

NEWFOUNDLAND

RAILWAY

## Freight and Passenger Traffic Notes.

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The Mainland Transfer Co., Vancouver, B.C., is reported to have taken over the Great Northern Transfer Co., which has handled the Great Northern Ry.'s transfer business and freight cartage in Vancouver.

Traffic on the Greater Winnipeg Water District Ry., which runs from St. Boniface, Man., to the Shoal Lake section of the Lake of the Woods, is reported to be normal, and the present bi-weekly train schedule will be continued.

Prince Edward Island Ry. trains 15 and 16 between Charlottetown and Souris, and trains 17 and 18, between Mount Stewart and Georgetown, heretofore operate daily, were put on a Monday, Wednesday and Friday schedule on Jan. 9.

F. M. Rutter, Superintendent, Bruce Division, Ontario District, C.P.R., Toronto, speaking at the Owen Sound, Ont., Board of Trade's annual dinner, Jan. 18, is reported to have stated that a cafe parlor car service will be operated between Toronto and Owen Sound on Feb.

1. The Canadian National Rys. put a mixed train service in operation between Kindersley and Eaton, Sask., 77.6 miles, on Dec. 20, 1920, a train leaving Kindersley, Mondays, Wednesdays and Fridays, and returning Tuesdays, Thursdays and Saturdays; and on the same day extended the tri-weekly service on the Oliver-St. Paul de Metis line from Spaddon, mile 105.5, to St. Paul de Metis, mile 127.5 from Edmonton.

Traffic on the Newfoundland Ry. between St. John's and Port aux Basques was reported recently as being blocked. The first train from St. John's for five days got through to Port aux Basques Jan. 16, and the train leaving Port aux Basques Jan. 9 only reached St. John's Jan. 14. The line is reported to have filled up again, and large gangs of men were put at work, particularly in the Topsails district, to open it up.

The Reid Newfoundland Co. has put in operation a tri-weekly train service, leaving St. John's at 1 p.m., Sundays, Tuesdays and Thursdays, reaching Port aux Basques 6 p.m. on Mondays, Wednesdays and Fridays, where connection is made with the s.s. Kyle for North Sydney, N.S., which is reached at 6 a.m. on the mornings following. The Kyle, returning to Port aux Basques, connects with a train at 8 p.m. on Wednesdays, Fridays and Sundays, which is timed to reach St. John's at 12.55 p.m. Thursdays, Saturdays and Mondays.



## Newfoundland's Railway Difficulties.

The question of Newfoundland's railway and steamship transportation interests, in so far as they are a matter of arrangement between the Newfoundland Government and the Reid Newfoundland Co., is the most important one at present under consideration in that island Dominion, as it has been for many years past. The late Sir Robert Reid entered the railway construction field in Newfoundland after he had carried out important contracts on the C.P.R. transcontinental line, and then concentrated the whole of his attention on the provision of transportation facilities for Newfoundland. The railway lines were built and placed in operation under agreements with the Government; a telegraph line was built, steamships were put in operation to connect the island railway with Canada at Sydney, N.S., and various steamship routes were established, under Government subsidy, to connect various ports in different parts of the island with St. John's. A drydock and ship repairing plant, and electric railway were built at St. John's. All these enterprises were operated by the Reid Newfoundland Co., but it has been almost entirely in connection with the railway that the controversy has arisen. After prolonged discussion an agreement was made with the Reid Newfoundland Co. in 1901 under which the company was to operate the line under lease for 50 years, when the line was to pass into the Government's possession, and all claims of a financial nature between the two parties were to be settled. The railway was operated under this agreement, at a loss to the company, until June 30, 1920, when, in consequence of the increasing losses, and the necessity of large expenditures for repairs, which the company was not prepared to undertake, the Government obtained legislative authority to appoint a commission to operate the railway and to supervise the expenditure of \$1,000,000 provided out of a Government loan, on track repairs, additional rolling stock and some new terminal facilities at St. John's, and at Argentia, a new port. The commission was to consist of six members, three to be appointed by the Government and three by the Reid Newfoundland Co. Hon. W. F. Coaker, Minister of Finance, was the chairman of the commission.

On April 7, 1921, the Premier informed the Legislative Assembly that the amount paid out by the Government to that time for construction, equipment and operation of the railway from July 1, 1920, was \$1,500,000, and that the further amount required to pay for the work, etc., estimated to be completed by June 30, was approximately \$1,000,000.

The Government members of the Commission on June 15 presented an interim report, promising a detailed financial statement and other information on the winding up of the year's operations on June 30, when they would cease to have

gentia had not been completed as promised.

As the result of the operation by the Commission of the railway, and of certain steamship lines, which were also taken over under an order in council of Aug. 23, 1920, showed an increasing loss, the Government directed the abandonment of the operation by the Commission, its disbanding on June 30, and the return of the railway to the company for operation on July 1. The company then notified the Government that unless substantial aid was forthcoming it could not operate the railway.

### Sir George Bury's Report.

The Government, early this summer, invited Sir George Bury, ex Vice President of the C.P.R., to visit the island and look into the railway's position, etc., and on June 29 he made the following report:—"I have made a study of the railway situation in Newfoundland, as desired by you, and my suggestions are:

"That a contract be entered into for one year, from June 30, 1921, with the Reid Newfoundland Co., to operate your railway, without prejudice to former agreements. That the company be required to operate the railway with the utmost economy, consistent with safety and reasonable service. That a capable general manager be appointed by the company to operate the railway and that the appointment be subject to your approval. That a commission of three be formed with the powers of the Canadian Board of Railway Commissioners, except where such powers would conflict with any agreement existing between the Government and the company. This commission to deal with all public utilities in addition to the railway. That expenditure on capital account be made only upon the written sanction of the Government and that these works be paid for when completed upon a certificate from the Government Engineer.

"The railway since 1904 to date has cost to operate \$5,750,000 more than it earned. Of this amount \$1,650,000 was lost during the past year when the railway was operated by the Commission appointed by the Government, and \$1,335,107.50 the year previous. During the year ending with this month wages of employees were increased, rolling stock, shop force, maintenance men and porters on June 30, 1920, and locomotive men and firemen at the end of September and the station staff and trainmen at the end of the year. The officers of the railway estimated that the loss on the coming year's operations will be over \$2,000,000. The earnings are falling and the railway's traffic officers place the decrease to be expected at almost half the present receipts. I believe their estimate is too pessimistic and have made my calculations on a more hopeful outlook.

"To operate the railway at the minimum cost, consistent with safety and reasonable service, certain changes in

the Fortune Bay branch (never operated) should be taken up and used for replacing worn rails. For a number of years to come the rails at present on the railway will answer by anchoring them either by substituting angle bars for the fish plates now in use, by rail anchors, or by slotting the rails at the ends to hold the joint on the tie. I recommend that the rails be slotted, which can be done cheaply as they lie, and that only sufficient angle bars for 100 miles of track be bought to substitute fish plates on swamps and such places where the most difficulty is experienced in preventing the rails running.

"A series of light snow sheds, through a side hill, to the extent of about a mile should be constructed west of Avondale. Much delay to traffic would be avoided and economy will result.

"So soon as money is available, a coal handling plant should be built at Argentia, one suitable to the present and prospective tonnage to be transferred.

"If you are unable to enter into a contract with the Reid Newfoundland Co., or believe it undesirable to do so, there is only operation by the Government left. In view of the unfortunate results which have come from government operation of railways in Canada, the United States, Great Britain and elsewhere, I imagine you would prefer to go to some lengths before embarking upon such an undertaking."

Sir George Bury's report has been criticized considerably by the Newfoundland press, one of the chief objections urged being that he did not spend sufficient time there to look thoroughly into the situation. His suggestion for the appointment of "a capable general manager" is particularly resented. In this connection the St. John's News says:—"The present General Manager is both capable and experienced, and given the facilities and the backing that Sir George asks for his proposed successor, would accomplish more than any railway man unacquainted with local conditions could hope to do."

### The Government's Action.

In the House of Assembly on July 7 the Premier moved it go into committee of the whole to consider a resolution authorizing the Government to enter into an agreement with the Reid Newfoundland Co. for the operation of the Newfoundland Ry. for 12 months, and submitted a copy of the agreement dated June 30. The house went into committee and without any explanation or information being given the committee rose, and the house then adjourned until July 11, to take the matter up further.

A St. John's press dispatch of July 21 says that the House of Assembly passed the bill, after three days debate, by a vote of 18 to 14.

The agreement, which is to run from July 1, 1921, to June 30, 1922, follows largely the suggestions contained in Sir George Bury's report. It provides for the operation of the railway at the mini-



## Pacific Type Locomotives for Reid Newfoundland Co.

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## Representative Heard

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The Reid Newfoundland Co.'s main line extends from St. John's to Port aux Basques, 546 miles, and the various branches bring the company's total mileage up to 903. The gauge is 3½ ft. and most of the track is laid with 50 lb. rails. The character of much of the country is extremely hilly and the motive power used in passenger and freight service is designed to operate on grades of 2% and curves of 14 degrees. Much of the passenger traffic is handled by Baldwin engines of the 10-wheel (4-6-0) type, the most recent of which were built in 1917. The company has had built recently by the Baldwin Locomotive Works 6 Pacific (4-6-2) type locomotives, which are designed to meet the requirements of heavier traffic. Following is a brief comparison between the 10-wheels and the Pacifics:

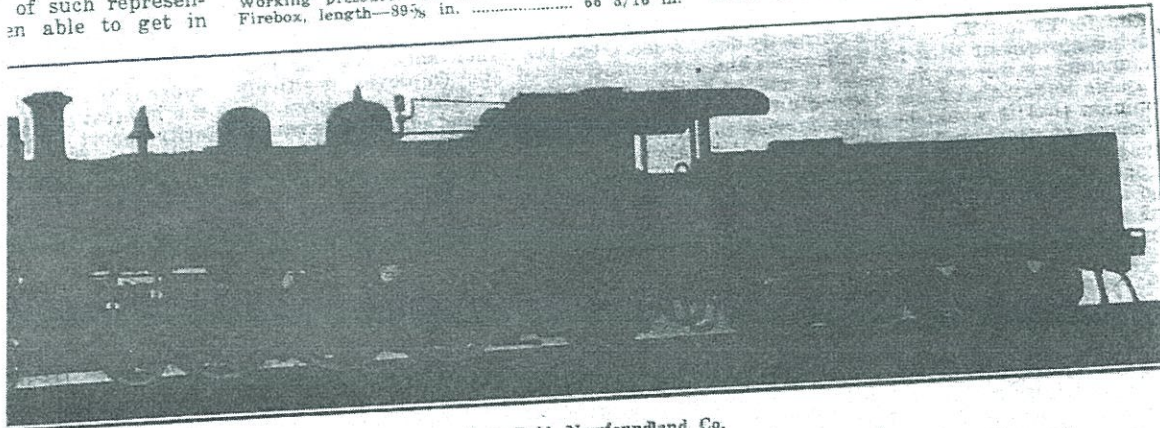
Ten-wheel type.	Pacific type.
Cylinders—17 x 22 in.	17 x 24 in.
Valves—balanced slide	Piston, 8 in. diam.
Boiler type—straight top	Straight top Belpaire
Diameter—56 in.	56 in.
Working pressure—160 lbs.	170 lbs.
Firebox, length—89½ in.	66 3/16 in.

cylinders are fitted with cast iron bushings.

The frame have single front rails, with extra heavy bumpers designed to resist snow bucking. The equipment includes M.C.B. couplers, Westinghouse air brakes, electric headlights, air sanders and steam heat.

The extreme height of the locomotives is 12½ ft. and the width 9½ ft. The tenders are of the 8-wheel type, having a capacity of 3,600 U.S. gall. of water and 9 tons of coal. The frames are made of steel channels, with steel plate bumpers. The trucks are of the arch-bar type, with cast steel bumpers and chilled cast iron wheels.

The Pacific type locomotives embody many features which make for economy and efficiency in operation, and which were lacking in the 10-wheelers. High pressure replaces low pressure, the wide firebox replaces the narrow, superheated steam replaces saturated steam, the brick arch is introduced, and piston valves re-



Pacific type (4-6-2) Locomotive, Reid Newfoundland Co.

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Locomotives.—At the  
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Firebox, width—29 in.	60½ in.
Tubes, diameter—2 in.	5½ and 2 in.
Tubes, number—134	5½ in. 18; 2 in. 111
Tubes, length—12 ft.	16 ft.
Heating surface, firebox—108 sq. ft.	93 sq. ft.
Heating surface, tubes—1,148 sq. ft.	1,353 sq. ft.
Heating surface, firebrick tubes—	12 sq. ft.
Heating surface, total—1,254 sq. ft.	1,463 sq. ft.
Heating surface, superheater—	343 sq. ft.
Grate area—18 sq. ft.	27.6 sq. ft.
Driving wheels, diam.—50 in.	52 in.
Driving journals, main—7 x 8 in.	7½ x 8 in.
Driving journals, others—7 x 8 in.	7 x 8 in.
Engine truck front, diameter—26 in.	30 in.
Engine truck, back, diameter—	30 in.
Wheel base, driving—11 ft. 0 in.	19 ft. 0 in.
Wheel base, total, engine—20 ft. 5 in.	27 ft. 3 in.
Wheel base, total, engine and tender—47 ft. 9 in.	50 ft. 8 in.
Weight, on driving wheels—72,700 lb.	78,000 lb.
Weight, total, engine—92,100 lb.	115,000 lb.
Weight, total, engine and tender—148,000 lb.	199,000 lb.
Tender, tank capacity—	3,600 U.S. gall.
2,300 U.S. gall.	9 tons
Tender, fuel capacity—5 tons.	19,250 lb.
Tractive force—17,300 lb.	

The Pacific type locomotive boilers are of the straight top type, with Belpaire fireboxes, and are equipped with superheaters. The boilers are designed to carry a pressure of 200 lb., although the working pressure used in service is 170 lb. The machinery is designed for a boiler pressure of 190 lb., should it be found desirable subsequently to raise the pressure. Brick arches are installed and are supported on tubes. The front of

place the D slide valves. Being representative of the refinements which are recognized as indispensable in modern design, and which make for a degree of economy in operation otherwise unobtainable, it is considered desirable to specially point out these features as demonstrating what the Reid Newfoundland Co. is doing in the way of having its power up to date.

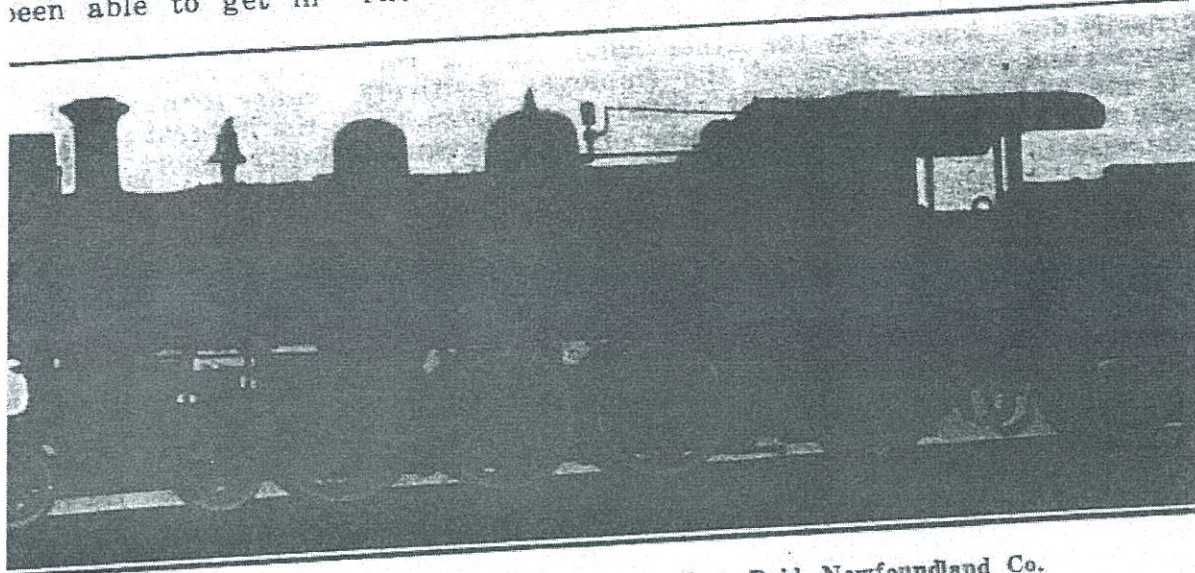
C.P.R. Toronto Freight Offices. — A press report stated recently that the C. P.R. had practically closed its Parkdale freight station and offices, and placed the same under the direction of Superintendent W. Coulter, with headquarters at the C.P.R. freight offices at King and Simcoe Streets. We are officially advised that the freight facilities at Parkdale have not been closed, and that, as far as the public is concerned, the business will be carried on there just the same as heretofore. A re-arrangement of the freight office work has been effected temporarily whereby some of the clerical positions have been abolished, and the work is being taken care of at the main office at King and Simcoe Streets. A similar arrangement has been put into effect at the West Toronto freight station.

Investigation. — The



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Working pressure—100 lb.  
Firebox, length—89½ in. 66 3/16 in.



Pacific type (4-6-2) Locomotive, Reid Newfoundland Co.

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ling Flags.—The Rail- of Canada has issued ular:—Replies to the er of Dec. 18, 1920, be- the adoption of bunt- gs 18 x 18 in. in size, ed to member railways e dimensions be adopted use as combined white for flag stations, classi- caution, and hand-stop for car inspectors are 2 x 28 in. in size, under ay Commissioners' gen- The advisability of seek- of this order to permit x 14 in., is under consid-

for Locomotives.—At the railway Fuel Association's eting at Chicago, figures relating to comparisons nta Fe System where one omotives have been con- verted to burn oil. It t the life of a boiler fired out 10% greater than one and that the life of the 40% higher in the coal

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March, 1921.

## Pacific Type Locomotives for Reid Newfoundland Co.

accept nomination from any political party, Federal or provincial. This is the policy laid down by the directors in this matter, and our officers will be advised accordingly."

### An Employees' Representative Heard From.

H. E. Barker, Winnipeg, telegraphed the Deputy Minister of Labor Feb. 12 as follows:—"Your wire date re C.N.R. dis-representatives scattered over such a wide territory, considerable delay experienced in ascertaining their attitude on findings of board of conciliation, but, as the unanimous finding on questions 1, 2 and 3 recommends reinstatement of the three men involved, without loss of seniority, and with pay for time lost by reason of their dismissal, and as the majority report recommends the acceptance of proposal made to board by the employees committee in connection with question 4, I will take responsibility for stating that the unanimous findings on questions 1, 2 and 3 and the majority finding on question 4 are acceptable to the employees. This has the approval of such representatives as I have been able to get in

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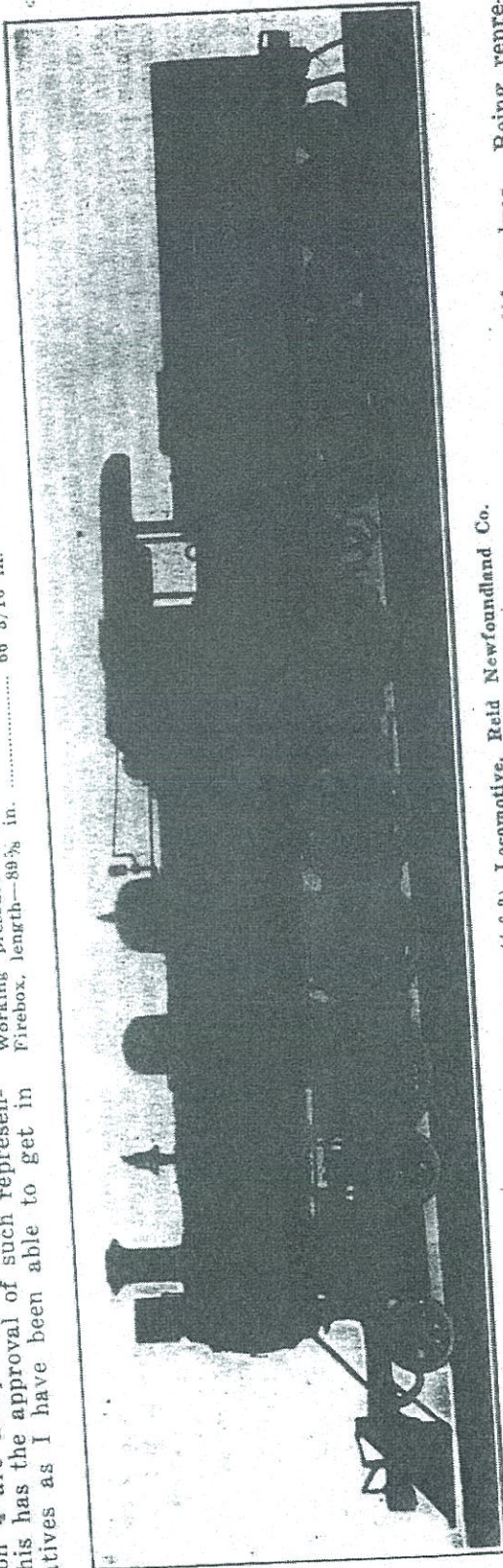
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place the D slide valves. Being representative of the refinements which are recognized as indispensable in modern



verts. (Aug., pg. 419.)

**Kettle Valley Ry.**—A recent press report stated that tenders were being invited for grading on the line from the southern end of Dog Lake, as far south as the experimental station on the soldier settlement area in the vicinity of Okanagan Falls. Another report stated that engineers had located a route for the continuation of the line to the International Boundary, a little north of Orville, Wash., a station on the Great Northern Ry.'s Spokane-Marcus-Penticton-Vancouver line, to which reference is made on another page of this issue.

The track has not yet been laid on the approximately two miles of line from Penticton to the north end of Dog Lake. The wharves at the north and south ends of the lake are reported to have been completed and the steamboat York is ready on the lake to run between the two sections of the line as soon as the northern section is completed. (Aug., pg. 419.)

**Luscar Collieries Ry.**—A recent press report stated that it was expected to have the five mile railway from Luscar siding on the Grand Trunk Pacific Ry. Mountain Park Branch, to the Luscar collieries, completed by Oct. 15. Development work at the mines is being pushed and it is expected to have 10,000 tons of coal ready for shipment when the railway is completed. (Aug., pg. 419.)

**Reid Newfoundland Ry.**—The Newfoundland Legislature has passed an act respecting the construction of the branch line from near Dunville on the St. John's-Placentia line, to Argentia. The act declares that the construction of the line and the payment for it out of the public funds, and everything done in connection with the taking of the right of way and payment for the same are ratified and confirmed. This piece of line, which is not yet completed, is intended to provide a more convenient winter port for trade with Canada, than Port aux Basques, to which point traffic is held up nearly every winter by snow blockades in the Topsails district.

**Minto to Chipman.**—The New Brunswick Government is reported to have decided to engage an independent engineer to locate a line, about six miles long, from Minto, in the Grand Lake coal mining district, to Chipman on the National Transcontinental Ry. The N.B. Government owns the New Brunswick Coal & Ry. line extending from Norton on the Intercolonial Ry. to Chipman, 58 miles., which is operated by the C.P.R. in conjunction with the Fredericton & Grand Lake Coal & Ry. Co.'s line from Fredericton via Minto to Chipman.

**Northern Light Railway Co.**—A press

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pg. 910.

Newfoundland Ry.—International Pulp and Paper Co. is piling, cribbing and raising the track along the Sandy Pond diversion near Howley, mile 365, from St. John's, for 2,000 ft. The necessity for the work is explained as having arisen through the construction of a dam at Junction Brook as part of the Humber development begun in 1923 by Newfoundland Pulp and Paper Co., for which Armstrong Whitworth Co. were the contractors. The construction of the dam flooded a large area of land in the vicinity of Howley and Sandy Pond and the north shore of Grand Lake. In connection with the work the railway was diverted for some distance, the diversion being subsequently taken over by the railway with the exception of Sandy Pond crossing, a distance of about 2,000 ft. This crossing consisted of timber trestle work reaching a height of 70 ft. at one point, filled in with earth and rock. The work, however, did not stand up as the contractors anticipated, and the International Pulp and Paper Co., as assignees of the original company, is constructing protective work. About 2,000 ft. of cribwork is being put in 30 ft. south of the original cribbing, which is being filled with limestone rock from Humbermouth quarries. When completed there will be piling and ballast 60 ft. wide between the present shore of Grand Lake and the railway track.

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January 1930



south elevation in the illustration. The arrangement of ramps and stairs leading down from the concourse to the track platforms has been described already; it may be added that in the arrangement on the north side, the stairs will be contained within the ramps, the stair entrance in each case being located centrally within the ramp opening from the concourse. At the north end of the concourse, an 8 in. brick wall will be provided.

On the upper floor, to be attained from the main or street floor by stairs at both the east and west ends, the central area will be occupied by the upper space of the main lobby. Around this central area will be a main corridor running east and west, with shorter ones at the ends extending north and south. At the east end will be offices for the division superintendent and assistant superintendent; general office; roadmaster's and bridge and building master's office; men's lavatory; records room; and women's lavatory. South of the main corridor, toward the east end, will be a staff office, and south of the corridor and near the center of the building, a meeting room. West of the lobby upper space, and north of the main corridor, will be the district freight agent's office, stationery room, records room, men's lavatory and women's lavatory; there will be office space south of the corridor, and, at the west side of the building, the district freight agent's general office and an office for the division freight agent.

Approach to the station building for trucks and teams will be by a roadway from John St., running westerly on a 5% down grade to attain the station's lower level.

The stone to be used in the exterior facing on the west, south and east elevations will be Queenston limestone, which will also be used in part on the north or track elevation, the remainder of the facing on that side to be in brick chosen to harmonize with the stone. Copper will be used freely in the roof and upper portions of the building, adding to both appearance and permanence. The decoration of the main lobby will receive special attention. Arrangements will be made to floodlight the central portion of the south elevation from above. The land at the south of the building will be laid out in flower beds, walks and grass plots, so that from without, as well as within, appearance will be given much consideration.

The building was designed by John Schofield, Architect, Canadian National Ry., and construction will be carried on under the supervision of the C.N.R. Engineering Department. Work on construction commenced immediately following the awarding of the contract, at the

## Railway Projects, Surveys, Construction

**Essex Terminal Ry.**—The Board of Railway Commissioners has authorized Sandwich, Ont., Town Council to cross the E.T.R. tracks with an extension of Patricia Road to connect with roads leading to the Ontario Highway system, so as to form a new outlet for traffic from the Ambassador Bridge over the Detroit River. The town has to clear the crossing, and maintain protection similar to that at adjacent crossings.

**Great Northern Ry.**—A steel bridge is to be erected across the Columbia River at Marcus, Wash., to replace the one damaged by ice jams during last winter. The new bridge will be erected about 100 ft. farther up the river than the former one, and will consist of 3 steel spans of 225 ft., and 4 timber spans, 3 of which will be removed from the old structure. Marcus is on the United States extension of the Vancouver, Victoria and Eastern Ry. (Press report).

**Highwood Western Ry. Co.** has given notice that it will apply to the Dominion Parliament for an act to extend the time for the commencement and completion of its projected railway as authorized by the Statutes of 1928, chap. 60. The proposed line would start at Okotoks, Alta., on the Canadian Pacific Ry., and run through the Turner Valley oil fields, to some coal mining areas at the headwaters of the Highwood River, and thence into British Columbia and down the Elk River valley to Sparwood on the C.P.R. Crownsnest line. H. A. Ford, one of the promoters, is interested in coal mining development in the Highwood River area. (Aug. 1928, pg. 462).

**International Nickel Co.** has named the station on its spur line terminating at the Frood mine, near Sudbury, Ont., Sprecher, after George Sprecher, its Transportation Superintendent.

**Michigan Central Rd.**—The last section of the railway's double track bridge crossing Kettle Creek, St. Thomas, Ont., was placed in position, Nov. 23, 1929, and was completed to enable traffic to be operated over both tracks on Nov. 30. A description of the bridge was given in Canadian Railway and Marine World for July, 1929, pg. 418.

**Newfoundland Ry.**—International Pulp and Paper Co. is piling, cribbing and raising the track along the Sandy Pond diversion near Howley, mile 365, from St. John's, for 2,000 ft. The necessity for the work is explained as having arisen through the construction of a dam at Junction Brook as part of the Humber development begun in 1923 by Newfoundland Pulp and Paper Co., for which Armstrong Whitworth Co. were the contractors. The construction of the dam flooded a large area of land in the

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Newfoundland Ry.—At the St. John's M

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Board of Trade annual meeting, Jan. 27,  
one of the members deprecated the scrap-  
ping of the work done in connection  
with the proposal to divert the line from  
Millertown Jct. to Howley, to avoid the  
1,500 ft. climb over the Topsails area.  
Ever since the line was built its operation  
through that area has been a constant  
source of worry, expense and delay every  
winter and spring. The line through the  
area has now been rerailed with heavier  
rails. An explanation of the matter is  
expected during the Legislature's session.  
(Press report.)

The Premier and the Finance Minister  
of Newfoundland have been in New York  
in connection with negotiations between  
the Reid Newfoundland Co. and certain  
pulp and paper interests respecting the  
development of the Gander River area.  
A 1000-ton per day paper mill is planned  
with a hydro-electric power plant. A 75-ft.  
dam is proposed to be built at the source  
of the Gander River, which would have  
the effect of diverting its flow, by a 3-mile  
canal, into the bed of the Indian Bay  
River, 25 miles easterly. The power dam  
would be erected at Indian Bay, where  
the works referred to would give a 150 ft.  
head, while another dam at the mouth of  
the existing Gander River would be nec-  
essary as a stopwater. The dam at the  
headwaters of the Gander River would  
provide a route for the diversion of  
the railway and reduce considerable  
curvature. The Legislature passed an  
act in 1928 authorizing the construction  
of a branch line to Gander Bay, and it is  
stated that legislation will be asked to  
authorize the changing of the terminus  
to Indian Bay. (Press report.)

Pere Marquette Ry.—Plans for addi-  
tions and betterments include the pro-  
vision of some new machinery for the shops  
at St. Thomas, Ont. the erection of coal line

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the crossing of the Pacific Great Eastern Ry.—A diversion is being built leaving the present main line at mile 117.95 Squamish Subdivision and rejoining the present main line at mile 2.46 Lillooet Subdivision, a distance of 5.37 miles by the diversion or 6.36 by the old line. The object is primarily to get a better bridge location over the Fraser River to replace the present wooden structure, which consists of six 150 ft. deck Howe truss spans on rock filled timber cribs supported on piles, and with long approach timber trestles, 15 years old. Of secondary consideration are the facts that the new line saves three additional bridges, is one mile shorter, has better grades approaching the terminal, saves about an 80 ft. rise and fall, has less curvature and passes through the Town of Lillooet instead of a mile distant as before. The grading is under contract to W. C. Arnett, of Vancouver, who started work on June 16. He has three gas caterpillar shovels at work and expects to be finished by the end of this year; 3¼ miles are practically completed. The contract for the substructure of the Fraser River bridge, which will be of concrete on solid rock bed above low water mark, has been awarded to Stewart and Barber, of Vancouver, and work was started Sept. 18. The contract calls for completion by May 31, 1931, and involves the placing of some 5,000 cu. yd. of concrete. The contract for the superstructure of the bridge, which will be a steel continuous deck truss type 600 ft. long (a 300 ft. center span and two 150 ft. approach spans) with two 80 ft. and one 60 ft. deck plate girders approaching main truss, was awarded to Dominion Bridge Co. and will be completed early next summer. The track level of the new bridge will be 200 ft. above the river, necessitating one pier 150 ft. high. Other piers and abutments vary from 25 to 60 ft. in height. The diversion will necessitate the removal of the divisional yards from East Lillooet, on the other side of the river, to a new location adjacent to the Town of Lillooet. The work is in charge of Chas. L. Bates, Engineer, Maintenance of Way.

The P.G.E.R. management is reported to have applied to the B.C. Water Board, at Victoria, for authority to develop about 150 h.p. on Seton Creek, flowing out of Seton Lake, the power being desired for use in the railway shops and yards at Lillooet and for the townspeople there.

North Vancouver, B. C., Board of Trade adopted a resolution recently asking completion of construction of the P. G.E.R. as a means of alleviating unemployment. The Prime Minister of British Columbia, Mr. Tolmie, when in Vancouver a few days later, on his way home to Victoria after visiting Ottawa,

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P.G.E.R. and the building of a Peace River connection could be expected following study of reports on surveys made this year, after the Dominion Prime Minister's return from England.

An inspection of the line, with particular attention to the work going on near Lillooet in connection with line diversion, was made by the B.C. Prime Minister, Mr. Tolmie, early in October, his party including a number of directors and Robert Wilson, Executive Assistant. Engineers were then still in the field in connection with the joint survey undertaken by the B.C. Government and Canadian National and Canadian Pacific Rys. A Vancouver press dispatch of Oct. 11 stated that the engineers' survey had discovered a route by which the line could be extended from Quesnel across Cottonwood Canyon into Prince George, this being referred to as one of the most important developments in relation to the P.G.E.R. for many years. The Cottonwood River is about 20 miles north of Quesnel, and although rails had been laid south out of Prince George and north out of Quesnel, no satisfactory crossing of the river canyon had been found formerly. The report stated that the recent find was due to the engineers having called upon farmers, prospectors and trappers acquainted with the district, for assistance, and that the satisfactory route discovered was found only through the latter's intimate knowledge of the country.

**Timiskaming and Northern Ontario Ry.**—At the point where the T. & N.O. line will cross the Moose River, 140 miles north of Cochrane, there is an island in the river. A trestle has been built from the east bank to the island, and is being trainfilled. The steel bridge from the island to the west bank, for which, as stated in Canadian Railway and Marine World for October, pg. 640E, a contract has been awarded Hamilton Bridge Co., will be about 1,830 ft. long and will contain about 2,000 tons of steel.

### International Road Congress at Washington.

The Sixth International Road Congress, held under the auspices of the American Organizing Commission of the Permanent International Association of Road Congresses, met at Washington, D.C., Oct. 6 to 11. There was also held in Washington, on the days when the Congress was in session, a road machinery and materials exhibition, arranged by the American Road Builders' Association. Proceedings included an inspection trip to the U.S.A. Bureau of Public Roads Experiment Station at Arlington, Va., inspection of the U.S.A. Naval Academy at Annapolis, Md., and three post-congress all-expense inspection tours to points of interest in the eastern and central parts of the United States. The Dominion Railways and Canals Department was represented by J. W. Pugsley, Secretary, other Canadian representatives including Hon. J. E. Perreault, K.C., Minister of Highways for Quebec, and President, Good Roads Association; J. L. Boulanger, Deputy Minister, and A. Fraser, Chief Engineer, Quebec Highways Department; R. M. Smith, Deputy Minister, R. C. Muir, Chief Engineer of Municipal Roads, and J. A. P. Marshall, District Engineer, Ontario Highways Department; also R. W. McCollough, Chief Engineer, Nova Scotia Highways Department. T. A. Hiani, Assistant to President, Canadian National Rys., Vancouver, who was formerly Railway Expert to Permanent Commission on Communication and Transit, League of Nations, at Geneva, Switzerland, represented the League.

The Secretary-General of the Permanent International Association of Road Congresses is M. La Gavrian, 1 Avenue d'Iena, Paris, XVI, France. Thos. H. MacDonald, 1723 N. Street N.W., Washington, D.C., is Secretary of the American Organizing Committee.

**United States Railways' Financial Results.**—U.S.A. class 1 railways' gross

given, it was reported from Hamilton recently that the civic authorities had urged the need of keeping Catharine St. open, and that the management had undertaken to provide a subway for that street. The original plan, which provided for underpasses at McNab, James, John, Walnut and Yonge Sts. and Ferguson and Victoria Aves., and an overpass at Wentworth St., was accepted by the city council on Sept. 19. Catharine is the second street east of the station site, John being the first. The request to keep Catharine St. open was made by civic officials at a conference with railway officers at the city hall on Sept. 22, and following the conference, an inspection of the locality in which the grade separation work is to be undertaken was made. As stated in our October issue, the grade separation at Wentworth St. has been deferred for the present.

Following approval of the railway's plans by the city council, Mayor Peebles, of Hamilton, wrote the acting Dominion Prime Minister, Sir George Perley, relative to the possibility of the city obtaining a share of the money appropriated by Parliament for unemployment relief, to devote to grade separation work, and received a reply Oct. 6, stating that while application should be made to the Board of Railway Commissioners, Sir George would be willing to confer with city representatives if they considered it necessary. Following consultation with T.H. and B. Ry. officers, the Mayor applied to the Board of Railway Commissioners, a Hamilton press dispatch, of Oct. 6, stating it is hoped to obtain a substantial contribution from the grade separation fund for the work. A dispatch, of Oct. 10, said that the Mayor and City Solicitor had gone over the agreement between the city and the T. & H. B., with H. T. Malcolmson, Vice President and General Manager, and J. A. Soule, Solicitor, T. H. and B., the Mayor stating following the conference that practically all points had been settled, and that the completion of the agreement is



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Newfoundland Ry. carried 6,874 tons of paper and about 30,000 cords of pulpwood for Anglo-Newfoundland Development Co. and International Pulp and Paper Co., and approximately 73,000 tons of zinc-lead concentrates from the Buchan's mines smelter, during 1929. It has arranged to carry 10,000 tons of paper during the three months ending March 31, from Anglo-Newfoundland Development Co.'s plant at Grand Falls to Heart's Content.

Canadian National Rys. will, from March

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## Replacement of Newfoundland Railway Bridge Carried Away by Ice.

The carrying out by ice of the Newfoundland Ry. bridge over Crabbes River, 487 miles west of St. John's, and 60 miles from the western terminus at Port-aux-Basques, on March 4, was mentioned in previous issues of Canadian Railway and Marine World. The following further official information in regard to the occurrence and the replacement of the bridge has been supplied. The river, 380 ft. wide, and averaging 27 ft. from base of rail to masonry foundations, was crossed by a bridge built in 1897, which consisted of 4 deck lattice girder spans, each 75 ft. long overall, with an approach deck plate girder span on each side of the river; one 34 ft. in the clear, the other 39 ft. The piers, 6 ft. wide at the top, were built of granite, and carried on pile foundations, capped by 8 x 8 timber grillage. Owing to a thaw and break-up, the river channel was blocked with ice, and filled up to a height of 3 feet over the tops of the piers. When the ice moved out on March 14 it lifted the four 75 ft. spans from their bridge seats; three of them were carried down stream about half a mile, and deposited on the river bed; the other span, remaining upright, was left on the standing ice, on the west side of the river, 400 ft. below the bridge site. Owing to the bridge seats of the approach spans being 5 ft. higher than those of the 75 ft. spans, those two spans remained in position, and are still in service. All the piers remained in position, except the center one, which was moved off its base and carried down stream 50 ft., where it now stands upright on the bed of the river.

Immediately after the damage occurred, a pile driving outfit and crew were

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## Canadian National Railways' Finances.

The Minister of Railways, Mr. Crerar, moved, in the House of Commons, April 11, that the House go into committee of the whole at the next sitting, on the following proposed resolutions:—

"That the acts relating to Toronto Terminals Ry. Co. be amended to provide that the amount of \$10,500,000 which the C.N. R. Co. was authorized to issue by amending act, 1928, chap. 51, may be increased to an amount not exceeding \$14,150,000, to be used for the purposes therein prescribed and for defraying the cost of other railway facilities necessitated by or incidental to the construction of the viaduct and works."

"That it is expedient to bring in a measure respecting the C.N.R. Co., to provide for the refunding of certain notes or obligations of the Canadian Northern Ry. Co. and the Minnesota and Manitoba Rd. Co., and for the issue of substituted securities therefor guaranteed by the Dominion not exceeding \$20,042,038.84, the aggregate face value of the original securities."

The motions were carried, but as the House adjourned on April 11 to April 28 for the Easter recess, no action was taken on them until after the recess.

The Minister of Railways and Canals gave notice on April 10 that, on April 28, he would move:—"That it is expedient to

the principle of competitive bids or tenders in disposal of the new securities, but that it shall not be bound to accept any bid received, nor be precluded from negotiating for better prices or terms. A schedule to the bill gave a description of the securities maturing.

Mr. Crerar also introduced, on May 5, his motion relating to the issuance of securities to repay temporary loans, the proceeds of which were used to retire Central Vermont Ry. Co. 5% 10-year refunding mortgage gold bonds. The motion having been adopted following discussion, he introduced bill 131, providing that the Governor in council may provide for the raising of money necessary to repay temporary loans made to Canadian National Ry. Co., as successor to Grand Trunk Ry. Co., pursuant to the guarantee given by the G.T.R. Co., of C.V.R. Co. bonds, that the C.N.R. Co. may issue the necessary securities, that the Governor in council may guarantee them, and that the new securities shall not exceed in amount the face value of the original C.V.R. Co. bonds, viz., \$3,609,000. The bill was read the first and second times and referred to the special committee.

Bills 130 and 131 were approved by the special committee, passed by both houses, and were assented to on May 30.

dispatched to the site, and a trestle was built across the openings of three of the 75 ft. spans. Forty ft. piles, with 10 x 10 caps and stringers, were used in the trestle; the penetration varying from 12 to 15 ft. While the trestle was being built, the 75 ft. span remaining on the standing ice, 400 ft. down stream, was pulled back to the bridge, and jacked into position, thus avoiding the delay that would have been caused by building that much trestle. Very disagreeable and sometimes stormy weather was experienced during the time of temporary construction, which considerably delayed the work; so much so, that the first train did not cross the temporary bridge until March 26, twelve days after the bridge was destroyed.

In order to avoid any further trouble of this sort at Crabbes River, it has been decided to build a new bridge, consisting of two 190-ft. through truss spans, with only one pier in the river. The two abutments and pier will be built of reinforced concrete, with the bridge seats carried 8 ft. higher than those of the old bridge. The new bridge will be built about 30 ft. up stream from, and parallel to the old one, so that train operations will not be interfered with during construction, which will be done during this summer.

**Quebec City and the Maritime**



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northern to the west coast of  
gami, Que. (May, pg. 255).

**Raid-Newfoundland Ry.**—A new through siding is being put in at Donovan's, Nfld.; a new station and freight shed has been erected at Crabbs; a new station is being built at Stephenville; and 15 houses are being put up at different points for the accommodation of sectionmen. It is proposed to erect a freight shed at Woodfords, and to repair the wharf at Placentia. (July, pg. 381).

**St. Mary's and Cherry Creek Ry.**—An act



pg. 631).

**Reid Newfoundland Co.**—We are advised that the company is erecting at St. John's, Nfld., a car building shop 228 by 50 ft. Orders have been placed for the machinery required, in addition to the present shop equipment. The company is at present building locomotives and cars for its lines, as it is required to do under the terms of the agreement approved last session of the Legislature. The company may in the future add a foundry to its shops at this point. The old car shops, President Reid said in a recent interview will be made an annex to the machine shop, where the company is at present cramped for space.

W. D. Reid, President, in speaking recently of the work on the Bonavista branch now under construction, said track was laid as far as mileage 43; the grading is finished almost down to salt water at Trinity, 52 miles. The clearing of the right of way is being kept well ahead of the graders, and on Aug.

**C.P.R. Suburban Tank Locomotive. Frame details cross ties.** (See also pg. 833.)

30, the right of way had been cleared to the 58th mlie. The location survey of the branch was completed. All the masonry on the line had been completed as far as Seal Cove, and the erection of the new station at Shoal Harbor had been started. (Sept., pg. 729).

**Spokane International Rd.**—Under the charter of the Cœur D'Alene and Pend d'Oreille Rd., an extension is being built from the main line of the S.I. Rd., 25.5 miles from Spokane, Wash., to Cœur d'Alene, Idaho, and a branch is also being built from Corbin. The S.I. Rd. connects at the International boundary with a C.P.R. branch leaving the Crow's Nest line at Yahk. (July, pg. 551).

**Timiskaming and Northern Ontario Ry.**—On returning to Toronto from his recent trip of inspection over the line, J. L. Inglehart, Chairman of the Commissioners, said the foundations of the



### Political Patronage in Newfoundland.

The following extraordinary advertisement has been published in Newfoundland papers: "Sir W. G. Armstrong, Whitworth & Co., Ltd. notifies all men seeking work at the Humber development that they can only be engaged through the representatives of their districts, who will be allotted a proportion of passes by the company's employment agent, according to the total requirements for labor at the works. Men going forward without the regular employment passes will not be engaged, and are certain to suffer unnecessary hardship and expense." This, of course, means that political supporters of the members for the different districts and their proteges will receive preference for employment. It is to be hoped that with the passing of the Reid Newfoundland Railway under the Colony's control, a similar policy in regard to the employment of men for its operation, etc., will not be pursued.

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shed was saved.

Reid Newfoundland Co.'s Ry.—We are officially advised, in reference to the reported building of a branch line from Junction Brook to Grand Lake station, that it is really a diversion of the present main line, rendered necessary by the putting in of a permanent dam at Grand Lake. This dam will raise the level of the lake and flood the present main line track. (Jan., pg. 8.)

Rouge River Ry.—The Quebec Legislature has extended for one year the time within which the company may build

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9:- completed by 1931. (Geneva press cable-  
ing gram).

at Newfoundland Ry. is reported to have  
given a contract to Acme Construction  
Co. for the erection of a freight office,  
and an addition to the freight sheds on  
Pond Street, St. John's, the work to be  
rst completed by May 1.  
as



t- be affected by anything contained in the  
present act. (Feb., pg. 78.)

ce Newfoundland Ry.—The 350 ft. steel  
i- bridge on the trans-insular railway across  
ct Crabbe's River, 487.69 miles west of St.  
d John's and 59.53 miles northeast of Port  
m aux Basques, was carried away by floods  
ss and ice on March 14. Reconstruction was  
l., started March 17, and a temporary trestle  
to was got into position in nine days, enabling  
r- through traffic between St. John's and Port  
al aux Basques to be resumed March 27.

to Northern Mines Ry. and Develop-  
ment Co.—Application was made to the