

CANADIAN
NORTHERN
RAILWAY

CONSTRUCTION
AND
DEVELOPMENT

1907

Eastern Railway Entrance to Toronto.

41 The Department of Railways has under
 76 consideration an important problem affecting
 17 the interests of the G.T.R., the C.P.R. and
 the Canadian Northern Ontario Ry., in con-
 66 nection with their applications for the ap-
 proval of plans for new lines east of Toronto.
 The G.T.R. is desirous of securing a better
 entrance into the city, with the object of
 reducing the gradient at Scarborough Heights;
 the C.P.R. has made surveys for a new line
 into the city, giving connection with the
 lake shore towns not now directly served
 by the G.T.R., and the Canadian Northern
 Ontario Ry. has prepared plans for its pro-
 00 jected line from Toronto to Ottawa. In
 00 addition to the demand for additional main
 line accommodation, there are numerous
 applications for additional spur lines to
 57 accommodate the increasing numbers of fac-
 23 tories in the eastern district of the city, and
 a call for the elevation of all the railway
 tracks in the city. Objection has been
 taken by residents of outside areas to so
 much cutting up of property for railway
 lines converging upon the city, and the City
 Council has taken up the whole question of
 railway accommodation in the east end of
 the city. The East End Business Men's
 Association has passed a resolution urging
 the construction of an independent line into
 the city, over which all railways be given
 rights. The Guild of Civic Art urges that
 the railways be compelled to keep their
 lines north of the Kingston Road. C. B.
 48.82 Smith, C.E., has been engaged by the city
 77 41 engineer to make surveys with a view of
 securing an alternative route so as to save
 Kew Beach and other of the beaches east
 of the city. When the question of the ap-
 28 00 proval of the plans came before the Minister
 of Railways, Jan. 17, it was adjourned to
 99 41 March 18. The Minister suggested the ap-
 pointment of an advisory committee of three
 engineers representing the municipalities,
 the railways and the Department, to consider
 the whole question with a view to minimize
 100 00 the injury to property, as well as to get good
 190 41 grades. The suggestion is being considered
 by the railways and the municipalities.

February 1907

at the	lines, from Montreal to Ottawa, connection with the Vancouver, Victoria and Eastern Ry.		
weight		Miles.	Miles.
Ont.,	ATLANTIC, QUEBEC AND WESTERN RY.		
ing St.	Paspebiac to Port Daniel Centre.....	20.00	
1 con-	CANADIAN NORTHERN RY.		
amers	Extension Emerson branch to Vas-		
	gar, Man.....	47.35	
	Winnipeg to Oak Point Jct.....	7.02	
Board	Oakland to Totogan, Man.....	17.11	
liable	Cardinal spur.....	1.25	
assess-	From Etoimami, Sask., north.....	50.00	
on the	Spur, main line to Battleford, Sask.....	7.46	
sment	End of track to Stoney Plains, Alta.....	17.13	
	Edmonton to Morinville, Alta.....	21.30	168.67
	CANADIAN NORTHERN ONTARIO RY.		
ident	Vandorf to Don, Ont.....	27.00	
of the	Mileage 74.5 to Washago, Ont.....	13.50	
or the	Mileage 106.5 to Washago, Ont.....	18.50	
mmit-	Portage Lake to mileage 21, Ont.....	16.00	
which	Romford (C.P.R. crossing) to mile-		
	age 118, north of Parry Sound, Ont.....	10.00	85.00
	CANADIAN PACIFIC RY.		
Ticket	Highlands to Canada Sugar Refinery,		
over-	Que.....	6.00	
ter of	Staynerville to Brunet's Quarry, Que.	4.00	
, and	Nipissing Jct. to Temagami Co.'s		
icago,	Mills, Ont.....	3.00	
ed a	Guelph to Blyth, Ont. (Guelph &		
n and	Goderich Ry.).....	63.50	
eamer	Bolton to Bala, Ont.....	93.00	
	Romford to French River, Ont.....	38.00	
	Winnipeg Beach to Gimli, Man.....	9.00	
	Wolseley-Reston branch, mileage 60		
to Jap-	to 122.....	62.00	
inental	Teulon to Komamo, Man.....	9.50	
er, for	Strasburg North, mileage 202 to mile-		
ices on	219.....	17.00	
ndered	Pheasant Hills Branch, mileage 345		
is will	to 360.....	15.00	
duties	Moose Jaw to Tuxford, Sask.....	13.30	
hem to	MacLeod, Alta., into town.....	2.50	
work-	Daysland to Hardesty, Alta.....	47.50	
	Yahk to Kingsgate, Alta.....	9.20	394.50
	CENTRAL ONTARIO RY.—Bancroft		
	to Bird's Creek, Ont.....	5.00	
	GREAT NORTHERN RY. (U.S.) LINES		
is the	IN CANADA—Brandon, Saskatche-		
tion is	wan and Hudson Bay Ry., Interna-		
the Do-	tional Boundary to Brandon, Man.....	69.45	
essent	Midland Ry. of Manitoba, Inter-		
Ottawa,	national Boundary to Portage la		
among	Prairie, Man.....	77.01	
or elec-	Vancouver, Victoria and Eastern		
e lines,	Ry. and Navigation Co., Internation-		
general	al Boundary at Midway, B.C., to In-		
	ternational Boundary near Molson,		
	B.C.....	28.89	175.35

St. MAURICE VALLEY RY.—Three	
Rivers to Shawinigan Falls, Que....	20.85
RED DEER LUMBER CO.—Elk Gate	
Jct. to Barrows, Sask.....	5.00
TEMISKAMING AND NORTHERN ON-	
TARIO RY.—Boston to McDougall's	
Chute, Ont.....	45.00
YORK AND CARLETON RY.—Stan-	
ley to Glippen Glen, N.B.....	3.50
	1,165.35

AFFILIATED LINES IN UNITED STATES

	Miles.	Miles.
MINNEAPOLIS, ST. PAUL AND SAULT		
STE. MARIE RY.—From Brumbaugh		
to Armourdale, N.D.....	10.38	
From Flaxton to Ambrose, N.D.....	50.92	
From Garrison to Max, N.D.....	13.70	
From Max to Ryder, N.D.....	30.00	
From Drake to Dogden, N.D.....	18.80	123.80
WASHINGTON AND GREAT NORTH-		
ERN RY.—From Molson to Oroville,		
Wash.....	27.00	
During 1906, the second track mileage of		
Canadian steam railways was increased by		
141,342 miles, distributed as follows:		
CANADIAN PACIFIC RY.—West Fort		
to Neebing, Ont.....	4.9	
From Neebing to Murillo, Ont.....	5.8	
From Dexter to Linko, Ont.....	5.6	
From Murillo to Kakabeka, Ont.....	4.9	
From Ignace to Gull River, Ont.....	7.4	
Between St. Annes and Vaudreuil,		
Que.....	3.4	32.0
INTERCOLONIAL RY.—From Halli-		
fax to Windsor Jct.....	13.898	
From Halifax to Richmond, N.S.....	0.881	
From Richmond to Windsor Jct.....	13.017	
From Stellarton to New Glasgow,		
N.S.....	2.095	15.112
MICHIGAN CENTRAL RD.—From		
Springfield to Hagarville, Ont.....	46.46	
From Tilbury to Ridgeway, Ont.....	30.48	
From Welland to Bridgeburg, Ont.....	17.29	94.23

A meeting was held at Halifax, N.S., Dec. 12, for the purpose of considering a proposal to establish car works in that city. It is proposed to raise a capital of \$250,000 in \$100 shares, and to ask the city to guarantee the bonds of a company to the extent of \$125,000. A considerable amount of stock was subscribed at the meeting. The City Council at a meeting held at a later date decided to guarantee the bonds as asked.

1-1907

National Transcontinental Railway.

Tenders are being received to Feb. 14, by the Commissioners, for the construction of the following sections of the projected line:

DISTRICT A.—From at or near Moncton, N.B., westerly for about 50 miles. From at or near Grand Falls, N.B., westerly to the boundary between New Brunswick and Quebec, about 62 miles.

DISTRICT B.—From at or near Quebec Bridge easterly for about 150 miles. From about 150 miles west of Quebec Bridge, westerly to Weymontachene, Que., about 45 miles.

DISTRICTS C AND D.—From about 8 miles west of the Abitibi River crossing easterly for about 150 miles.

The plans for these sections of the line were approved by the Government at the end of 1906.

Referring to the two sections under contract, the Minister of Railways, replying to a question in the House of Commons, Jan. 21, said between Quebec and La Tuque, the common earth excavation was estimated at 6,303,682 cubic yards, and the solid rock at 1,169,150 cubic yards. At the end of the year there had been removed 664,955 cubic yards of earth and 322,367 cubic yards of rock. On the line between Winnipeg and Lake Superior Junction, there was estimated to be 11,233,247 cubic yards of earth excavation and 3,690,336 cubic yards of rock cutting. At the end of 1906 there had been removed 282,000 cubic yards of earth and 179,920 yards of rock.

The Commissioners have practically purchased a site in the east part of Winnipeg as a site for shops and yards. The site will have a length of about two miles and a width of about a mile, and the price is said to be about \$200,000.

We have been advised that no track was laid on the main line up to the end of 1906, with the exception of a few hundred feet at St. Boniface, Man.

GRAND TRUNK PACIFIC RY.

On the first section put under contract from Portage la Prairie, Man., westerly, 35 miles of steel had been laid to the vicinity of Pine Creek, to Dec. 31, 1906, and the company's officers state that it is expected to have track laid into Saskatoon, Sask., by Feb. 1, 1907. Five mile of tracks have

With respect to the construction of branch lines we were advised, Jan. 1, that while the company's charters provide for branch lines from either Orillia or North Bay, Ont., to a junction with the National Transcontinental Ry., it had not made any arrangement for the construction of these lines, and it was not probable anything would be done in that direction in the immediate future, as it was concentrating all forces and all labor was procurable on the branch line from Port William, Ont., and on the main line from Portage la Prairie to Edmonton, Alta.

Surveys for the branch into Regina, Sask., have been completed. The route passes through Port Qu'Appelle (Jan., pg. 29.)

Canadian Northern Railway Construction.

Canadian Northern Quebec Ry.—Good progress is reported to have been made upon the construction of the line from Gagneux Junction to Quebec. The roadbed easterly to Portneuf is ready for the rails, and the piers and abutments for the bridges over the Batiscan and Ste. Anne rivers are almost completed. The work between Portneuf and Quebec is fairly heavy, and gangs of men are working throughout the winter on the rock cuttings near Portneuf, Cap Sante, St. Augustin, Les Ecorelles, and Cap Rouge.

Canadian Northern Ontario Ry. The contractors have several gangs of men engaged upon the rock cuttings east of Rockland, Ont., on the line from Hawkesbury to Ottawa. There are 30 trestles to be built, several of them being over 400 ft. in length, and construction on these has been delayed owing to difficulty in obtaining the necessary timber. A spur line of about a mile will be laid in L'Orignal, and spur tracks will also be constructed to the pulp mills, and the Hawkesbury Lumber Co.'s premises. The line is expected to be completed into Ottawa in Sept.

The plans for the entrance of the lines from the east into Toronto and from the James Bay section of the line are being considered by the Minister of Railways. Survey parties are in the field upon location work between Toronto and Ottawa, between Key Inlet and Ottawa, and upon various branch lines throughout western Ontario, for the construction of which authority is being asked at the current session of the Dominion Parliament. A contract has been let to the Central

Delta branch, grading having been done as far as Sandy Bay on the west shore of Lake Manitoba, a distance of about 37 miles, and steel having been laid on about 17 miles thereof. It is the intention to resume construction of this work during the forthcoming spring and to carry the line further on. About 7 miles of additional steel has been laid on the Oak Point branch, which it is the intention to extend northerly along the east shore of Lake Manitoba. In addition to the foregoing, about 55 miles of grading has been done on the Brandon-Regina line, and also an additional 20 miles of grading on the Rossburn branch. Tracklaying and other work upon these lines will be prosecuted during 1907.

The Mayor of Portage la Prairie, Man., told the Council recently that he had been informed by M. H. McLeod, Chief Engineer, that it was the intention of the company to go ahead with the construction of machine shops and a 21-stall roundhouse there during the summer.

The branch line from Edmonton to Morinville, Alta., 22 miles, was opened for traffic Jan. 11.

Application is being made to the Minister of Railways to utilize the Yellowhead Pass for the company's line from Edmonton to the Pacific coast. The C.P. Pacific Ry. has also filed plans for a line through the same pass, and the two applications will likely be heard together. The location shows a line about 250 miles in length, from Edmonton to the summit, which is 3,708 ft. above sea level. (Jan., pg. 36.)

G.T.R. Betterments, Construction, Etc.

Montreal Track Elevation.—A conference has been held in Montreal between representatives of the company and the City Council respecting the elevation of the tracks in the city. W. Wainwright, General Assistant and Comptroller G.T.R., said the conference was a preliminary one for the purpose of placing the plans before the council so that they might be studied prior to an agreement being discussed. The details of the plan were being worked out by the company's engineers, and after these had been completed and a statement of the estimated cost prepared, Mr. Hays would be prepared to confer with the Council upon the whole question. The company desired to get rid of the level crossings, but as the railway was in existence before many of the streets

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A contract has been let to the Central Contracting Co. for the construction of the Nepigon Ry. from Nepigon, on Lake Superior, to Lake Nepigon, about 40 miles. No work has as yet been done, but the location is being revised. The Ontario Legislature will be asked at its current session to pass an act extending the time for the commencement and completion of the projected railway, and authorizing an amalgamation with the Canadian Northern Ontario Ry.

Canadian Northern Ry.—In his annual report to the Manitoba Legislature as Railway Commissioner, Premier Roblin recounted what had been done since 1896 in the way of railway construction by Mackenzie, Mann & Co., in Manitoba, Saskatchewan, Alberta, and Ontario. Referring particularly to the work done in Manitoba during 1906, he said: "Track has been laid on the branch from Emerson to the main line at Sprague. This line was completed to Ridgeville, about 10 miles east from Emerson, in 1904, and the extension now makes a line altogether 73 miles long. The line gives a new and short route from southern Manitoba to Port Arthur, Ont., and will enable the hauling of grain from the Morris-Brandon branch through the province to the main port without passing through Winnipeg, thus saving a very considerable mileage. Considerable work has also been done on the line from Oakland on the Portage la Prairie-

for the company's line from Edmonton to the Pacific coast. The G.T. Pacific Ry. has also filed plans for a line through the same pass, and the two applications will likely be heard together. The location shows a line about 250 miles in length, from Edmonton to the summit, which is 3,708 ft. above sea level. (Jan., pg. 36).

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Central Station, Ottawa.—A new agreement between the G.T.R. and the Government for a lease of the canal reserve at Ottawa for the purpose of a central station was signed Jan. 7. The lease is for 999 years, the rental being \$1,100 a year, to be readjusted every 21 years. The station building is to cost at least \$250,000, to be under the control of the G.T.R., but terminal facilities are to be afforded to other companies upon fair terms. The Sparks estate, which originally granted the land to the Crown for canal purposes, objected to its utilization for railway purposes, and an agreement was reached whereby the estate was to receive \$80,000 in full settlement of its claim. This sum the G.T.R. agrees to pay. Plans are to be prepared by the company and submitted to the Government for approval within six months.

Madoc to Eldorado.—The Madoc, Ont., Board of Trade has passed a resolution asking the G.T.R. to extend its line from Madoc northerly to Eldorado, about seven miles.

Stratford Shops and Station.—The improvements at the Stratford, Ont., terminals,

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Canadian Northern Railway Construction.

Canadian Northern Ontario Ry.—A deputa-
tion from the company waited on the Ontario
Government, Feb. 12, asking aid in the con-
struction of a line from Sudbury to near
Port Arthur, connecting the James Bay
section of the line with the old Ontario and
Rainy River section of the Canadian Northern
Ry. The distance is about 500 miles. No
definite answer was given to the deputation,
but it is understood that a statement of the
Government's intention will be made at an
early date.

The line from Toronto to Sudbury, of
which the portion from Toronto to Parry
Sound is open for traffic, is being aided by
a guarantee of bonds by the Ontario Govern-
ment to the extent of \$20,000 a mile.

A deputation from Parry Sound has asked
the Government to grant the company aid,
by means of a guarantee of bonds, for the
construction of a line from nine miles north
of Parry Sound to North Bay, over which the
Temiskaming and Northern Ontario Ry.
could have running rights as well as over the
main line into Toronto.

The C.N.O. Ry. has acquired 110 acres of
the Don Flats, from the north side of Win-
chester Street bridge to the C.P.R. It is
understood that the company proposes to
straighten the course of the Don River, and
to utilize the land reclaimed for yard and
terminal purposes. The company has also
agreed to purchase an 80 ft. strip from the
city lying between the old Belt Line and
the C.P.R. tracks above the Winchester St.
bridge in connection with its plans.

The Canadian Northern Ry. is negotiating
with the Port Arthur, Ont., Town Council in
connection with the proposal to erect an
hotel there at a cost of \$250,000.

The Manitoba Legislature at its recent
session passed an act guaranteeing the
company's bonds to the extent of \$10,000
a mile, to aid the construction of the following
lines: From near Neepawa westerly to the
provincial boundary; from near Virden
northerly for 20 miles; from near Dundee to
near Tyndall, about 15 miles.

MARCH
1907

MAR., 1907]

THE

Quebec and Lake St. John Railway.

We are advised that Mackenzie, Mann & Co., Ltd., have secured control of the Quebec and Lake St. John Ry., the main line of which extends from Quebec to Roberval, 189 miles, with branches from Chambord Jct. to Chicoutimi, 51 miles, and from Valcartier to St. Gabriel, 4 miles; 244 miles in all.

The Great Northern Ry., one of Mackenzie, Mann & Co.'s eastern lines, and now included in the Canadian Northern Quebec Ry., has for some time past had running powers over the Q. and L. St. J. Ry. from Rivière a Pierre Jct. to Quebec City, but is now building a cut-off from near Garneau Jct. to secure a more direct route from Ottawa to Quebec. The Q. and L. St. J. Ry. has extensive and very valuable terminals in Quebec City.

The Q. and L. St. J. Ry. will no doubt be operated as part of the Canadian Northern Quebec Ry., and by the officials of that line. J. G. Scott, General Manager of the Q. and L. St. J. Ry., will probably remain in the service in some other capacity.

MARCH 1907

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 Intercolonial Ry., and in connection with its proposal to the Government the Moncton Board of Trade passed a resolution Mar. 5, suggesting that the consideration of the same be postponed until such time as the Canadian Northern Ry. interests were in a position to ask for running rights.

Canadian Northern Ontario Ry. A deputation representing property owners in the east end waited on the Toronto Board of Control, Mar. 1, and objected to the grant of land in the Don Valley in exchange for

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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 northwesterly, 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 includes the old Port Arthur, Duluth and Western Ry., which is operated to Guntlin Narrows, at the International boundary. Surveys were made in 1902 for the extension from this point towards Duluth, but the project was dropped.

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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 Roylton. 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 northwesterly, 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 \$1.00 or with note book leaves at \$1.50. It

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Inquiry re Canadian Northern Railway.

Order 2922 issued by the Board of Railway Commissioners, May 3, recites order 2844 issued April 12, published in our May issue, directing A. F. Dillinger to enquire into certain matters connected with the Canadian Northern Ry., and continues as follows:

And whereas the said A. F. Dillinger has reported to the Board that the C.N. Ry. Co. is absolutely without facilities for operating even one-half of its mileage at the present time; that its locomotives and car shops at Winnipeg are entirely inadequate to take care of the locomotives and cars which, in the ordinary course, are required to be overhauled at least once a year, these shops being practically the same as those that were taken over from the Northern Pacific Ry. Co. a number of years ago, with the addition of some up-to-date machinery and a building that will take in about five passenger cars for general repairs; that on all well-regulated railways in the west locomotives undergo repairs at least once a year, while the transportation conditions on the C.N. Ry. during the past 12 months have not permitted the usual overhauling of engines, with the result that they are unable to perform the work expected of them; that, at the present time, the C.N. Ry. Co. has 168 engines of all classes to operate 3,000 miles of railway, and that 23 of those engines are undergoing repairs, that the company has on its lines 6,095 of its own cars and 5,008 foreign cars, or a total of 11,103 cars, that for the 30 days preceding his report the C.N. Ry. Co. had moved on an average 70,000 bush. of wheat a day, and that at this ratio it will take the company until Nov. 25, 1907, to move out the balance of the crop on its lines, that "the secret of the whole thing is lack of motive power and facilities for taking care of motive power that they have got, and that the company should have at least twice the power it has to operate its existing lines in anything like a satisfactory manner."

"And whereas it is in the public interest that the C.N. Ry. Co. should, as speedily as possible, procure and place upon its lines the additional locomotives and other rolling stock, appliances, facilities, and equipment necessary for enabling it to receive, carry, and deliver, without delay, and with due diligence, all traffic offered for carriage upon its lines. Now, therefore, in pursuance of the powers conferred upon it by sec. 60 of the Railway Act, and all other powers possessed by the Board in that respect, the Board orders that J. Hardwell, Chief Traffic Officer of the Board, be, and he is hereby, appointed and directed to make inquiry and report to the Board, what new locomotives and other rolling stock, appliances and equipment, in addition to those now possessed by it, the C.N. Ry. Co. has ordered for use on its lines of railway, and when the same respectively can reasonably be expected to be ready for use on such lines, what facilities for repairing and keeping in proper order and condition its locomotives and other rolling stock, appliances, and equipment, in addition to the facilities for such purposes now possessed by it, the C.N. Ry. Co. is now supplying and can reasonably be expected to supply and have ready for use within six months from the issue of this order. Whether, and within what time, and to what extent the C.P.R. Co. can, within six months after the issue of this order, obtain and place upon its line for use further locomotives and other rolling stock, appliances and equipment for receiving, carrying, and delivering traffic, beyond those now possessed and now ordered by the said company. And the Board doth further order that the said J. Hardwell report from time to time to the Board upon any of the matters aforesaid, as he may think desirable or as may be required by the Board."

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appointed a special agent to supervise it at Quebec. The board have pleasure in handing over to their successors in office a road in excellent physical condition, well equipped with rolling stock in a good state of repair, and controlling a steady and increasing volume of traffic.

Following are the officers and directors for the current year: President, D. B. Hanna, Toronto; Vice Presidents, G. LeMoine, Quebec; Z. A. Lash, K. C.; Toronto, other directors, P. A. Amosky, W. H. Moore, A. J. Mitchell, F. Nichols, Toronto; J. T. Ross, J. McArthur and Senator Tester, Que. The following are representative directors: J. C. Gagnon, ex Mayor of Quebec; Hon. Judge Gagné, representing Chicoutimi, and C. Fagnany, M. P. P., and Senator Choquette, representing Quebec Province.

It will be noticed that a number of changes were made in the directorate, consequently the control having been secured by Mackenzie, Mann & Co.

American Railway Engineering and Maintenance of Way Association. The annual meeting was held at Chicago, Ill., recently, when a committee report was adopted recommending changes in the present method of railway signals. The report recommended that the style of signal semaphores now in use be changed so that the signals will be given in the right hand upper quadrant of the circle instead of the lower right hand quadrant. The stop signal remains the same as heretofore, the arm of the semaphore being horizontal. But when the arm is inclined upward 45° it will mean proceed with caution instead of an arm declined with the same number of degrees. The arm inclined upward at an angle of 90° will mean proceed instead of an arm declined downward of about the same angle. The association also recommended a change in the color of red lights for stop, yellow or old plain of red lights for stop, yellow or green light for caution, and white light for proceed. The association recommended the yellow light for the night signal for caution, and a green light as the night indication for clear, thus doing away with the white light entirely. Other questions were discussed and reported on. A. W. Johnston, General Manager New York, Cleveland and St. Louis Rd., Cleveland, Ohio, was elected President.

Inquiry re Canadian Northern Railway.

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And whereas the said A. F. Dillinger has reported to the Board that the C. N. Ry. Co. is absolutely without facilities for operating even one half of its mileage at the present time, that its locomotives and car shops at Winnipeg are entirely inadequate to take care of the locomotives and cars which, in the ordinary course, are required to be overhauled at least once a year, these shops being practically the same as those that were taken over from the Northern Pacific Ry. Co. a number of years ago, with the addition of some up-to-date machinery and a building that will take in about five passenger cars for general repairs, that on all well regulated railways in the west locomotives undergo repairs at least once a year, while the transportation conditions on the C. N. Ry. during the past 12 months have not permitted the usual overhauling of engines, with the result that they are unable to perform the work expected of them, that, at the present time the C. N. Ry. Co. has 108 engines of all classes to operate 3,000 miles of railway, and that 23 of these engines are undergoing repairs, that the company has on its lines 6,035 of its own cars and 5,008 foreign cars, or a total of 11,043 cars, that for the 30 days preceding its report the C. N. Ry. Co. had moved an average 30,000 tons of wheat a day, and that at this rate it will take the company until Nov. 23, 1907, to move out the balance of the crop on its lines, that "the secret of the whole thing is lack of motive power and facilities for taking care of motive power that they have got, and that the company should have at least twice the power it has to operate its existing lines in anything like a satisfactory manner."

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Winnipeg Joint Terminals.

The Dominion Parliament at its recent session passed an act confirming an agreement between the Canadian Northern Ry., the C. T. P. Ry., the Crown, and the Commissioners of the Transcontinental Ry., respecting the Winnipeg Terminals. In moving the second reading of the act Hon. H. R. Finneyson, then Minister of Railways and Canals, said the Canadian Northern Ry. was not in a position, owing to the fact that the property to be used was covered by various issues and bonds of debentures of it and its predecessors, to convey land in fee simple. In lieu of that the C. N. Ry. conveyed to the C. T. P. Ry., and the Government in common with themselves, equal shares in possession of these lands with the right to use the same for terminal purposes for 999 years. The C. T. P. Ry. and the Government were to be assured of the use and possession of the lands under the Act. The present buildings were to be removed and new terminals were to be constructed. The C. N. Ry. was to do the work under a Superintendent of construction, who is to be appointed by that company, subject to the approval and removal at the instance of the Government.

During the time the C. T. P. Ry. is lessee of the Eastern Division of the Transcontinental Ry. the C. N. Ry. is to enjoy a half interest in the terminal, and the C. T. P. Ry. and the Government, together the other half interest. When the C. T. P. Ry. ceases to be a lessee of the Eastern Division of the Transcontinental Ry., the C. T. P. Ry., the Government are each to enjoy in and the Government a third undivided interest in the terminals. While the C. T. P. Ry. is the lessee of the Eastern Division the terminals will be operated by a terminal board of two persons, one to be appointed by each company and when the C. T. P. Ry. ceases to be the lessee the terminal board is to be composed of four persons, two to be appointed by the C. N. Ry., and one each by the C. T. P. Ry. and the Government. The commission to be payable was regulated on the following basis: first, the lands were to be put in at a fixed valuation of \$2,625,000, upon which interest at the rate of 4% a year was to be payable; the C. N. Ry. owning one half and the C. T. P. Ry. and the Government together the other half. Upon

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Canadian Northern Ry. Construction, etc.

St. John Valley Ry. The New Brunswick Legislature has passed a bill providing for the guarantee of bonds to the extent of \$15,000 a mile for the construction of a railway along the St. John River Valley. The premier in laying the proposition before the Legislature, Mar. 28, said he had discussed the proposal with W. Mackenzie, President, and D. D. Mann, Vice-President of the Canadian Northern Ry., and with C. W. Spencer, General Manager of Mackenzie, Mann & Co.'s Eastern Lines. When it was announced that the National Transcontinental Railway Commissioners' engineers had recommended the adoption of the Central route through New Brunswick, it was felt that a hardship would be done to the people of the St. John River valley, and the Government thought it might aid in the construction of such a railway by the guarantee of bonds. He wrote Mackenzie, Mann & Co. on the subject with the result that that firm said the construction of the line could be arranged upon a guarantee of bonds to the extent of \$15,000 a mile. The proposed line would cost for construction and equipment about \$30,000 a mile. It was intended by the Government that bonds would not be issued until it was assured that the line would form part of the Canadian Northern Ry. transcontinental line, and that the bonds should also be guaranteed by the Canadian Northern Ry. As a local road there would no doubt be considerable traffic, but that would not be sufficient to justify a guarantee of bonds to the extent of \$15,000 a mile.

The resolutions passed provide for the guarantee of principal and interest of first mortgage bonds of the Canadian Northern Ry., or such one of the companies owned and controlled by Mackenzie, Mann & Co. (Ltd.), and forming or intended to form part of their transcontinental railway as may be authorized by law to construct and operate a line of railway from Woodstock or Centerville, following the valley of the St. John River to Fredericton, and thence to St. John, or to the C.P.R. near Westfield, or as near thereto as may be reasonably practicable. The bonds are to be secured upon a first mortgage of the line to be constructed, and the guarantee is not to exceed \$15,000 a mile, the rate of interest is not to exceed 4%, and the principal shall be payable in not more than 50 years from the date of issue as may be determined by the Government. The guarantee shall be endorsed on the bonds from time to time as each 10 mile section is completed and approved of by the Provincial Engineer. The company is to provide in a satisfactory manner for the interest of the bonds during construction and until the line has been fully completed and equipped to the satisfaction of the Provincial Engineer. The specifications for the building of the line shall require the construction of a first-class railway, to be laid with steel rails of not less than 67 lbs. per yard; the bridges to be of steel with concrete or stone substructures. The company shall be bound to provide by all proper means against the setting or spread of fires along the line. Any money paid by the Government, whether for principal or interest, shall be deemed to be paid in discharge of the liability of the Province, but not in discharge of the liability of the company under the bonds, or under the mortgage. In case the Government should be of opinion that there has been unreasonable delay on the part of

powers. Upon such company being incorporated the Government may cause its first mortgage bonds to be guaranteed in the manner provided, such company having previously entered into a contract with the Dominion of Canada for the construction of a line entitling it to a subsidy of not less than \$6,400 a mile, and further have entered into a contract with the C.P.R., the G.T. Pacific Ry., or the Canadian Northern Ry., for the operation of its line for 99 years at a rental sufficient to meet the interest of the bonds so guaranteed. It is to be distinctly understood, the resolution sets out in conclusion, that "the authority to guarantee bonds hereunder is only to be exercised in respect to such line upon a contract being made for its construction and operation as part of the system of one of the companies owning or constructing a transcontinental railway system, or as part of the Intercolonial Ry."

The resolutions were subsequently embodied in the bill to aid certain railways, and in passing through committee a provision was inserted to the effect that if one of the subsidiary companies of the Canadian Northern Ry. should be utilized to construct the railway, the C.N.R. must either enter into direct covenant with the Crown to pay the principal and interest on the bonds guaranteed or lease the line for 99 years at a rental sufficient to pay interest on the bonds at the rate of 4%. It was also provided that the route to be followed must be approved by the Government prior to the bonds being guaranteed. The estimated length of the projected line is 155 miles. The Premier started at St. John, May 14, that the surveys for the line would be gone on with at once.

Canadian Northern Quebec Ry. D. B. Hanna, Third Vice President C.N.R., is reported as having stated at Quebec recently, that with the construction of its branch lines being proceeded with satisfactorily, he expected the line to reach Quebec in the near future. H. T. Hazen recently completed a trip of inspection over the new lines under contract, and he stated, on returning to Montreal, that very satisfactory progress was being made. Tracklaying on the line from St. Jerome to connect with the Montford and Gatineau branch was expected to be in progress early in June.

Canadian Northern Ontario Ry.—It is expected that the line from Hawkesbury to Ottawa, Ont., will be completed during the summer. Application has been made to the C.P.R. for running rights over the Alexandra bridge, Ottawa, in connection with the company's projected line westward through Pembroke to the French River. The company has filed plans showing an alternative route into Toronto avoiding the residential districts. Owing to the fact that it is impossible to arrange for the buying out of the entire area in the east end of Toronto, purchased for yard accommodation this year, the company will not require the tenants of all the houses to move until 1908. The question of the company's entrance into Ottawa has been under consideration, and the Deputy Minister of Railways advised the company, in place of securing a partially independent entrance, to join the C.T.R. at Hurdman's Bridge and come in over that company's line. The only difficulty which this suggestion presents is in regard to a connection with the company's line to the west.

Canadian Northern Ry. An agreement has been reached between the Mayor of Port

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1907

and the Government thought it might aid in the construction of such a railway by the guarantee of bonds. He wrote Mackenzie, Mann & Co. on the subject with the result that that firm said the construction of the line could be arranged upon a guarantee of bonds to the extent of \$15,000 a mile. The proposed line would cost for construction and equipment about \$30,000 a mile. It was intended by the Government that bonds would not be issued until it was assured that the line would form part of the Canadian Northern Ry. transcontinental line, and that the bonds should also be guaranteed by the Canadian Northern Ry. As a local road there would no doubt be considerable traffic, but that would not be sufficient to justify a guarantee of bonds to the extent of \$15,000 a mile.

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transcontinental railway system, or as part of the Intercolonial Ry.

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Canadian Northern Ry. Construction, Etc.

St. John Valley Ry.—G. G. Ruel, Assistant Solicitor Canadian Northern Ry., and A. E. Stewart, of the engineering department of Mackenzie, Mann & Co., Ltd., spent some time recently in visiting the various points in the St. John Valley to be reached by the projected line for which the New Brunswick Legislature has approved a guarantee of bonds to the extent of \$15,000 a mile. The route looked over near Woodstock was that of the projected Woodstock and Centreville Ry., which for a great part of the distance parallels the public highway. About one-half the distance was graded years ago. It is expected that engineering parties to locate the route will be sent out in the course of the summer.

Canadian Northern Quebec Ry.—D. D. Mann, Vice-President C. N. R., completed a trip of inspection June 10 over the lines of the C. N. Q. R. and of the Quebec and Lake St. John Ry., in the latter of which a controlling interest has been acquired. The question of the extension of this line from Roberval to the mining belt of the province, about 200 miles, is said to be under consideration. The question of the erection of car shops for the company's lines in the province is also said to be under consideration, but it is understood that the principal shops will be located at Longue Pointe, Montreal, where a large area of land was recently acquired.

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Some negotiations are in progress between C. N. O. R. officials and the Owen Sound and Meaford Ry. Co., by which the charter and rights of that company would be utilized in the construction of a branch of the Toronto-Sudbury line to Owen Sound. The O. S. and M. R. Co. is also negotiating with the G. T. R. Surveys have been made for the line by the Manitoulin and North Shore Ry., one of the Lake Superior Corporation undertakings, and by the Huron and Ontario Ry. Co., which has outlined an extensive plan of electric railways.

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Canadian Northern Ry. D. B. Hanna, Third Vice President and General Manager, completed an inspection of the line June 1, when he returned to Winnipeg from Edmonton, Alta. He stated that efforts would be made to improve conditions generally as much as possible, and to increase the rolling stock and other equipment. The reports of the construction and improvement work now in progress show that despite a number of disadvantages such as lack of labor and slow delivery of material, the work was going ahead favorably. A great deal of attention was being paid to the improvement of the road-bed along the main line and branches.

A contract has been let to S. Brown, Winnipeg, for the erection of a blacksmiths' shop, car repairing shop and planing mill, and other work in the C.N.R. yards at Fort Rouge. The round-house, which the company is erecting itself, is nearly completed.

Construction work on the Brandon-Regina line reached the C.P.R. branch running from Kenway to Souris, Man., June 5, and was suspended pending the obtaining of authority to lay a crossing. Contractor O'Keefe is constructing the line from south of Ralgonie to Regina, Sask. Contractor Cowan is working on the line from Seauth towards the C.P.R. Kenway-Souris branch.

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The Dominion Parliament at its recent session passed an act confirming an agreement between the Canadian Northern Ry., the G.T. Pacific Ry., the Crown, and the Commissioners of the Transcontinental Ry., respecting the Winnipeg Terminals. In moving the second reading of the act Hon. H. R. Emmerson, then Minister of Railways and Canals, said the Canadian Northern Ry. was not in a position, owing to the fact that the property to be used was covered by various issues and forms of adventures of it and its predecessors, to convey land in fee simple. In lieu of that the C.N.R. conveyed to the G.T.P. Ry. and the Government in common with themselves, equal shares in possession of these lands with the right to use the same for terminal purposes for 999 years. The G.T.P. Ry. and the Government were to be assured of the use and possession of the lands under the Act. The present buildings were to be removed and new terminals were to be constructed. The C.N.R. was to do the work under a Superintendent of Construction, who is to be appointed by that company, subject to the approval and removal at the instance of the Government. During the time the G.T.P.R. is lessee of the Eastern Division of the Transcontinental Ry. the C.N.R. is to enjoy a half-interest in the terminal, and the G.T.P.R. and the Government, together the other half interest. When the G.T.P.R. ceases to be a lessee of the Eastern Division of the Transcontinental Ry., the G.T.P.R. and the Government are each to enjoy independently a third undivided interest in the terminals. While the G.T.P.R. is the lessee of the Eastern Division the terminals will be operated by a terminal board of two persons, one to be appointed by each company and when the G.T.P.R. ceases to be the lessee, the terminal board is to be composed of four persons, two to be appointed by the C.N.R., and one each by the G.T.P.R. and the Government. The compensation to be payable was regulated on the following basis: first, the lands were to be put in at a fixed valuation of \$2,625,000, upon which interest at the rate of 4% a year was to be payable, the C.N.R. assuming one half and the G.T.P.R. and the Government together the other half. Upon the cost of all the improvements to be made on the lands, both in the first instance, and from time to time as may be determined, the rate of interest to be paid is 4½%. While the G.T.P.R. is lessee of the Eastern Division the expenses of the maintenance and operations of the terminals are to be borne by the two railway companies on a wheelage basis, and thereafter if the Eastern Division is operated by the Government itself, the Government would pay one-third, and become a partner in equal shares with the two companies, paying on a wheelage basis. The agreement contains full directions for the guidance of the Terminal Board, and for resort to the courts in case there are any disagreements between the parties upon any points of the same. The general clauses of the act provide that nothing in the agreement shall be taken to overrule any of the provisions of the Railway Act applicable to the companies or

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the Government notwithstanding any mort-
gage or charge, whether securing debentures
or otherwise heretofore or hereafter made
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sors, or any default thereunder. Provision
is also made in the act for the use of the
terminals by other companies, and for the
fixing of charge for the same.

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It is understood that plans for the terminal buildings are being prepared by a New York firm of architects. The new terminals will be situated, a Winnipeg report states, at the corner of Main and Water streets, and will take up a large portion of the ground bounded by Wafer st., the Assiniboine River, Main st., and the Red River. Another report, also from Winnipeg, states that it has been finally decided to locate the terminals on the Broadway and Main St. site, the Hudson's Bay Co. having refused to alter the agreement made at the time certain lands were sold for terminal and station purposes.

Ontario Railway Subsidies.

The Premier of Ontario, speaking in the Legislature, recently, said the Government still believed in a general way that the time had come to stop the granting of land and the giving of any other assistance to rail way construction, except in special cases, where the public interests were clearly served. In connection with the Algoma Central and Hudson Bay Ry., the Government had been urged to give a guarantee of bonds aggregating \$8,500,000, in return for which the railway was to surrender its land grant of 20,000 acres a mile. This land grant was one of the securities now held by the Government for its guarantee of bonds of the South Shore Marine Industries, and further the time for earning the land grant had expired. The Government, however, had come to a decision to extend the time for earning the land grant for two years, and to release it from certain conditions imposed in connection with the guarantee of bonds by the Government.

The Canadian Northern Ontario Ry. proposed to extend its line from Sudbury to a junction with the Canadian Northern Ry. at Port Arthur, Ont. This line would open up the clay belt of northern Ontario, and on its merits was a line deserving of provincial aid. The company also asked for the revival of the subsidy of \$2,000 and 5,000 acres of land a mile in aid of a line from Sudbury to Lake Abitibi, about 175 miles. The Government had decided to revive the cash subsidy only, conditional upon the line being swung to the west, so as not to be a menace to the Temiskaming and Northern Ontario Ry., the Government line. Aid by way of the guarantee of bonds of other lines for the C.N.R. it had been decided not to give.

It had been decided to give a cash subsidy of \$5,000 towards the construction of a line of three or four miles long from Chassalon, on Georgian Bay, to the C.P.R. Algoma branch, to extend the time to Dec., 1909, within which the Toronto, Lindsay and Pembroke Ry. could earn the subsidy previously voted to extend the time to Dec., 1910, within which the Irondale, Bancroft and Ottawa Ry. could earn the subsidy previously voted, and to extend the time for a year within which the subsidy previously voted could be earned by the Bracebridge and Trading Lake Ry., provided \$35,000 was expended upon the work of construction by Dec. 31.

H. G. Reid, District Master Mechanic C.P.R., North Bay, Ont., writes: "I have been a regular subscriber to your paper for the past two or three years, and find it very interesting and helpful along mechanical lines."

The Midland Ry. Co. of Manitoba has filed with the Manitoba Government its bill fixing the maximum passenger rates to be charged on its line, and the same has been announced by the Lieutenant Governor

Canadian Northern Ry. Construction, etc.

St. John Valley Ry. The New Brunswick Legislature has passed a bill providing for the guarantee of bonds to the extent of \$15,000 a mile for the construction of a railway along the St. John River Valley. The premier in laying the proposition before the Legislature, Mar. 28, said he had discussed the proposal with W. Mackenzie, President, and D. D. Mann, Vice-President of the Canadian Northern Ry., and with C. W. Spencer, General Manager of Mackenzie, Mann & Co.'s Eastern Lines. When it was announced that the National Transcontinental Railway Commissioners' engineers had recommended the adoption of the Central route through New Brunswick, it was felt that a hardship would be done to the people of the St. John River valley, and the Government thought it might aid in the construction of such a railway by the guarantee of bonds. He wrote Mackenzie, Mann & Co. on the subject with the result that that firm said the construction of the line could be arranged upon a guarantee of bonds to the extent of \$15,000 a mile. The proposed line would cost for construction and equipment about \$30,000 a mile. It was intended by the Government that bonds would not be issued until it was assured that the line would form part of the Canadian Northern Ry. transcontinental line, and that the bonds should also be guaranteed by the Canadian Northern Ry. As a local road there would no doubt be considerable traffic, but that would not be sufficient to justify a guarantee of bonds to the extent of \$15,000 a mile.

The resolutions passed provide for the guarantee of principal and interest of first mortgage bonds of the Canadian Northern Ry., or such one of the companies owned and controlled by Mackenzie, Mann & Co. (Ltd.), and forming or intended to form part of their transcontinental railway as may be authorized by law to construct and operate a line of railway from Woodstock or Centerville, following the valley of the St. John River to Fredericton, and thence to St. John, or to the C.P.R. near Westfield, or as near thereto as may be reasonably practicable. The bonds are to be secured upon a first mortgage of the line to be constructed, and the guarantee is not to exceed \$15,000 a mile, the rate of interest is not to exceed 4%, and the principal shall be payable in not more than 50 years from the date of issue as may be determined by the Government. The guarantee shall be endorsed on the bonds from time to time as each 10 mile section is completed and approved of by the Provincial Engineer. The company is to provide in a satisfactory manner for the interest of the bonds during construction, and until the line has been fully completed and equipped to the satisfaction of the Provincial Engineer. The specifications for the building of the line shall require the construction of a first-class railway, to be laid with steel rails of not less than 67 lbs. per yard, the bridges to be of steel with concrete or stone substructures. The company shall be bound to provide by all proper means against the setting or spreading of fires along the line. Any money paid by the Government, whether for principal or interest, shall be deemed to be paid in discharge of the liability of the Province, but not in discharge of the liability of the company under the bonds, or under the mortgage. In case the Government should be of opinion that there has been any unreasonable delay on the part of Mackenzie, Mann & Co. (Ltd.) in causing contracts for the construction and operation of the line to be entered into, it may by letters patent incorporate a company

powers. Upon such company being incorporated the Government may cause its first mortgage bonds to be guaranteed in the manner provided, such company having previously entered into a contract with the Dominion of Canada for the construction of a line entitling it to a subsidy of not less than \$6,400 a mile, and further have entered into a contract with the C.P.R., the G.T. Pacific Ry., or the Canadian Northern Ry., for the operation of its line for 99 years at a rental sufficient to meet the interest of the bonds so guaranteed. It is to be distinctly understood, the resolution sets out in conclusion, that "the authority to guarantee bonds hereunder is only to be exercised in respect to such line upon a contract being made for its construction and operation as part of the system of one of the companies owning or constructing a transcontinental railway system, or as part of the Intercolonial Ry."

The resolutions were subsequently embodied in the bill to aid certain railways, and in passing through committee a provision was inserted to the effect that if one of the subsidiary companies of the Canadian Northern Ry. should be utilized to construct the railway, the C.N.R. must either enter into direct covenant with the Crown to pay the principal and interest on the bonds guaranteed or lease the line for 99 years at a rental sufficient to pay interest on the bonds at the rate of 4%. It was also provided that the route to be followed must be approved by the Government prior to the bonds being guaranteed. The estimated length of the projected line is 155 miles. The Premier stated at St. John, May 14, that the surveys for the line would be gone on with at once.

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JUNE 1907

The Death of A. W. Mackenzie.

Alex. Wm. Mackenzie, second son of Wm. Mackenzie, President Canadian Northern Ry., etc., died at his house, 97 Glen Road, Toronto, on June 6. He was at the Ontario Jockey Club races at Toronto on May 30, and on returning home in the evening complained of being unwell. Dr. Jno. Caven, his family physician, was called in, and after a consultation with Dr. Primrose, it was decided that he was suffering from appendicitis, and that the only possible chance of saving his life was to operate. Dr. Primrose performed the operation on June 1, and Mr. Mackenzie progressed favorably until about 1 p.m. on June 6, when he suddenly grew worse, dying at 3.30 p.m. His wife, mother, brother, J. M. Mackenzie, and mother-in-law, Mrs. Kirkland, being with him. His father and four sisters, Miss Mackenzie, and the Misses Ethel, Catherine and Grace Mackenzie, were in England, and his two other sisters, Mrs. A. M. Grantham and Mrs. Scott Griffin, were on the Atlantic en route home.

A. W. Mackenzie was born at Kirkfield, Ont., Dec. 5, 1877, and was educated at Ridley College, St. Catharines, Ont., and at Toronto University. After leaving college, he at once entered business life in connection with his father's varied interests, and at the time of his death was Treasurer of the Canadian Northern Ry. Co., Canadian Northern Quebec Ry. Co., Canadian Northern Ontario Ry. Co., Canadian Northern Express Co., Canadian Northern Telegraph Co., and the Halifax and Southwestern Ry. Co., Secretary-Treasurer of the Inverness Railway and Coal Co., and the Pacific Coal and Oil Co., Purchasing Agent, Mackenzie, Mann & Co., Limited, Vice-President of the Rio de Janeiro Tramway, Light and Power Co. and the Sao Paulo Tramway, Light and Power Co. He was also a director of the Ontario Jockey Club, and a member of the Toronto Club, the Toronto Hunt and Country Club, the Albany Club, and the Lambton Golf club.

He married Miss Kirkland, only daughter of the late J. Kirkland, Manager of the Bank of Montreal, Toronto, who, with two children, a boy of five and a girl aged two, survives him. He was a thorough, all-round sportsman, one of the best cricketers in Ontario, a good rugby football player, an excellent horseman, following the hounds well, and also a polo player. With his brother, R. J. Mackenzie, of Winnipeg, he owned the Kirkfield stable of race-horses.

The funeral, which took place on June 9, was a military one, as he was a lieutenant in the 48th Highlanders, and was very largely attended. The coffin, draped with a flag, was carried on a gun carriage to Toronto Union Station, and thence by special train, consisting of the Canadian Northern Ry. private cars Atikokan and Athabasca, the palace car Balmoral, and a first-class car and baggage car, over the G.T.R. to Kirkfield, where service was held in the Roman Catholic church, the interment taking place in the cemetery. The relatives present were: Mrs. Wm. Mackenzie, R. J. and J. M. Mackenzie, A. M. Grantham, Scott Griffin, Ewan and Alex. Mackenzie, uncles, and Capt. Kirkland, brother-in-law. The honorary citizen pallbearers were: J. L. Counsell, A. J. Hills, T. G. Leith, K. R. Marshall, J. Meredith and G. G. Mitchell. The honorary military pallbearers were lieutenants of the 48th Highlanders, and the coffin was carried by non-commissioned officers, B. Company, of which A. W. Mackenzie was lieutenant, formed the cort.

Mrs. Scott Griffin and Mrs. A. M. Grantham only arrived in Toronto about an hour before the funeral, their husbands having met their steamer in New York and broken the news to them. R. J. Mackenzie, the oldest brother, reached Toronto from Winnipeg the morning of the funeral. Wm. Mackenzie sailed from England by the first steamer possible, arriving in Toronto on June 18, and the Misses Mackenzie arrived at the same time, although they reached New York by another steamer. They were met there by Mrs. Mackenzie, Mrs. Grantham and Mr. and Mrs. Scott Griffin.

A. W. Mackenzie was a young man of great promise, and with a splendid future before him. With the great wealth which he would have inherited, and with the enormous business enterprises of which he would have become one of the chief owners, he would, had he been spared, have been one of the most prominent men in Canada in a few years. He



ALEXANDER WILLIAM MACKENZIE.

Born Dec. 5, 1877. Died June 6, 1907.

was an industrious worker, with a good grasp of business matters, a clean sportsman and a thoroughly manly and steady man in every way. And he was absolutely unspoiled and without affectation or "side." To his father and mother, especially, the blow is a very severe one. By his friends, "Alec" Mackenzie will be truly mourned. He had a very lovable disposition, and was most constant and loyal in his friendships.

Railway Accounting Methods.

The U.S. Interstate Commerce Commission has issued the following circular to railway companies under its jurisdiction:

The purpose of this circular is to advise carriers subject to the act to regulate commerce that the Commission has duly considered the recommendations submitted by the Association of American Railway Accounting Officers, dated April 26, 1907, relative to—

- Operating revenue accounts.
- Operating expense accounts.
- Outside operations.
- Train, engine, and car miles.

Construction and equipment expenditures, and the several texts therefor, but it is not at this time prepared to promulgate a final order covering the details of these accounts. Recognizing, however, the necessity for advising carriers at the earliest practicable date of the intentions of the Commission in respect to the general and the primary operating accounts to be put in force on July 1, 1907, and to the end that preparations may be made by carriers for the introduction of these accounts on the date named, this circular, defining in a general way the objects and scope of the operating accounts, is issued.

The general and the primary operating accounts which are herein promulgated are drawn with the view of eliminating from such accounts, as far as practicable, all revenues earned or expenditures made that are not directly incident to performing the service of transportation, such as operations for which specific arbitrations or allowances are included in the rate for special service other than rail transportation, or for which an additional collection is made from shippers, consignees, or passengers for a special service performed, or operations designed or used to furnish products or services not directly connected with rail transportation. Such operations are classified as "Outside operations" and will be dealt with directly through the Income Account.

The requirements of operating officers, as well as the requirements of the Commission, have been held in mind in formulating these classifications, and in this connection it may be proper to add that carriers are at liberty to sub-divide the primary accounts here submitted to meet local requirements or temporary conditions, provided that the integrity of these primary accounts be not destroyed, and, further, that a record of important and permanent sub-divisions be filed with this office. The Commission has no desire to obstruct the further development of accounting methods. On the contrary, its aim will be to co-operate with the carriers to perfect such methods. The accounts promulgated by this circular are:

1. Operating revenue accounts.
2. Operating expense accounts; and the general and the primary accounts under each will be found in the classifications herewith submitted.

OPERATING REVENUE ACCOUNTS

as herein defined, cover—

1. Revenues derived from the transportation of traffic, including mail and express, for which a specific rate or charge is made.
2. Revenues derived from operations other than the transportation of traffic, the expenses of which can not be accurately determined and separated from operating expenses.

Revenues from operations are consequently divided into two general accounts, namely:

- I. Revenue from transportation, and
- II. Revenues from operations other than transportation.

These two general accounts are subdivided into nineteen primary accounts, which analysis results in the following classification of operating revenues:

I. Revenue from transportation—

1. Freight revenue.
2. Passenger revenue.
3. Excess-baggage revenue.
4. Parlor and chair car revenue.
5. Mail revenue.
6. Express revenue.
7. Milk revenue (on passenger trains).
8. Other passenger train service.

July 1907

kenzie, and the Misses Ethel, Catherine and Grace Mackenzie, were in England, and his two other sisters, Mrs. A. M. Grantham and Mrs. Scott Griffin, were on the Atlantic en route home.

A. W. Mackenzie was born at Kirkfield, Ont., Dec. 5, 1877, and was educated at Ridley College, St. Catharines, Ont., and at Toronto University. After leaving college, he at once entered business life in connection with his father's varied interests, and at the time of his death was Treasurer of the Canadian Northern Ry. Co., Canadian Northern Quebec Ry. Co., Canadian Northern Ontario Ry. Co., Canadian Northern Express Co., Canadian Northern Telegraph Co., and the Halifax and Southwestern Ry. Co. Secretary-Treasurer of the Inverness Railway and Coal Co., and the Pacific Coal and Oil Co., Purchasing Agent, Mackenzie, Mann & Co., Limited, Vice-President of the Rio de Janeiro Tramway, Light and Power Co., and the Sao Paulo Tramway, Light and Power Co. He was also a director of the Ontario Jockey Club, and a member of the Toronto Club, the Toronto Hunt and Country Club, the Albany Club, and the Lambton Golf club.

He married Miss Kirkland, only daughter of the late A. Kirkland, Manager of the Bank of Montreal, Toronto, who, with two children, a boy of five and a girl aged two, survives him. He was a thorough, all-round sportsman, one of the best cricketers in Ontario, a good rugby football player, an excellent horseman following the hounds well, and also a polo player. With his brother, R. J. Mackenzie, of Winnipeg, he owned the Kirkfield stable of race-horses.

The funeral, which took place on June 9, was a military one, as he was a lieutenant in the 48th Highlanders, and was very largely attended. The coffin, draped with a flag, was carried on a gun carriage to Toronto Union Station, and thence by special train, consisting of the Canadian Northern Ry. private cars Atikokan and Athabasca, the palace car Balmoral, and a first-class car and baggage car, over the G.T.R. to Kirkfield, where service was held in the Roman Catholic church, the interment taking place in the cemetery. The relatives present were: Mrs. Wm. Mackenzie, R. J. and J. M. Mackenzie, A. M. Grantham, Scott Griffin, Ewan and Alex. Mackenzie, uncles, and Capt. Kirkland, brother-in-law. The honorary citizen pallbearers were: J. L. Counsell, A. J. Hills, T. G. Leith, K. R. Marshall, J. Meredith and G. G. Mitchell. The honorary military pallbearers were lieutenants of the 48th Highlanders, and the coffin was carried by non-commissioned officers, B. Company, of which A. W. Mackenzie was lieutenant, formed the escort.



ALEXANDER WILLIAM MACKENZIE

Born Dec. 5, 1877. Died June 6, 1907.

was an industrious worker, with a good grasp of business matters, a clean sportsman and a thoroughly manly and steady man in every way. And he was absolutely unspoiled and without affectation or "side." To his father and mother, especially, the blow is a very severe one. By his friends, "Alec" Mackenzie will be truly mourned. He had a very lovable disposition, and was most constant and loyal in his friendships.

Railway Accounting Methods.

The U.S. Interstate Commerce Commission has issued the following circular to railway companies under its jurisdiction:

The purpose of this circular is to advise carriers subject to the act to regulate commerce that the Commission has duly considered the recommendations submitted by the Association of American Railway Accounting Officers, dated April 26, 1907, relative to—

- Operating revenue accounts,
- Operating expense accounts
- Outside operations,
- Train, engine, and car miles

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Canadian Northern Ry. Construction, Etc.

St. John Valley Ry. Ex-Premier Pugsley, of New Brunswick, is quoted as having stated that Mackenzie, Mann & Co. have received a report from their engineer as to the route of this projected line along the St. John River valley, to St. John, N.B. The route suggested will cross a corner of Maine, but Mr. Pugsley says it will be the shortest route between Quebec and a winter port.

Canadian Northern Quebec Ry. Construction is being progressed with at a satisfactory rate on the line between Garneau Jet and Quebec, and tracklaying is in progress. It is expected that much of the tracklaying will have been completed by the end of the year, and that the line will be fully completed and ready for operation by June, 1908. Work is being pushed between Lorette and Cap Rouge, where the road connects with the National Transcontinental Ry. The greater portion of the right of way between Quebec and the bridge terminals has been secured, most of the proprietors having come to terms with the company, while the rest will have their claims settled by arbitration.

Z. A. Eash, K.C., wrote recently to the Mayor of Quebec, stating that D. De Mann, Vice-President, authorized him to state that the report that the company proposed to erect locomotive and car shops at Montreal, had its foundation in the fact that the company had decided to erect divisional repair shops there. Further, as soon as the direct line from Garneau Jet was completed into Quebec it was the intention of the company to establish new shops in or near the city for the C.N.Q. Ry. and the Quebec and Lake St. John Ry., closing this latter company's present shops, and using the site for terminal purposes. The details of the plans had not yet been considered.

Canadian Northern Ontario Ry.—Some trouble is being experienced at different points of the line between Hawkesbury and Ottawa, in the way of getting the right of way. The track between Hawkesbury and Rockland was expected to be laid by June 30, and the contractor stated that if possession of the right of way could be obtained there would be no difficulty in having track laid to Ottawa by Sept. No formal decision has been announced regarding the entrance of the company's line into Ottawa, but it is thought that a junction will be made with the G.T.R.

H. J. Wicksteed, K.E., and J. B. Tyrrell, mining engineer, have been for some time in the Larder Lake mining district of Ontario on behalf of Mackenzie, Mann & Co. There has been some talk of the construction of a branch of the C.N.O. Ry. into the Cobalt and Larder Lake district, and the Quebec and Lake St. John Ry., controlled by Mackenzie, Mann & Co., is interested in the development of the mineral district of Quebec, of which the Larder Lake field forms a part.

The company's line from Sudbury has been completed to the Moose Mountain mines in Hutton tp., about 30 miles northerly. The mines are being developed and the ore will be taken by rail to Kew Inlet and shipped to Midland, Hamilton and U.S. points.

Canadian Northern Ry. A contract was reported let, July 18, for the construction of the erecting shop at the new shops at Fort Rouge, Winnipeg. The main building will be 3000 by 100 ft., and there will be several annexes. The contract, which has been given to Kelly Bros. & Mitchell, calls for the construction of the work by Dec.

August 1907

G.T.R.

O. F. French, who has been appointed Chief Engineer, Railways, Telephone and Telegraph Department, Manitoba Government, Winnipeg, is a native of Ohio, and is the son of a Canadian, born in the Eastern Townships of Quebec. After completing his course as an electrical engineer in 1898, he entered private employ in Cleveland and was engaged in the construction of telephone lines in Ohio, Eastern Indiana and Michigan. In 1890 he was appointed Superintendent of Equipment and Assistant General Manager of the Federal Telephone Co., and from 1893 to July, 1906, he was General Manager of the Cuyahoga Telephone Co., Ohio. Latterly he has been engaged with a construction company in the U.S.

W. H. H. Willis, who has been appointed acting Canadian Freight Agent, Pennsylvania Rd., at Toronto, was born at St. Michaels, Talbot County, Maryland, Aug. 22, 1872. Entered Pennsylvania Rd. service, transportation department, Bolton freight station, Baltimore, Md., Nov. 1, 1894, transferred to district freight solicitor's office, Washington, D.C., June 1, 1895, transferred to general freight department, Philadelphia, Pa., May 8, 1898, appointed freight solicitor Pennsylvania Rd. and Star Union Line, Philadelphia, Dec. 1, 1901, appointed agent Pennsylvania Rd., Anchor Line, Baltimore, Md., Feb. 1, 1903, appointed special agent freight department, Pittsburg, Pa., Feb. 15, 1905, appointed acting Canadian Freight Agent, Toronto, July 1, 1907, entire service with Pennsylvania Rd.

W. Wainwright, who has been appointed Fourth Vice-President G.T.R., was born in Manchester, Eng., April 30, 1840, and entered railway service Jan., 1858, with the Manchester, Sheffield and Lincoln Ry. (now the Great Central Ry., Manchester, serving successively as junior clerk, Chief Accountant's office, senior clerk in same office, and secretary to Assistant General Manager and General Manager. In 1862 he joined the staff of the G.T.R., serving one year as senior clerk in Accountant's office, three years as Managing Director's Secretary, six years as senior clerk to Managing Director and in charge of the car mileage department, eight years and five months General Passenger Agent, May, 1881, to Jan., 1891, Assistant Manager, Jan., 1891, to May 1896, Assistant General Manager, April, 1883, to Sept. 1895, also General Manager North Shore Ry., May 1896, to date of present appointment, General Assistant, Dec. 1900, to date, also Comptroller.

H. G. Kelley, who has been appointed Chief Engineer G.T.R., was born in Philadelphia, Pa., Jan. 12, 1858, and entered railway service 1881, since which he has been consecutively 1881 to 1884, Assistant Engineer on location, construction and bridge construction Northern Pacific Rd., Western and Pacific Divisions, 1884 to 1887, engaged in mining, 1887 to Jan. 1890, Resident Engineer and Superintendent

August
1907

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Canadian Northern Ry. A contract was reported let, July 18, for the construction of the erecting shop at the new shops at Port Rouge, Winnipeg. The main building will be 600 by 104 ft., and there will be several annexes. The contract, which has been given to Kelly Bros. & Mitchell, calls for the completion of the work by Dec.

The Premier of Manitoba informed a deputation July 9, that W. Mackenzie, President C.N.R., authorized him to say that the company would build a station at Oak Point, prepare roadbed and construct an extension from Oak Point at least to Lloydminster, this year. On July 15, Mr. Mackenzie

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arrived in Winnipeg on a trip of inspection, and in an interview stated that the company did not at present contemplate any further extension in the west.

W. Mackenzie had a consultation with the Premier of Saskatchewan at Regina, July 18. It was subsequently announced that an effort would be made to have the line between Brandon, Man., and Regina, completed this fall. The arrangements for securing the route into Regina were expected to be completed within a few days.

The President also visited Saskatoon, on the Prince Albert line. The company at this point purposes to build a passenger station on First Avenue, to cost \$40,000. The freight shed will be located on First Avenue, north of Twentieth Street. A roundhouse will also be built. Large extensions will be made in trackages. Tracks will be laid close to and parallel with Avenue A, and First Avenue, extending farther north than any of the present switches. Switches and side tracks will be laid to important warehouse locations.

The extension of the line from Stoney Plain to White Whale Lake, Alta., 18 miles, was expected to be completed by July 20.

President Mackenzie returned to Winnipeg July 21, after having completed an inspection of the line. He said: "We are putting in additional roundhouse accommodation at Portage la Prairie and Dauphin. We are making quite large improvements at Dauphin. We are putting up freight sheds at Humboldt, Vermilion and Vegreville, and new stations at Dalmeny, Borden, Lachiburn and Lamont. On the main line we are doing a lot of ballasting and roadbed improvements of all kinds. We are erecting a new station and making yard improvements at Brandon. We are building the main line very rapidly between Brandon and Regina, and have 60 miles of track laid already. On the Prince Albert line we are putting up a new station, roundhouse and shops at Saskatoon, and rearranging the yards there. We are enlarging our freight-shed accommodation, having them in separate places. We are putting together the facilities of our Regina and Prince Albert line, and our old line running from the east, instead of having them in separate places. We are putting in roundhouse facilities at the junction for the Hudson Bay line. On the Regina-Prince Albert line we are taking out heavy grades of one and one-quarter, and reducing them to six-tenths. We are putting in a new station at the junction of the Prince Albert line and the Hudson Bay line. We are doing a lot of work on the line between here and Port Arthur. We are replacing with a new station the one burned at Beaudette. I find the road better every time I pass over it. Gangs of men are engaged in ballasting, filling, etc. In Fort Rouge the roundhouse is about completed, and the shops are well under way."

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Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry. Track-laying is reported to have commenced on the cut-off from near Garneau Junction, into Quebec. The work is being carried on from Garneau Junction, and is expected to be completed this year. The cut-off is about 80 miles long, the contractors being O'Brien and Mullarkey. The new line from St. Jerome, to connect the old Great Northern Ry. of Canada with the old Montreal and Gatineau Colonization Ry., at St. Sauveur, Que., about 15 miles, has been completed and it was expected that it would be opened for traffic Aug. 19. The proposed line from Montreal to St. Jerome is expected to be constructed during 1908.

Canadian Northern Ontario Ry. C. W. Spencer, General Manager, is quoted as saying that trains will be running on the line between Hawkesbury and Ottawa, Ont., this fall. Several miles of track have already been made. This line is an extension easterly of the old Great Northern Ry. of Canada, now part of the Canadian Northern Quebec Ry.

J. G. G. Kerry, C.E., Montreal, has been appointed by the Dominion Government to make a report as to the best route for the Ottawa-Toronto line, for which the company has filed plans. These plans have been objected to by certain interests, and the Department of Railways decided, before finally passing them, to have an independent survey made. The section of country through which the location is objected to, lies between Smith's Falls and Lanark. The G.T.R. is interested in the Kingston, Smith's Falls and Ottawa Ry., which passes through the same section of country, and the location of this line will also be decided upon the report of this special survey.

A deputation from Parry Sound, Ont., waited on Mackenzie, Mann & Co., and the Ontario Government recently to urge the construction of a line from the Canadian Northern Ontario Ry. at Parry Sound, to North Bay, making a connection there with the Temiskaming and Northern Ontario Ry., owned by the Ontario Government.

Canadian Northern Ry. Considerable progress has been made with the erection of the new buildings at Fort Rouge, Winnipeg. The roundhouse has been almost completed, and the erecting shop has been begun. The building is of brick upon con-

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31 by 44 ft.

Several conferences have been held be-
tween representatives of the C.N.R. and of
the C.T. Pacific Ry. respecting the plans
for the projected joint terminals at Win-
nipeg. D. D. Mann stated in Winnipeg,
Aug. 8, that as the result of the con-
ferences, several changes had been decided
upon in the plans. As soon as these had
been made and approved by the companies
the C.N.R. would go ahead with the work
of construction. The plans include, in ad-
dition to the station proper, double-track
bridges across the Red and Assiniboine rivers.

As a result of a number of deputations
from the Goose Lake district of Saskatche-
wan, it has been decided to make a start
with the line projected from Saskatoon to
Calgary. Alta. W. Mackenzie, President,
said that 75 miles would be the limit that
could be undertaken this year. A right-of-
way out of Saskatoon is being arranged for,
and the farmers for 52 miles of the route
have agreed to grant a free right-of-way for
the line. A. K. Mann, it is reported, will
have charge of the construction of the
branch.

M. H. McLeod, General Manager, recently
informed the city of Brandon that the com-
pany contemplated putting up a 10-stall
roundhouse, to cost about \$50,000, a depot
costing about \$25,000, as well as extensive
yards and yard buildings. A site near the
present station has been purchased from
the Salvation Army. An effort will be
made to get as much as possible done this
year.

The Saskatchewan Government received
a telegram, Aug. 3, from W. Mackenzie,
President, C.N.R., stating that the Govern-
ment's proposition respecting the construc-
tion of a joint traffic and railway bridge
over the Saskatchewan River at Prince Al-
bert would be accepted, and that the C.N.R.
would proceed with its erection at once. It
is said that the arrangement provides for
the construction of a joint railway and
traffic bridge on cement piers with roadway
on each side of the railway track to accom-
modate traffic. The company is to com-
mence construction of the bridge at once
and have it completed by Nov. 1, 1908.
It is also said that the arrangements in-
clude an immediate extension of the rail-
way from Prince Albert westward through
Shellbrook to Battleford.

A Vancouver press report states that the
C.N.R. has asked the British Columbia
Government to guarantee interest upon an
issue of bonds for the construction of a
line from the eastern boundary of the prov-
ince to the Pacific Coast. The company
has had surveys made for a line through
the Yellowhead Pass, and it is stated that
if the B.C. Government views the proposi-
tion with favor, survey parties will be put
in the field to complete the surveys to the
coast.

J. Ogilvie, Inspector of Rolling Stock, and
General Equipment for the Railway Com-
missioners, has returned to Ottawa, after com-
pleting a trip of inspection over the railways

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fill at Cumberland Bay is completed the work of ballasting the reconstructed line will be gone on with.

By an act passed last session of the New Brunswick Legislature, the Government is authorized to grant unrequited portions of the right of way for the purpose of the erection thereon of houses for the occupation of miners engaged in the collieries along the line. (Aug. pg. 325)

New Brunswick Southern Ry. We are advised that new ties are being put in and the line is being rebalasted, the work being in charge of J. Beckwith, heretofore of the C. P. R. engineering staff. (Aug. pg. 565)

Ottawa Union Station. On his return to Ottawa, after his recent trip to Europe, Sir W. Laurier stated that one of the first things to engage his attention would be the pushing forward of the project of the new station and hotel which he was disappointed to find had been delayed during his absence. Subsequently the Premier had consultations with W. Wainwright, Fourth Vice-President of the G. T. R., and D. A. Scott, Mayor of Ottawa, in reference to the position of the plans. On Aug. 9, the G. T. R., which company has the duty imposed upon it of the erection of the new station, submitted plans for the same to the Department of Railways for approval.

The plans which had been previously submitted have been withdrawn. The site of the new station is to be adjoining Soper's bridge, and the plans provide for a terminal station with accommodation not only for the G. T. R., but for the C. P. R., and any other system desiring to utilize it. The central portion of the building will be ten storeys in height, and will be laid out as an office building for the various railway lines, and for general use. The question of the erection of an hotel is in advance, but it is expected that some steps will be taken by the G. T. R. towards building one at an early date. (Aug. pg. 377)

Quebec and New Brunswick Ry. Application will be made next session of the Dominion Parliament for an act reviving and continuing the act of incorporation of this company, and the act of incorporation of this company, and amending acts. It is also desired to have the company's powers amended by giving power to connect with the G. T. Pacific Ry. in the St. Francis River Valley, Quebec, and to have declared legal all proceedings purporting to have been taken in virtue of the provisions of the act of incorporation. The company has power to construct a rail way from Quebec to Edmundston, N. B., and some years ago did a little grading at Edmundston.

Sydney and Louisburg Ry. Surveys are being made for the construction of a line from near Glace Bay to Lunenburg, N. S. (April pg. 243)

Transatlantic and Northern Ontario Ry. The Chairman of the Commission, who has recently made a trip over the line, reports that good progress is being made with the work. Some delay is being occasioned by delay

of 1908 construction on the whole of the 85 miles from Port Daniel to Gaspé Basin will be well advanced. (Aug. pg. 561)

Vancouver, Victoria and Eastern Ry. and Navigation Co. Track has been laid this season from Chaplaka, B. C., to the international boundary to the South Fork of the Fraser River, and from there to the mouth of the river, and grading operations are in progress from Keremeos to Princeton, 15 miles. It is expected to have this part of the work completed this season. The company is also constructing some short branches to mines at Phoenix, B. C. (April, pg. 245)

Winnipeg City Power Line. The Winnipeg Board of Control has recommended the acceptance of the tender of E. F. Kendall, Kenora, Ont., for 1,000 ties for the Point Du Bois-Lac Du Bonnet Railway, at 30¢ each, and that of J. J. Corbush, Toronto, for 200 tons of 36-lb. rails, at \$39.25 a ton each. The city council is considering tenders for the construction of a wooden Howe truss bridge, of 10 spans of 80 ft. each, and one draw span of 160 ft., including piers and cribs, crossing the Winnipeg River at Lac du Bonnet narrows. (Aug. pg. 565)

Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry. Track laying is reported to have commenced on the cut off from near Garmen Junction, into Quebec. The work is being carried on from Garmen Junction, and is expected to be completed this year. The cut-off is about 80 miles long, the contractors being O'Brien and Mullarkey. The new line from St. Jerome to connect the old Great Northern Ry. of Canada with the old Montreal and Garmen Colonization Ry. at St. Sauveur, Que., about 15 miles, has been completed, and it was expected that it would be opened for traffic Aug. 19. The proposed line from Montreal to St. Jerome is expected to be constructed during 1908.

Canadian Northern Ontario Ry. A. W. Spencer, General Manager, is quoted as saying that plans will be running on the line between Hawkesbury and Ottawa, Ont., this fall. Several miles of track have already been made. This line is an extension east of the old Great Northern Ry. of Canada, now part of the Canadian Northern Ontario Ry.

J. G. Kerr, C. E., Montreal, has been appointed by the Dominion Government to make a report as to the best route for the Ottawa-Toronto line, for which the company has filed plans. These plans have been objected to by certain interests, and the Department of Railways decided, before finally passing them, to have an independent survey made. The section of country through which the location is proposed is between Smith's Falls and Lanark. The G. T. R. is interested in Kingston, Smith's Falls, and Ottawa Ry., which cross through the same section of

crete foundations. The main sleep will be laid by 572 ft., with three additional each 31 by 44 ft.

Several conferences have been held between representatives of the C. N. R. and of the G. T. Pacific Ry. respecting the plans for the projected joint terminus at Winnipeg. Mr. D. Mann stated in Winnipeg, Aug. 8, that as the result of the conference, several changes had been decided upon in the plans. As soon as these had been made and approved by the companies the C. N. R. would go ahead with the work of construction. The plans include, in addition to the station proper, double track bridges across the Red and Assiniboine rivers. As a result of a number of deputations from the Goose Lake district of Saskatchewan, it has been decided to make a start with the line projected from Saskatoon to Calgary. Mr. W. Mackenzie, President, said that 75 miles would be the limit that could be undertaken this year. A right-of-way out of Saskatoon is being arranged for, and the farmers for 32 miles of the route have agreed to grant a free right-of-way for the line. A. K. Mann, it is reported, will have charge of the construction of the line.

M. H. McLeod, General Manager recently informed the city of Brandon that the company contemplated putting up a 10-story roundhouse, to cost about \$100,000, a depot costing about \$25,000, as well as extensive yards and yard buildings. A site near the present station has been purchased from the Salvation Army. An effort will be made to get as much as possible done this year.

The Saskatchewan Government received a telegraph, Aug. 3, from W. Mackenzie, President, C. N. R., stating that the Government's proposition respecting the construction of a joint traffic and railway bridge over the Saskatchewan River at Prince Albert would be accepted, and that the C. N. R. would proceed with its erection at once. It is said that the arrangement provides for the construction of a joint railway and traffic bridge on cement piers with roadway on each side of the railway track to accommodate traffic. The company is to commence construction of the bridge at once, and have it completed by Nov. 1, 1908. It is also said that the arrangements in which an immediate extension of the rail track from Prince Albert westward through Shellbrook to Bathurst.

A Vancouver press report states that the C. N. R. has asked the British Columbia Government to guarantee interest upon an issue of bonds for the construction of a line from the eastern boundary of the province to the Pacific Coast. The company has had surveys made for a line through the Yellowhead Pass, and it is stated that if the B. C. Government views the proposition with favor, survey parties will be put in the field to complete the surveys to the coast.

J. Ogilvie, Inspector of Rolling Stock, and

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completed this year

Canadian Northern Ontario Ry. A plan showing the location of the company's projected line in the county of Two Mountains, Que., mileage 19.6 to mileage 38 east of Hawkesbury, Ont., has been deposited in the registry office at Ste. Scholastique, Que. The construction gangs on the extension of the line from Hawkesbury to Ottawa have reached that city and grading is well in hand. It is not expected, however, that the line will be completed as early as was anticipated, but H. K. Wickstead, C.E., says that trains will be running over it by the end of the year. The entrance of the line into Ottawa has not been finally determined upon, but it is expected that for the present the entrance will be over the tracks of one of the existing lines from Hurdman's Bridge.

Canadian Northern Ry. After several conferences between officials of the C.N.R. and the G.T. Pacific Ry., D. D. Mann, Vice-President C.N.R., stated Sept. 12, that the difficulty experienced in reaching a satisfactory agreement respecting the proposed union station at Winnipeg, was on account of the fact that the site at present in view did not contain sufficient room to adequately accommodate both companies to the extent they would really need. He added: "We have abandoned the idea of building the hotel in the terminal, as the limited space will not allow of it, and it will be built nearer

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Canadian Northern Ry. Construction, Etc.

Liverpool and Milton Ry. Tracklaying on the line is about completed, and the connection with the Halifax and Southwestern Ry. has been made. Four spans of the new bridge across the Mersey River have been erected, and work is being rushed on the trestle across the docks at Liverpool.

St. John Valley Ry. Wm. Mackenzie, of Mackenzie, Mann & Co., Ltd., recently made a trip of inspection over the company's eastern lines. Before returning to Toronto he said the project for the construction of a railway down the St. John River valley had not sufficiently developed for him to say anything about it.

Canadian Northern Quebec Ry. Track laying is reported to be in progress on the cut-off between Garneau Junction and Quebec city, and it is expected that the line will be completed early in the summer of 1908. Plans showing the location of the company's line between the junction with the National Transcontinental Ry. at mileage 24 west from the Quebec Bridge, and a point north of St. Foye road, have been deposited in the registry office of the county of Quebec, at Quebec city.

The line connecting the Montford branch—the old Montford and Gatineau Colonization Ry. with the company's line at St. Jerome, has been completed, and was opened for freight traffic Aug. 26, and for passenger traffic, Sept. 16. The new line extends from St. Jerome, and effects a junction with the old line near Morn's Flats, 21.6 miles. The old line extends to Huberdeau, 26 miles, giving the branch a total length of 47 miles.

The construction of the branch from St. Jacques to Rawden, Que., about nine miles, has been started, the company doing the work direct. It is expected to have it completed this year.

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Work has been started on the new roundhouse for the company at Dauphin, Man. The building is to be of solid brick. S. Brown, Winnipeg, is the contractor.

A new roundhouse is in progress of construction at Brandon, Man., the May-Sharp Construction Co., Winnipeg, being the contractors. The building is expected to be completed early in Nov. Replying to a deputation Sept. 8, M. H. McLeod, General Manager, stated that he could not make any definite promise when the erection of the new station at Brandon would be commenced.

Work is being proceeded with upon the grading of the line from Etomami, Sask., towards Hudson Bay. It is stated that it is the intention of the company to bring in large quantities of supplies during the coming winter, which will be cached at points along the right of way for use of the engineers and contractors during the following summer.

A start has been made upon the construction of the line from Saskatoon to the Goose Lake district. Contractor McCrimmon's plant reached Saskatoon from Edmonton, Sept. 12, and a camp was pitched at Bonchill, about 18 miles out. Gangs of men were set to work in both directions. A. J. Sill is engineer in charge of the work.

D. D. Mann, Vice President, stated in an interview at Edmonton, Alta., Sept. 4, that six construction trains were at work between Vermillion and Edmonton, engaged in strengthening the line. As soon as this section of the line is completed the work of rebuilding the section between Vermillion and Battleford will be taken in hand. The great trouble with the railways west of Winnipeg was the want of coal. The whole foothills country, from the Yellowhead pass to the International boundary, is an immense and continuous coal field, and it was imperative that the Canadian Northern Ry. extend its system as quickly as possible to tap these coal fields. This extension, said Mr. Mann, would be the first thing to receive the company's attention in 1908.

D. D. Mann, Vice-President, reached Vancouver, B.C., Sept. 8, and stated in an interview that the company was ready to complete the line through British Columbia to Vancouver if the Provincial Government provided a substantial subsidy. Such a line from Vancouver to the main line would, said Mr. Mann, be probably constructed before the main line was completed. He further stated that it had been decided that the Pacific terminus of the C.N.R. would not be at Port Simpson. Several plans were under consideration, but he was not in a position to make any announcement. He subsequently proceeded to Victoria, where he had several interviews with the Provincial Government upon the subsidy question. (Sept., pg. 665.)

... Construction Co. has been

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immediate delivery and a snowplow for Dec. delivery for the C.P.R.

The C.P.R. has ordered the following rolling stock: 10 passenger locomotives; Pacific type; 67 box cars, 1 refrigerator, 2 stock cars, 30 flat cars, 5 steel coal cars, at its Angus, Montreal, shops; 3 vans at its Farmham, Que., shops; 1 rotary snowplow at the Locomotive and Machine Co., Montreal; and 2 60-ton wrecking cranes in the U.S.

The Imperial Rolling Stock Co., for the Canadian Northern Ry., is placing through the Dominion Securities Co., Toronto, and W. A. Reid & Co., New York City, an issue of \$1,500,000 series O, equipment trust $4\frac{1}{2}\%$ notes. The notes mature in 10 equal annual installments beginning June 1, 1908, and are secured on 750 box cars, 170 dump cars, 140 flat cars, 25 cabooses, four snowplows, 21 ten-wheel locomotives, and 29 passenger cars.

The C.T. Pacific Ry. has ordered from the Canada Foundry Co., Toronto, 20 locomotives, to the following specifications: Weight on drivers, 125,000 lbs.; weight on leading truck, 44,000 lbs.; driving wheels, 69 ins.; cylinders, 18 and 24 ins.; truck wheels, 34 ins.; water capacity, 6,000 imp. gals.; coal capacity, 12 tons. They are of the eight-wheel express type, with two pairs of coupled drivers and four-wheel leading truck.

The Toronto, Hamilton and Buffalo Ry. is having 140 box cars built by the Canada Car Co., Montreal, which are to be of the standard specification for 60,000 lbs. capacity, and special fittings including: Diamond arch bar trucks, wheel base, 5 ft. 2 in.; Westinghouse air brakes; Simplex body and truck bolsters; Simplex-brake beams; McCord journal boxes; Canadian Bronze Co.'s journal bearings, cast iron wheels, 33 ins.

The specifications for the 32 ore cars, 100,000 lbs. capacity, 61 box cars, 40 flat cars, five stock cars, refrigerator car, ballast car, two vans, 25 colonist cars, 20 first-class car, and 10

no extra service in addition to the regular steam trains could be conveniently given. It was proposed to operate the car between Toronto and Brampton for suburban traffic, but this idea was abandoned. The operation of this car in 1906 is said to have been satisfactory from a mechanical standpoint, but the service was too exacting for one car, it daily run being 184 miles in train service and 10 miles in terminal run. There should be at least two, or possibly three cars, in order to give such a service satisfactorily.

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Canadian Northern Ry. Construction, Etc.

W. Mackenzie, President, recently completed a trip of inspection over the company's western lines. D. D. Mann, Vice-President, has also been over the lines, and in the course of an interview prior to his visit to Vancouver and Victoria, B.C., he is reported to have said since the beginning of the present year the company had expended over \$8,000,000 upon improvements to the line, rolling stock and other equipment. The work of improvement upon the company's various lines was to be proceeded with, and the industries established at Port Arthur were to be developed. The project to construct a line to Hudson Bay had not been lost sight of, although construction was not being proceeded with.

Canadian Northern Ontario Ry.—Work is being rapidly proceeded with on the line between Toronto and Sudbury, Ont. The grading has been completed from Parry Sound to the French River, and track was reported to have been laid to Shell River, 15 miles south of the French River, Sept. 30. The bridge over this river, which is 300 ft. long and 100 ft. above the water level, was completed Oct. 2, and the steel laying gang commenced work laying the track over it Oct. 3. It was expected to have the steel laid to French River by Oct. 31.

Canadian Northern Ry.—D. D. Mann, Vice-President, recently stated at Port Arthur, Ont., that it was the company's intention to carry out considerable improvements upon the main line west. The heavy grade into Stanley is to be evaded, and by means of a cut-off, starting at Slate River, and striking the main line again near Kaministiquia, the line will be shortened by nearly eleven miles between Port Arthur and Winnipeg. A new station is being built at Beaudette, Minn., to replace the one recently burned. The contract has been let to A. Johnston, Spooner, Wis.

In connection with the erection of the new workshops at Fort Rouge, it is proposed to erect a pumping station 30 by 40 ft., to contain engines capable of pumping 500 gals. of water per minute. Pipe lines are being laid to all the new shops to be connected with the pump station. The water will be obtained from the Red River, and will be available in cases of fire, as well as for the ordinary purposes of the shops.

Speaking about the joint station for the C.N.R. and the G.T. Pacific Ry. at Winnipeg, W. Mackenzie, President, said, Sept. 26, that he looked for the commencement of the work of excavation for the foundations about a month thereafter. The plans for the station at the foot of Broadway on the C.N.R. property, bounded by Main St. and the two rivers, are practically decided upon. The main entrance to the station will be on Main St. The plans of the proposed station show the entrances and exits to the station as leading under the tracks, the platforms for trains being reached by staircases and elevators, thus making it unnecessary to cross the many tracks within the station. A bridge over the Assiniboine east of the Main St. bridge will be constructed. Between the tracks of the great railway yard there will be wagon roads which lead to a main road east of the passenger tracks. This road will cross Water St. on the north and Main St. near the Main St. bridge. The driveways will lead towards Water St., the

Superintendent G. T. Pacific Ry., early in Oct. The contract for the excavation for the foundations of the new building has been let to S. Brown, Winnipeg, and a start made. The work is to be completed by Jan. 1.

The work includes the removal of 45,000 cubic yards of material. The station will have a frontage of 400 ft. on Broadway, and a depth of 230 ft.

A contract was reported to have been signed by the C.N.R. and the G.T. Pacific Ry., Oct. 14.

The company is going on with the construction of the lines into the Goose Lake district, at Disley Hill near Lumsden, and on the Brandon-Regina branch. It is reported in Battleford, Sask., that the company proposes to construct at an early date a line from a point east of Saskatoon into Battleford, Sask., at which point an area of 40 acres has recently been purchased by one of the company's officials.

The bridge building gang arrived at Prince Albert, Sask., Sept. 28, and began preparation for the construction of the substructure of the new railway and traffic bridge across the Saskatchewan River. A track is being laid from the company's yard in Prince Albert to the bridge site. Work will be gone on with on the bridge during the winter.

Westerly from Edmonton, D. D. Mann recently stated there had been graded 40 miles towards the Rocky Mountains, and 25 miles of steel had been laid.

C.N.R. Rolling Stock.—The following statement shows deliveries of locomotives and other rolling stock ordered and delivered to the C.N.R. and subsidiary lines during 1907:

	No. ordered	Deliv'd to C.N.R.	Deliv'd to subsidiary lines	Yet to be delivered
Locomotives	140	57	24	59
Box cars	1500	1100	300	100
Stock cars	200	167	25	8
Flat cars	150	135	100	3
Refrigerators	20	15	2	3
Composite cars	150	140	60	39
Steel ore cars	50	11	7	32
Caboose	15	13	7	5
Day coaches	32	7	19	6
S. D. and P. cars	8	6	2	0
B.M. and Ex.	20	12	4	4

The G.T.R. freight sheds at Toronto Junction, Ont., were destroyed by fire Oct. 18, the value of the buildings being placed at about \$4,000.

W. G. McLean, at one time in the Great Northern Ry. (U.S.A.) service in Toronto and Montreal, died in Chicago, Ill., Oct. 25, and was buried at Sarnia, Ont.

F. B. Polson, President and General Manager Polson Iron Works, Ltd., Toronto, died Oct. 28, suddenly. He had suffered somewhat from acute indigestion and had been slightly unwell for a couple of days, but no serious result was expected. He was born at Port Hope, Ont., Feb. 10, 1858, his father, W. Polson, being Mechanical Superintendent of the Grand Trunk Junction Ry. at Belleville. F. B. Polson studied engineering and was in the service of the Cobourg and Peterboro' Ry. and Mining Co., and of the Peterboro' Ry. and Mining Co., subsequently being Mechanical Superintendent of the Victoria Ry. at Lindsay, resigning in 1883 to join his father in founding the Polson Iron Works. The firm built, at Owen Sound, the S.S. Manitoba for the C.P.R., the first steel vessel constructed in Canada, and has developed into the present company, which does a large business in ship, dredge and boiler building.

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1907

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Canadian Northern Railway Report.

The following directors' report, over the signature of W. Mackenzie, President, was submitted at the annual meeting of shareholders in Toronto, Oct. 16.

The result of the company's operations for the fiscal year ended June 30, 1907, are as follows:

GROSS EARNINGS.	
Passenger traffic	\$1,464,256.18
Freight traffic	5,741,729.25
Express, mail, telegraph, dining and sleeping cars, interest on deferred land payments, and profits from elevators and other subsidiary companies	1,144,212.65
	\$8,350,198.08
WORKING EXPENSES (including taxes)	5,424,163.65
Net earnings	\$2,926,034.43
Fixed charges	1,882,489.14
Surplus for the year.	\$1,043,545.29

The gross earnings show an increase over the preceding year of \$2,446,442.47, or 41.44%, and net earnings a gain of \$697,011.67, or 31.27%. The increases are gratifying both in passenger and freight receipts. New settlers have been brought into all the districts served by the railway. The tonnage of grain, lumber and general merchandise hauled has been much heavier than in previous years, owing to the increased mileage in operation, and especially to the larger areas of land brought under cultivation along the older portions of the line. The directors invite attention to the high percentage of increase in the quantity of flour handled, as showing how quickly industries allied to agriculture are being founded in Western Canada. The working expenses were 73.49% of the gross earnings of the railway proper, and 64.96% of the gross earnings from all sources, compared with 66.49% and 62.24% respectively last year. The large increase in working expenses is due to the unprecedented character of the winter and the greater cost of labor and materials. The winter was the severest ever known in Western Canada, in persistence of low temperature, depth of snow, and duration into the spring season. In Dec., Jan., Feb. and March the operating department was obliged to devote itself to keeping communications open; this made it impossible for the traffic to earn expenses. During all the years in which the company has been in operation, no such winter has been met with, and it is but reasonable to expect that a repetition of it will not occur for many years to come. These difficulties of operation were not singular to this line, but were common to all lines in the Northwestern States as well as Western Canada. The crop following these adverse conditions, though not equal to those of some recent years, is much better than had been anticipated, and is more favorable than the crops in many other parts of the world, where the spring and summer were also unpropitious. The fertility of the soil and the character of the climate have been put to an extreme test and the results have been such that the directors regard the future with every confidence.

It was stated in the press during the winter that the company's equipment was insufficient to handle the traffic offered. While the extremely rapid development of the lines, and the unexampled growth of traffic upon them, have necessitated orders for equipment which

labor and supplies has been common to all enterprises in Canada, but the directors have employed every reasonable safeguard against undue expenditure, and will continue to do so. In the Provinces of Manitoba, Saskatchewan and Alberta, the needs of the districts served by the railway are so widespread that additional equipment of all kinds, and other facilities for the speedy handling of business must be provided. New lines are under construction to meet the demands of farmers who are already producing immense quantities of grain for remunerative shipment. Other lines are contemplated that will not only serve new localities, but, by acting as feeders, will protect the enormous revenue-producing areas which the railway has been the means of opening up. The development of these comparatively new districts during the current year has required the expenditure of large sums on structural and mechanical improvements. The roadbed has been further improved by extensive ballasting. Many stations have been built, and others enlarged. New sidings have been laid and others lengthened. At divisional points the engine-houses have been furnished with more machinery for engine and other repairs, and up-to-date plants for handling coal have been installed. Water stations have been increased and enlarged, freight sheds have been erected in many towns, and at Port Arthur particularly new accommodation for freight has been provided to keep pace with the needs of the port. At various points stockyards have been constructed. The growth of business has necessitated, in addition to these improvements, the purchase of a great deal of new rolling stock, and attention is invited to the statement of equipment, which shows the character and extent of the additions made during the year. Delivery has been constant and will continue during the current year.

The directors desire to draw attention to the land accounts, which are incorporated for the first time in the general balance sheet. In respect of lands sold, over \$5,000,000 has been collected, and is held in trust by the National Trust Co. to retire the land grant bonds, amounting to \$2,000,000, now outstanding. Deferred payments on land sales still to be collected amount to \$4,871,038.94. The company also has a stock interest in the Canadian Northern Prairie Lands Co., which shows a substantial profit on the market value of the stock taken into the railway company's accounts. Of land still unsold there are 1,828,251 acres, so that even if present land values do not advance—and the directors have no doubt that they will advance in the immediate future—a very substantial asset will accrue to the railway company. While it is especially gratifying to the directors that the company's lands have proved so attractive to settlers from the Middle and Western States, because they are thoroughly experienced in prairie farming, and, besides, being good judges of land, bring it rapidly into cultivation and thus create traffic for the railway, it is more desirable than ever to encourage the immigration of families of good British stock. The Dominion Government is doing admirable work in this direction, and a large proportion of the arrivals of recent years are settled near the railway. During August a party of British journalists travelled from Edmonton to Port Arthur over the railway, and investigated for themselves the progress made by their countrymen. The directors have observed with satisfaction,

along the company's own lines. An estimate of an increase of over \$3,000,000 in this respect is quite conservative, and is not based on such high values as those at which contiguous property in the cities and towns referred to have changed hands. The number of industries actually established in Winnipeg and elsewhere, together with large extensions of wholesale trade, are excellent indications of the permanence of business arising from the growth of settlement along the older railways, and the opening up of new territory by your own lines. The increase of urban population has been healthy and not dependent on the more speculative enterprises which sometimes accompany, but do not really affect, the filling up of a vast fertile territory.

The directors note with special gratification the establishment of blast furnaces at Port Arthur, which, from ore brought over the railway from the Atikokan mines, have, since July, been producing first-class pig-iron. Steps are being taken to double the output, and with the assured development at Port Arthur of manufactories using iron and steel the western market will naturally be supplied from Port Arthur, to the great advantage of the railway. Other mines, rich in iron, and tributary to the main line west of Port Arthur, are being opened up, and arrangements are now being completed which will insure heavy shipments of ore immediately navigation opens in 1908. The iron ranges tapped by the main line are similar to those in the adjoining State of Minnesota, which have furnished the railways serving them with an unprecedented revenue; and there is every reason to anticipate that the movement of ore from the Atikokan and Mattawan ranges will ultimately be such as to earn large revenues. Several new industries have recently been secured by the cities of Port Arthur and Fort William, which will contribute still further to the noteworthy expansion which has already taken place in connection with the company's terminals. The coal docks are without a superior in equipment. They already handle 600,000 tons in a season, and do it so expeditiously as to effect a material saving in the cost of water-borne fuel, for which there is an enormously increased demand in the Western Provinces year by year.

The direct water connection via Parry Sound and the Canadian Northern Ontario Ry. with Toronto and other Ontario points, which was established this year, has, by considerably increasing the traffic through Port Arthur to all western points, not only enhanced the value of the company's terminal property there, but has begun the diversion to the Canadian Northern Ontario Ry. of a large proportion of profitable traffic to and from the Western Provinces.

The City of Edmonton has continued to progress rapidly. Several new industries are being established, for which there is ample scope, and coal mining in the immediate vicinity has been greatly extended. As your terminals are immediately adjacent to the business centre of Edmonton, there is a corresponding gain to the company.

The lines of the Canadian Northern Quebec Ry. necessary to give the company the full advantage of connection with this system have not yet been completed. They are, however, under construction, and will be finished next year. The increase in gross

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lying down in pressing cases. New settlers have been brought into all the districts served by the railway. The tonnage of grain, lumber and general merchandise hauled has been much heavier than in previous years, owing to the increased mileage in operation, and especially to the larger areas of land brought under cultivation along the older portions of the line. The directors invite attention to the high percentage of increase in the quantity of flour handled, as showing how quickly industries allied to agriculture are being founded in Western Canada. The working expenses were 73.49% of the gross earnings of the railway proper, and 64.98% of the gross earnings from all sources, compared with 66.49% and 62.24% respectively last year. The large increase in working expenses is due to the unprecedented character of the winter and the greater cost of labor and materials. The winter was the severest ever known in Western Canada, in persistence of low temperature, depth of snow, and duration into the spring season. In Dec., Jan., Feb. and March the operating department was obliged to devote itself to keeping communications open; this made it impossible for the traffic to earn expenses. During all the years in which the company has been in operation, no such winter has been met with, and it is but reasonable to expect that a repetition of it will not occur for many years to come. These difficulties of operation were not singular to this line, but were common to all lines in the Northwestern States as well as Western Canada. The crop following these adverse conditions, though not equal to those of some recent years, is much better than had been anticipated, and is more favorable than the crops in many other parts of the world, where the spring and summer were also unpropitious. The fertility of the soil and the character of the climate have been put to an extreme test and the results have been such that the directors regard the future with every confidence.

It was stated in the press during the winter that the company's equipment was insufficient to handle the traffic offered. While the extremely rapid development of the lines, and the unexampled growth of traffic upon them, have necessitated orders for equipment which have kept the car builders continuously behind in the delivery of rolling stock ordered by the company, the delays of last winter were primarily due to weather conditions. In a normal season the traffic would have been handled without inconvenience to shippers; but the facts just cited imposed upon the railway all the disadvantages of congestion, without its compensations in revenue. As soon as spring came the congestion was expeditiously relieved. The increased cost of

engine and other repairs, and up-to-date plants for handling coal have been installed. Water stations have been increased and enlarged, freight sheds have been erected in many towns, and at Port Arthur particularly new accommodation for freight has been provided to keep pace with the needs of the port. At various points stockyards have been constructed. The growth of business has necessitated, in addition to these improvements, the purchase of a great deal of new rolling stock, and attention is invited to the character and extent of the additions made during the year. Delivery has been constant and will continue during the current year.

The directors desire to draw attention to the land accounts, which are incorporated for the first time in the general balance sheet. In respect of lands sold, over \$3,000,000 has been collected, and is held in trust by the National Trust Co. to retire the land grant bonds, amounting to \$2,000,000, now outstanding. Deferred payments on land sales still to be collected amount to \$4,874,628.91. The company also has a stock interest in the Canadian Northern Prairie Lands Co., which shows a substantial profit on the market value of the stock taken into the railway company's accounts. Of land still unsold there are 1,828,251 acres, so that even if present land values do not advance and the directors have no doubt that they will advance in the immediate future—a very substantial asset will accrue to the railway company. While it is especially gratifying to the directors that the company's lands have proved so attractive to settlers from the Middle and Western States, because they are thoroughly experienced in prairie farming, and, besides, being good judges of land, bring it rapidly into cultivation and thus create traffic for the railway, it is more desirable than ever to encourage the immigration of families of good British stock. The Dominion Government is doing admirable work in this direction, and a large proportion of the arrivals of recent years are settled near the railway. During August a party of British journalists travelled from Edmonton to Port Arthur over the railway, and investigated for themselves the progress made by their countrymen. The directors have observed with satisfaction, in the papers they represented, very favorable accounts of the country travelled and the conditions examined, and hope to see an even larger immigration from the British Isles.

The directors are glad to call attention to the greatly enhanced value of the company's terminals at Winnipeg, Port Arthur, Edmonton and other divisional points, arising from the general expansion of commerce in West-

the western market will naturally be supplied from Port Arthur, to the great advantage of the railway. Other mines, rich in iron, and tributary to the main line west of Port Arthur, are being opened up, and arrangements are now being completed which will insure heavy shipments of ore immediately navigation opens in 1908. The iron ranges tapped by the main line are similar to those in the adjoining State of Minnesota, which have furnished the railways serving them with unprecedented revenues; and there is every reason to anticipate that the movement of ore from the Atkakan and Mattawan ranges will ultimately be such as to earn large revenues. Several new industries have recently been secured by the cities of Port Arthur and Fort William, which will contribute still further to the noteworthy expansion which has already taken place in connection with the company's terminals. The coal docks are without a superior in equipment. They already handle 100,000 tons in a season, and do it so expeditiously as to effect a material saving in the cost of water-borne fuel, for which there is an enormously increased demand in the Western Provinces year by year.

The direct water connection via Parry Sound and the Canadian Northern Ontario R.V. with Toronto and other Ontario points, which was established this year, has, by considerably increasing the traffic through Port Arthur to all western points, not only enhanced the value of the company's terminal property there, but has begun the diversion to the Canadian Northern Ontario R.V. of a large proportion of profitable traffic to and from the Western Provinces.

The City of Edmonton has continued to progress rapidly. Several new industries are being established, for which there is ample scope, and coal mining in the immediate vicinity has been greatly extended. As year terminals are immediately adjacent to the business centre of Edmonton, there is a corresponding gain to the company.

The lines of the Canadian Northern Quebec R.V. necessary to give the company the full advantage of connection with this system have not yet been completed. They are, however, under construction, and will be finished next year. The increase in gross earnings has been well maintained since the close of the fiscal year, the reported figures for the months of July, August and Sept. being \$2,618,200, compared with \$1,823,100 for the same period in 1906, an increase of \$795,100.

The accounts and statistical tables appended to the report are submitted by D. B. Hanna, Third Vice-President, as follows:

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Canadian Northern Ry. Construction, Etc.

Canadian Northern System Terminals, Ltd.—A company with this title has been incorporated under the Dominion Companies Act, with a capital of \$2,000,000 and offices at Montreal, for the purpose of constructing railway terminals and everything connected therewith; hotels, parks, elevators, flour mills, smelters, power houses, etc., and to engage in mining, lumbering, the development of electric energy, shippers and forwarders and a variety of other businesses. The provisional directors are all connected with Mackenzie, Mann & Co.'s offices, or with the C.N.R.

Canadian Northern Quebec Ry.—The grading on the cut-off from near Garneau Junction to Quebec city is reported to be completed to within a few miles of the latter point. The substructures of the smaller bridges and most of those for the larger bridges have been completed. The steel for the superstructures is being delivered, and as soon as the bridge work has sufficiently progressed tracklaying will be gone on with. The contractors are O'Brien and Mullarkey.

Canadian Northern Ontario Ry.—The route for the company's projected line from Ottawa to Toronto has been approved by the Minister of Railways, for the portion between Toronto and Verona. With Toronto as a starting point the line runs up the Don Valley to East Don, and under the G.T.R. to the end of the York yards, passing in front of Scarborough cliffs. From there it goes north of Oshawa and Bowmanville along the height of land to Orono, 45 miles from Toronto. It skirts Port Hope and runs into Cobourg. Crossing the G.T.R. near Brighton it takes in Trenton and Belleville, and goes up the Salmon River to Verona. The route which the company desires to follow from this point goes on to Portland, runs south of Rideau Lake and Smith's Falls. The company has served notices of expropriation on property owners affected, for a new highway running from Rosedale Ravine Drive to Bay View Ave., which it is to construct under agreement with the city in return for rights over Bay View Ave. Several of the property owners have taken steps to fight the expropriation proceedings.

The Canadian Northern Ry. is erecting large freight sheds at Humboldt, Sask.

Grading on the new line into Regina, Sask., was expected to be completed by the end of Nov., and the tracklaying gang was following up closely. The track is expected to be laid

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mills, smelters, power houses, etc., and to engage in mining, lumbering, the development of electric energy, shippers and forwarders and a variety of other businesses. The provisional directors are all connected with Mackenzie, Mann & Co.'s offices, or with the C.N.R.

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Construction on the line from Saskatoon to Goose Lake, Sask., is being proceeded with, and recent reports state that nearly 20 miles of grading has been completed from about 10 miles out of Saskatoon. The question of the entrance into Saskatoon was decided Nov. 11, and work was immediately started on the right-of-way in the city as well as at various points on the 10 mile gap. The route of the line from Dalmeny to Saskatoon, 15 miles, and from mileage 17 south of Saskatoon to the south-west of Goose Lake, mileage 73, has been approved by the Minister of Railways. Local reports state that the company's intention is to extend this line to Calgary. (Nov., pg. 825).

The Northern Navigation Co. of Ontario has decided, for the present, not to order a new vessel to replace the wrecked Monarch.

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