London, and to be signed by the directors, stated among other things that the H.B. & P. Ry. Co. was authorized to issue 4% gold bonds, guaranteed by the Dominion, both as to principal and interest, to the amount of \$20,000 a mile; that it was entitled to a land grant of 5,000 acres of land per mile and to subsidies estimated at \$6,000 a mile. We pointed out that the Dominion Parliament had not authorized the Government to guarantee the bonds, that it had not granted any cash subsidy, and that no grant of land had been authorized to the H.B. & P.R. Co.

There is no doubt whatever that the prospectus referred to was issued, and we would suggest to the H.B. & P.R.D.

September 1910



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There is no doubt whatever that the prospectus referred to was issued, and we would suggest to the H.B. & P.R.D. Co. directors that it would be well for them to definitely state who issued it. Surely they must have seen or heard of it, even if it was issued without their knowledge or consent. If so, did they take prompt steps to repudiate it, or did they wait until we had exposed its unreliability, and this had been followed by Sir Wilfrid Laurier's public denial of some of its statements?

—  
Hudson's Bay and Pacific Ry. Development Co., Ltd.

September 1910



way. (Oct., pg. 820.)

**Hudson Bay and Pacific Ry.**—Prince Albert, Sask., dispatches state that G. Atwood, Chief Engineer, has received instructions to proceed with the grading of the line from Prince Albert towards Hudson Bay, and to have a survey made southerly from Prince Albert to Pacific Jct., a station on the Great Northern Ry. near Havre, N.D. The Prince Albert-Hudson Bay line will be built, said Mr. Atwood recently, if not by this company, by another one. A dispatch dated Oct. 7, stated that the Canadian Northern Ry. was negotiating for the purchase of a controlling interest in the company, and had secured control of another charter authorizing the building of a line from Prince Albert to Port Nelson. This latter charter is controlled by Senator Davis and other Prince Albert people. (Sept., pg. 727.)

**Intercolonial Ry.**—The Halifax, N.S.,

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November 1910



### A Railway to Hudson Bay.

It is said that at a conference between W. Mackenzie, D. D. Mann, and W. H. Moore, of the Canadian Northern Ry., and the Minister of Railways, at Ottawa, Sept. 23, the question of the railway from The Pas, Sask., to Hudson Bay was under discussion. Press reports state that a proposal for the leasing of the line, when built by the Dominion Government, to the Canadian Northern Ry. on an agreement similar to that with the G.T. Pacific Ry., for the operation of the National Transcontinental Ry., Eastern Division, was proposed, but the Minister of Railways said there was nothing of a definite character suggested or considered in regard to the line.

T. Turnbull, C.E., has recently returned to Winnipeg from Port Nelson, where he had been making surveys for the location of a suitable townsite. He is reported to have said that there is not much choice, but if the south side of the Nelson River were selected there would not be any necessity for building a bridge. That point, however, could not be finally settled until the surveys now in progress under J. P. Gordon, and the hydrographic surveys were completed.

In an interview at Norway House, Oct. 13, W. Oglvie stated that there was sufficient water power on the Saskatchewan and Nelson rivers to develop all the electricity required for the operation of a railway twice the length of the proposed railway to Hudson Bay. On the Nelson River the chief falls are at White Mud falls, where he estimates 350,000 horse power could be developed; Bladder rapids, where 100,000 h.p. could be developed, and at Manitou falls, where the line is planned to cross the river, he estimates that 200,000 h.p. could be developed. At the Grand Rapids on the Saskatchewan River he estimates that 350,000 h.p. could be developed. There are other smaller falls and rapids on the two rivers, in addition to falls on a number of swift flowing tributaries to both rivers.

November  
1910



### A Railway to Hudson Bay.

The speech from the Throne at the opening of the Dominion Parliament, Nov. 17, contained the following paragraph: "The construction of a railway to Hudson Bay, which has occupied the attention of the people for many years, has assumed practical shape. Already a contract has been awarded for the construction of a bridge forming part of this railway, across the Saskatchewan River at Pas Mission, and the work is in progress. During the present session, a measure will be laid before you providing for the prosecution and completion of this work with all possible speed. The connection of the great west with the eastern portions of Canada and also with the overseas markets by this new rail and ocean route, will not only open up a new section of Canada, but will greatly assist in the development of trade, and thus benefit both producers and consumers."

In dealing with the surveys for the proposed railway from Le Pas Mission, on the Saskatchewan River, to Hudson Bay, the report of the Department of Railways for the year ended March 31, refers to the engineers' reports and estimates presented to Parliament last session, a summary of which was given in our Jan. issue, pg. 17, and Feb. issue, pg. 97, at the close of the year, Mar. 31. It was reported that location plans and profiles of the proposed line for about 75 miles from Le Pas were prepared, and that further location work was in progress to Split Lake, 150 miles from Le Pas. Split Lake is the point to which the line can be built independently of any question as to whether the terminus on the Bay be at Port Nelson or Port Churchill.

J. L. Armstrong, Chief Engineer in charge of surveys, was in Ottawa, Nov. 15, conferring with Minister of Railways. He is reported to have stated that the surveys for the first 200 miles have been completed, and active work on the construction of this mileage could be gone on with at once. Surveys for the route from Split Lake to Port Churchill or Port Nelson, had not been completed. The location of the terminus on Hudson Bay

November 1910



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The Winnipeg Board of Trade passed a resolution recently asking the Dominion Government to undertake the building of the line as a national work, and to provide for its operation under a commission, and to make it available for the use of all Canadian lines. (Nov., pg. 917.)

November 1910



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## Dominion Government Steam Lighters for Hudson Bay.

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The Department of Railways and Canals ordered two steel steam lighters from Polson Iron Works, Toronto, for use at Port Nelson, Hudson Bay. They are to be of steel construction throughout, equipped with ice belt and docking keels, and with watertight collision bulkheads. The propelling machinery will consist of fore and aft compound, surface condensing engines with attached air and auxiliary feed and bilge pumps, the engine cylinders being 10 and 22 ins. diam. by 16 ins. stroke. Steam will be supplied by a Scotch marine type boiler 9 by 9 ft., and built under Government inspection for 160 lbs. working pressure. A full equipment of spare parts for the main engines and pumps, and a miscellaneous outfit will also be supplied. Each lighter will be equipped with two 15 ton cranes and two 4 ton cranes, steam winches,

February 1914



# Railway Rolling Stock Notes.

The Intercolonial Ry. has ordered 4 pit cars, 15 tons capacity, from Eastern Car Co.

F. H. Hopkins and Co. have ordered 1 thirty ton Lidgerwood unloader from Canadian Car and Foundry Co.

The Quebec Harbor Commissioners have ordered 2 flat cars, 40 tons capacity, from Canadian Car and Foundry Co.

The Intercolonial Ry. is reported to have placed an order for box cars with the Eastern Car Co.

The Canadian Northern Ry. between May 15 and June 14, received 3 consolidation locomotives from Canadian Allis-Chalmers, Ltd.

The estimates for the current year, voted by the Dominion Parliament, include \$1,520,000 for additional rolling stock for the Canadian Government Railways.

The Intercolonial Ry. has received the following additions to rolling stock:—55 box cars, 60,000 lbs. capacity, 6 box cars, 80,000 lbs. capacity, from Canadian Car and Foundry Co.; and 112 box cars, 80,000 capacity, from Nova Scotia Car Works.

The C.P.R., between May 15 and June 15, ordered the following rolling stock from its Angus Shops:—1 steel baggage and express car, 7 vans, 104 steel frame box cars, 6 steel flat cars, 1 freight refrigerator car, and 6 class U3 locomotives.

Width over all ..... 10 ft. 2 1/4 ins.  
Width at top ..... 9 ft. 10 ins.  
Height from rail to floor ..... 4 ft. 4 1/4 ins.  
Height from rail to top of car ..... 8 ft. 1 1/4 ins.  
Height inside ..... 8 ft. 9 1/4 ins.  
Track centres ..... 26 ft. 8 ins.  
Wheel base of truck ..... 6 ft. 4 ins.  
Length of hopper door opening ..... 16 ft. 3 1/4 ins.  
Width of hopper door opening ..... 2 ft.

Following are chief details of the six wheeled saddle tank locomotive, built for burning oil fuel, which the Robt. McNair Chingale Co., Vancouver, B.C., has received from Canadian Locomotive Co.:

Weight in working order ..... 70,255 lbs.  
Wheel base ..... 36 in.  
Driving wheels, dia. ..... 36 in.  
Driving wheel centres ..... 6 by 8 ins.  
Driving journals ..... 13 1/2 by 13 ins.  
Cylinders, dia. and stroke ..... 17 1/2 by 18 ins.  
Boiler, type ..... Straight top, radial stay  
Boiler pressure ..... 170 lbs.  
Tubes, no. and dia. ..... 103—2 ins.  
Tubes, length ..... 10 ft.  
Injectors ..... Ontario  
Safety valves ..... Locomotive type  
Brakes ..... Westinghouse automatic  
Packing ..... Metallic  
Capacity, water ..... 1,600 U.S. gals.  
Capacity, oil ..... 300 U.S. gals.

Following are chief details of the six wheeled saddle tank locomotive which the Asbestos and Asbestos Co., Asbestos, Que., has received from the Canadian Locomotive Co.:

Weight in working order ..... 59,800 lbs.  
Wheel base ..... 8 ft.  
Driving wheels, dia. ..... 33 ins.  
Driving wheel centres ..... Cast iron  
Driving journals ..... 6 by 8 ins.  
Cylinders, dia. and stroke ..... 12 by 14 ins.  
Boiler, type ..... Straight top, radial stay  
Boiler pressure ..... 160 lbs.  
Tubes, no. and dia. ..... 103—2 ins.  
Tubes, length ..... 9 ft. 2 ins.  
Injectors ..... Ontario

Brake beams ..... 12,500 lbs.  
Capacity, water ..... 4,500 imp. gals.  
Capacity, coal ..... 10 tons

Following are chief details of the seven mogul locomotives which J. D. McArthur Co., railway contractors, have received from the Canadian Locomotive Co. Six for Hudson Bay Ry. construction, and one for the Edmonton, Dunvegan and British Columbia Ry.:

Weight on drivers ..... 112,500 lbs.  
Weight total ..... 122,500 lbs.  
Wheel base of engine, rigid ..... 13 ft. 6 ins.  
Wheel base of engine, total ..... 20 ft. 5 1/4 ins.  
Wheel base of engine and tender ..... 49 ft. 3 1/4 ins.  
Heating surface, firebox ..... 133 sq. ft.  
Heating surface, tubes ..... 1,201 sq. ft.  
Heating surface, total ..... 1,334 sq. ft.  
Driving wheels, dia. ..... 36 in.  
Driving wheel centres ..... Cast iron  
Driving journals ..... 8 1/2 by 12 ins.  
Cylinders, dia. and stroke ..... 18 by 26 ins.  
Boiler, type ..... Extended wagon top  
Boiler pressure ..... 180 lbs.  
Tubes, no. and dia. ..... 246—3 ins.  
Tubes, length ..... 16 ft. 3 1/4 ins.  
Injectors ..... Two, locomotive type  
Safety valves ..... Two, 3 ins.  
Brakes ..... Westinghouse  
Packing ..... Metallic  
Weight of tender, loaded ..... 115,400 lbs.  
Tank, type ..... U shape  
Truck, type ..... 4 wheel, arch bar  
Wheels, dia. ..... 33 ins.  
Wheels, type ..... Steel tired  
Journals ..... 5 by 9 ins.  
Brake beam ..... Steel  
Capacity, water ..... 5,000 imp. gals.  
Capacity, coal ..... 9 tons

Since the passing of the guarantee bill by the Dominion Parliament, the Canadian Northern management, which has not placed any rolling stock orders for some time past, has been considering what its requirements will be. About

June D. B. Hanna, Third, summoned A. L. Graburn

CIC Locomotives

for Hudson Bay Ry

MAY 1914



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wardly projecting flange of which  $\frac{1}{4}$  in.  
tached a 4 by 4 by 5-16 in. angle, of the  
same length, the outer flange of which pro-  
jects upward. This side sill construction  
assumes the form of a box, under the two  
side doors of the car, the web of the Z  
having a  $5\frac{1}{2}$  by  $\frac{1}{4}$  in. plate, 10 ft. 11 in.  
long, attached to its web, with a 3 by 3 by  
 $\frac{1}{4}$  in. angle, 13 ft. 0 in. long, riveted  
along the top, and two 7 by  $\frac{1}{4}$  in. plates,  
6 ft. 10 in. long, attached to the upturned flange  
of the side sill angle, the whole superim-  
posed with a steel threshold casting.

The two door openings are each 5 ft.  
3 in. wide, and 24 ft. 2 in. apart from  
inner edge to inner edge. Extending the  
length of the car, except for the door open-  
ings, which are reinforced as mentioned,  
there is a side sill plate, 2 ft. 9 in. deep,  
of 3-16 in. plate, reinforced along the top  
edge by a 4 by 1 in. angle, 7-16 in. angle. This  
plate, angles, and Z bar, and box construc-  
tion under the door openings, form the side  
sill construction of the car.

The side posts are of flanged 3-16 in.  
plate, at about 2 ft. centres, and are  
diagonally braced at both ends, and at the  
both sides of the door openings. There are  
four window openings along each side, 2 ft.  
ft. by 3 ft. 8 7-16 in., between the side posts,  
which are slightly farther apart at these  
points. The side framing of the car is 7 ft.  
5 13-16 in. deep.

The side posts are attached to a 4 in. Z  
bar along the top edge, which, with a letter  
board, 13 in. by  $\frac{1}{4}$  in., reinforced along the  
bottom edge by a 2 in. by 1 in. stiffener,

cars, and numerous box and flat cars, in  
addition to two passenger cars which are  
being operated as far as mileage 110. It is  
expected to have track laid to the Manitou  
rapids of Nelson River, and to have the  
grading completed from the Manitou Falls  
to within 110 miles of Port Nelson by the  
end of the year. A large bridge is to be  
built at Manitou Rapids, and the foundation  
work will be done this year.

The work of laying out the terminals at  
Pas and at Port Nelson is being proceeded  
with. Two tracks have been laid at Pas,  
one from the roundhouse at Eighth St., and  
another from the Canadian Northern Ry.,  
connecting with the bridge across the Sas-  
katchewan River. It is reported that eight  
tracks are to be laid in the yards at once,  
in such a manner that six additional tracks  
may be added as required. We are officially  
advising that while track laying in the yards  
has been started, the complete details of the  
layout have not been worked out, and that  
it is expected to lay between six and eight  
miles of track in the yards during the sum-  
mer. The work in progress at Port Nelson  
is of a more preliminary character. (June,  
pg. 264.)

**Small Claims Against Government Rail-  
ways.**—The Dominion Parliament has re-  
pealed sections 3 and 4 of the Government  
Railway Small Claims Act, 1910, and replaced  
them by sections which provide that process  
shall not be issued against the  
Crown, but against the General Manager of  
Government Railways, and shall be served  
on him, or any person only authorized by him  
to accept such service. The General Man-  
ager shall be entitled by such description

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steel construction, rough passenger cars and 2 second class passenger cars with 30 ft. over the end sills; baggage and express 10 ft. long over, and cars will have heat-

ted by electricity, on an axle generator, be equipped with every system for supplies are not in motion by a combination of steam and electricity, controlled to maintain the temperature of the cars, each with an emergency stove, and arrangement of electric fans will be provided for each car. The passenger stands will be supplied with air pressure water

the fish belly centre platform. The entire of steel, steel plates, wall ceiling of fire-

cover plate, 2 1/4 ft. wide, extends the same length as the centre plates.

The body bolster castings are at 42 ft. centres, and there are two crossbeams, 15 ft. apart, of cast steel, in line with which are separators, also of cast steel. The crossbeams and separators have a cover plate extending across the centre sill members. Over the top of the centre sill and crossbeams, is a 1-16 plate, covering the full area of the car, with pressed stiffeners, extending from the centre sill outward, at centres averaging about 2 ft. Attached to the outer end of the crossbeams on each side of the car, is a 5 in. 11.6 lb. Z bar, extending the length of the car, to the outwardly projecting flange of which is attached a 4 by 4 by 5-16 in. angle, of the same length, the outer flange of which projects upward. This side sill construction assumes the form of a box, under the two side doors of the car, the web of the Z having a 7/8 by 1/4 in. plate, 30 ft. 11 1/4 in. long, attached to its web, with a 3 by 3 by 1/4 in. angle, 11 ft. 0 1/4 in. long, riveted along the top, and two 7 by 1/4 in. plates, 6 1/4 ft. long, attached to the upturned flange of the side sill angle, the whole superimposed with a steel threshold casting.

The two door openings are each 5 ft. 9 1/4 ins. wide, and 24 ft. 2 3/4 ins. apart from inner edge to inner edge. Extending the length of the car, except for the door openings, which are reinforced as mentioned, there is a side sill plate, 2 ft. 9 1/4 in. deep, of 3-16 in. plate, reinforced along the top edge by a 4 by 1 1/4 by 7-16 in. angle. This

mail cars described above. The cars have all been delivered.

### Dominion Government Railway to Hudson Bay.

In a recent interview, N. K. Boyd, one of the contractors, is reported to have said in Winnipeg that it is expected soon to have 3,000 men on the work, of which over 2,000 will be engaged on grading and the remainder on bridge work, tracklaying and ballasting. The plant on the work consists of 3 steam shovels at Pas, and 2 at mileage 110; 13 locomotives, 100 Hart convertible cars, and numerous box and flat cars, in addition to two passenger cars which are being operated as far as mileage 110. It is expected to have track laid to the Manitou rapids of Nelson River, and to have the grading completed from the Manitou Falls to within 110 miles of Port Nelson by the end of the year. A large bridge is to be built at Manitou Rapids, and the foundation work will be done this year.

The work of laying out the terminals at Pas and at Port Nelson is being proceeded with. Two tracks have been laid at Pas, one from the roundhouse at Eighth St., and another from the Canadian Northern Ry., connecting with the bridge across the Saskatchewan River. It is reported that eight tracks are to be laid in the yards at once, in such a manner that six additional tracks may be added as required. We are officially advised that while track laying in the yards has been started, the complete details of the layout have not been worked out, and that it is expected to lay between six and eight

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MAY 1914



[June, 1914.]

## Government Chartered Steamships for Hudson Bay Service.

The Minister of Railways gave the following information recently, as to steamships chartered by the Dominion Government for service in connection with the building of the Hudson Bay railway terminals at Port Nelson:

Cearense, 1,790 tons net register; owner, J. F. O'Meara, New York; cost, \$20 per m. ft. b.m. for lumber, and \$10 a gross ton for coal;

Alcazar, 2,020 tons net register; owner, Inter-American Steamship Co., Toronto; cost, \$25 per m.ft. b.m. for lumber, and \$15 a gross ton for coal;

Bonaventure, 467 tons net register; owner, Bonaventure Steamship Co., St. John's, Nfld.; cost, \$5,500 a month;

Bellaventure, 467 tons net register; owner, Bellaventure Steamship Co., St. John's, Nfld.; cost, \$5,500 a month;

Sindbad, 539 tons net register; owner, F. E. Hall, Montreal; cost, \$4,500 a month;

Alette, 1,937 tons net register; owner, Timber Transport Ltd., O. W. Mordin, Managing Director; cost \$25 per m.ft. b.m. for lumber.

The Cearense carried a cargo chiefly of coal from North Sydney, and lumber from Halifax; the Alcazar, lumber from Port Arthur, Texas; the Bonaventure and Bellaventure, general cargo and men; the Sindbad, general cargo; the Alette, lumber from Port Arthur, Texas, and lumber and two steel sectional scows from Halifax. The Bonaventure and Bellaventure each made a second trip, the first named with general cargo and men, and the second, with coal from North Sydney, and for towing the dredge Port Nelson. The s.s. Beothic was chartered by the Naval Department for a general cargo and men.

The motor schooner Neophyte was purchased from the Navigation Syndicate, of Nordin, N.B., for £4,000. She is of steel construction throughout, built to German Lloyd requirements in 1910. She is 96.72

June  
1914



June 1914

aging Director; cost was \$100,000.  
lumber.

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The motor schooner Neophyte was purchased from the Navigation Syndicate, of Nordin, N.B., for £4,000. She is of steel construction throughout, built to German Lloyd requirements in 1910. She is 96.72 net registered tons, and has a capacity of 188 tons on a 7 ft. draught. From her arrival at Port Nelson, Aug. 14, 1913, until the departure of the last steamer out, Oct. 13, she made 43 round trips with cargo, from the ship's anchorage to temporary wharf at Root Creek.

With regard to the steam dredge Port Nelson, a full description of which has appeared in Canadian Railway and Marine World, the Minister stated that it was built by Polson Iron Works, Toronto, and cost \$272,184.92, which included spare parts and some special towing equipment. The vessels which towed the dredge to Port Nelson also carried coal, of which 206 tons were unloaded at Port Nelson, also some supplies utilized in towing, such as timber in bulkheads, cables, etc., were purchased with a view to their subsequent use in connection with the terminal work, and left at Port Nelson. The hull of a stern wheel tug and some plant were loaded on the dredge, thus saving the freight charges otherwise necessitated by their transportation. It is estimated that the cost of towing the dredge from Montreal to Port Nelson and placing her in winter quarters was \$29,457.79.



August 1914

## Dominion Government Railway to Hudson Bay.

Steel is reported to have been laid to mileage 150 north east of Pas, Man. Work is in progress on the erection of the 480 ft. steel bridge across the Nelson River, at the Manitou Rapids. It is expected that this point will be made the junction at which other lines will join, as there are large areas of good agricultural land, stretching away for miles on both sides of the line. Grading is being pushed ahead in the direction of Port Nelson, and it is expected that a further stretch of 200 miles will be laid with steel by the end of this year. (July, pg. 320.)

W. A. Bowden, Chief Engineer, Railways Department, Ottawa, was announced to sail from Halifax, N.S., July 20, for Port Nelson, to inspect the H.B.R. terminal works.

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and Californian ports.

On the Dominion Government Ry. to Hudson Bay a weekly train service with sleeping car accommodation is being operated from Pas, Man., to the end of track at Kettle Rapids, 332 miles, within 93 miles of the terminus at Port Nelson, on Hudson Bay.

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November  
1914



November  
1914

to have been made in 1914 by the end  
of the year. (May, pg. 213.)

Dominion Government Railway to Hud-  
son Bay.—W. A. Bowden, Chief Engineer of  
the Department of Railways and Canals,  
completed an inspection of the terminal  
works in connection with this railway under  
construction at Port Nelson, Man., recently.  
He is reported to have stated that the  
various works are well under way, that  
satisfactory progress is being made, and  
that unless anything unforeseen occurs the  
terminals will be completed by the time  
track on the railway from Pas reaches Port  
Nelson. The work on the railway is also  
being gone on with in a satisfactory man-  
ner. (Oct., pg. 468.)

Edmonton, Dunvegan and British Colum.