

CPR TORONTO TO SUDBURY

C H RIFF

NEW C. P. R. TRAIN SERVICE.

**Commenced on Tuesday — Difficulty
with the Grand Trunk Results in
a Fresh Service.**

The result of the difficulty between the Grand Trunk Railway System and the Canadian Pacific Railway, which arose over the increased rates demanded by the former line for the use of its line to North Bay, has been the establishment of another service by the latter company. The old agreement expired some weeks ago, and since then representatives of the company have been in conference at Montreal trying to arrange a settlement but without success.

On Friday morning the C. P. R. announced that having failed to come to terms with the Grand Trunk, they had decided to run a train of their own via Smith's Falls and Arncliffe between North Bay and Toronto. The distance to be covered by the C. P. R. is over double that of the Grand Trunk, but the new time table issued by the former shows that the time of the trip will only exceed by three hours and a half, the time taken by the Grand Trunk train. The hour of departure from the Union Station, Toronto, by the C. P. R. will be 12.30 p. m. daily, and the hour of the arrival of the train will be 3.30 p. m., daily. At present the Grand Trunk train leaves Toronto at 1.20 p. m., arriving at its destination at 9.55 p. m., and the train from North Bay is due here at 4.50 p. m.

The new train on the latter route commenced running on Tuesday.

The west-bound train will arrive here at 12.37 and the east-bound at 3.25.

February 8 1898

December 1, 1898.

VIA NORTH BAY.

The Canadian Pacific Resumed Its Service Over the Grand Trunk Tracks To-Day.

The nature of the settlement between the Grand Trunk and the Canadian Pacific Railways is in part revealed in the announcement that the Canadian Pacific Com'y. commenced running trains to day to the Northwest, over the North Bay route. On this date the Canadian Pacific also put on an improved service, with a through sleeper from Toronto to Winnipeg.

No announcement is made yet as to rates to Winnipeg, but it is said they will be lower than the rates which ruled before the war began.

The officials of both companies are arranging for the time-service. The Canadian Pacific wants to continue the daily 12.30 train, so as to catch the western connections. The Grand Trunk train leaves Toronto about an hour earlier, and the officials do not want to alter their time table.

The settlement seems to indicate that the Canadian Pacific has abandoned its intention of building an independent line, to connect with the main line to Manitoba.

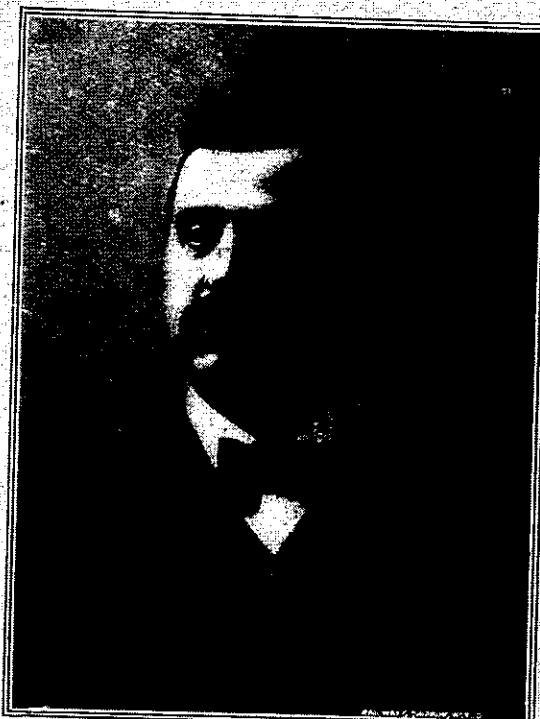
The Toronto-Sudbury Lines.

As stated in our last issue, the C.P.R. has started construction upon a line from Romford, near Sudbury, southerly to a point near Toronto. The route of this proposed line parallels, and in some points is identical with that surveyed for the James Bay Ry., a line projected by Mackenzie, Mann & Co. in the interests of the Canadian Northern Ry. Referring to the starting of work by the C.P.R., W. Mackenzie, President Canadian Northern Ry., recently stated that James Bay Ry. Co.'s location surveys were about completed and the subsidies arranged for, and that it was his firm's intention to arrange a contract for construction almost immediately, and that work would be commenced about July 1. Mr. Mackenzie added: "I know little about the C.P.R. people's intentions, but they certainly have no authority to build such a line. The C.P.R. charter embraced a branch from Sudbury to the city of Toronto, but the time allowed to build was to 1891, and not only has this time lapsed, but no parliamentary authority for the construction of the road has ever been secured by that company."

Section 14 of the agreement between the Dominion Government and the incorporators of the C.P.R., which forms the schedule to the C.P.R. Act of 1881, says: "The company shall have the right, from time to time, to lay out, construct, equip, maintain and work branch lines of railway from any point or points along their main line of railway to any point or points within the territory of the Dominion. Provided that before commencing any branch, they shall first deposit a map and plan of such branch in the Department of Railways."

The James Bay Ry., by Z. A. Lash, R.C., Chief Solicitor, has filed protests with the Ontario Government and with the Dominion Board of Railway Commissioners, against the construction of the C.P.R. line. This protest is accompanied by a copy of an opinion given by the late Sir Oliver Mowat as Minister of Justice on Nov. 13, 1897. The opinion was given in connection with claims made by the C.P.R. and other railway companies to certain lands in Manitoba and the Northwest Territories, and in dealing with that question the Minister of Justice referred to the power claimed by the C.P.R. to build branch lines from its main line. On this point he said: "I think, though the point is not free from difficulty, that the time for building branch lines was limited to the time mentioned in clause 4 of the contract. That clause stipulates for the completion on or before May 1, 1891, of the works therein described as the east and centre sections of the road and section 15 of the act (charter) provides for the company's

constructing the main line, and an existing branch described in the act, and also other branches to be located by the company from time to time as provided by the said contract. . . . the said main line of railway and the said branch lines of railway shall be commenced and completed as provided by the said contract. This language is so clear and explicit that it is out of the question to suppose it not to have been intended that there should be a limit of time as regards the branches. Not only does the act expressly state the contrary, but to give an unlimited time for com-



GEORGE COLLINS,

Receiver and Manager, Central Ontario Railway.

encing or completing a railway authorized by any act would have been contrary to the whole course of railway legislation. It would be contrary also to the policy of the General Railway Act of 1879, s. 28 (6), which act is referred to in the 22nd clause of the contract as applying to the C.P.R. so far as applicable thereto and as not inconsistent with the act relating to that company. Now it is true that the 4th section of the contract does not expressly mention branch lines. But it being quite clear from the 15th section of the act that it was intended there should be a limit of time both for commencing and for completing

these, that Parliament interpreted some provision in the contract as containing a limit or as showing a limit when read with the 15th section of the act, and that the only provision on the subject of such a limit is the 4th clause of the contract, that clause is to be construed accordingly. The words 'the said main line of railway and the said branch lines of railway shall be commenced and completed as provided by the said contract' may be read as including in the eastern and centre sections named the branch lines which the company should build therefrom under the authority of the act, or the 15th section may be read as if it said 'provided for by the contract in respect of the works therein specified.' It was evidently intended by Parliament to put the main line and the branch lines on the same footing in this respect. It has been suggested that the 15th section may be read as limiting time for those branch lines only which the company had contracted to build, but these are no more provided for by the words than other branch lines are; and if the 4th clause may in the light of the 15th section be read so as to embrace the branch lines contracted for, these may be read in like manner as embracing the branch lines located by the company from time to time."

Sir Oliver Mowat, in his opinion above quoted, referred to the policy of the Consolidated Railway Act of 1879, sec. 28, subsec. 6, as being contrary to the C.P.R.'s contention that its power to build branch lines from its main lines had not lapsed. But it was especially provided by the C.P.R. Act of 1881, sec. 23, that the above-mentioned subsection of the Consolidated Railway Act should not apply to the C.P.R.

Referring to the statement that the C.P.R. had no right to construct the proposed branch, A. R. Creelman, R.C., its Chief Solicitor, recently said: "There is no trouble whatever as to our right to build the road. We have looked carefully into the matter and there is no question as to our right to build branch lines. We have not, in fact, asked for parliamentary authority to build from Toronto to Sudbury simply because we have already secured this right. As a matter of fact, we have already started construction."

We have reason to believe that the C.P.R. management is very firmly of the opinion that it still has the right to build branch lines from its main line, and that if the matter is taken to the courts it is quite prepared to meet the arguments which may be advanced to the contrary.

The matter will come before the Board of Railway Commissioners at Ottawa, early in July, in connection with an application of the C.P.R. Co. to make certain changes in their proposed location.

Toronto-Sudbury Branch. Work has so far progressed on the line from Bolton Jct., on the Owen Sound branch, towards Parry Sound, that a train service has been put on to Muskoka, 103.7 miles. At Bala the trains will connect with the Muskoka Lakes Navigation and Hotel Co.'s steamboats. Construction is in progress northward through Parry Sound to the French River, to which point the line has been completed from Romford, the point of junction with the transcontinental line near Sudbury. It is expected that the whole line will be completed within the next twelve months.

1905

P 481

Woodbridge to Bolton. A contract has been let to G. A. Begy & Co., St. Catharines, Ont., for reducing gradients and straightening out curves on the Owen Sound branch between Woodbridge and Bolton, Ont., about 10 miles. The work consists of earth excavations, concrete, fencing, etc., and is to be completed by Oct. 1. It is contemplated to construct a second track from Toronto Junction to Bolton Jct., 22.8 miles so as to provide for the increased traffic consequent on the approaching completion of the Toronto-Sudbury branch.

Toronto-Sudbury Line.—A contract has been let to the Ross & Harris Co., Limited, Montreal, for the construction of 40 miles of line between Parry Sound and Byng Inlet, Ont. This section will complete the line from Bolton, on the Toronto, Grey and Bruce branch, to Romford, on the transcontinental line of the C.P.R., connecting the section under construction from Bolton with that being constructed southerly from Romford. The contract covers everything in connection with a completed railway. The headquarters of the contractors for the present will be at Parry Sound, Ont. They will sublet all the work except tracklaying and ballasting. The company's engineer locally in charge of the work is F. G. Mackie.

MAY 1906

P 263

Toronto-Sudbury Branch.—F. S. Darling, Division Engineer of Construction, is reported to have stated that owing to certain difficulties which had arisen it would be impossible to have the first section of the new line from Bolton to Sudbury opened for traffic this year, and that it would take a lot of work to get the line opened by Aug., 1907. (May, pg. 263).

1906

P 471

Toronto-Sudbury Line.—In connection with the development of traffic on this line the company is taking out curves and gradients between Weston and Bolton, Ont., on its Toronto-Owen Sound line. A new right-of-way is being acquired at several points, and there will be a considerable amount of heavy work, particularly at Woodbridge.

November
1907

The erection of stations and freight sheds on the section of the line north of French River has been completed, and the contractors—Woolrich and Leslie—have transferred their plant to the Muskoka section, where they are engaged in putting up various buildings.

P 827

Toronto - Romford Line. The finishing touches are being given to the sections of the Bolton-Romford line between Bala and Romford, which had not been completed when work closed down at the end of 1907, and everything is expected to be in order for the putting on of a regular train service June 15.

MAY 1908

Toronto-Sudbury Line.—J. Ross, of Ross and Harris, contractors for the construction of 40 miles on this line, is quoted as having stated in Montreal, Feb. 13, that track had been laid on the last section, and that the entire line will be completed in June. Two steam shovels were at work and the ballasting is being gone on with as rapidly as possible. The line was constructed as a branch of the C.P.R. from near Romford, 6.2 miles east of Sudbury, southerly to Bolton Junction, on the old Toronto, Grey and Bruce Line.

MARCH
1908

P 199

Toronto-Sudbury Line. The new line from Bolton Junction on the Toronto-Owen Sound line to Romford, Ont., on the company's discontinuous line, will be opened for traffic June 15. It was opened as far as the line for the Muskoka tourist season, in 1907. The engineer of the Ontario Department of Public Works in his report for 1907 refers to the work in progress, and says the heavy bridge work has been done on the northerly end of the line, notably at French Sound, where the valley of the Seguin River has been crossed by an elevated steel trestle and at French River.

JUNE
1908

P 399

Toronto to Sudbury. Sir T. G. Shaughnessy, President, and a number of officials of the company went out from Toronto in a special train June 9, on an inspection trip, but did not get further than the southern branch of the Naiscootyong River, about 40 miles north of Parry Sound. At this point one of the piers of the bridge settled, letting one of the spans fall, just after a work train had got across. Temporary repairs were made, and the line was opened for traffic through to Sudbury, a distance of 260 miles from Toronto, June 15. The line extends from Bolton Junction on the Owen Sound line to Romford, on the company's transcontinental line, and was constructed as a branch line under the original charter. Construction was started at Romford, south-ly, and subsequently at Bolton Junction, and the section from the latter point to Baia was opened for traffic in June, 1907. The stations on the section now opened are at Muskoka, which will be a divisional point; Barnsdale, Parry Sound, Carling, Point au Baril, Naiscootyong, Byng Inlet, Pickerel, Rutter, Paget and Burwash.

July 1908

7475

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July 1908
p475

HOW A RAILROAD OPENS FOR TRAFFIC.

**C.P.R. Road From Toronto to
Sudbury Now Running.**

VERY PICTURESQUE ROUTE.

**Special Train Took Agents to
the New Stations.**

**First Passenger Train by New Line
Left at 9.30 Last Night—Road
Was Begun Three Years Ago and
Cost \$11,000,000—Wild Scenery
of Lakes, Woods and Rocks.**

At 1 o'clock in the dark morning hours of Friday last there crawled out from the Union Station, through the deserted railway yards, past North Parkdale, a strange train—an engine hauling a few freight cars, a caboose, a day coach, a sleeper, a dining car, and on the end an official business car. Nobody in particular saw the train go out or thought about it when it disappeared into the north. And it was gone two days. At 3 o'clock yesterday morning it crawled back again into the big, empty station. It was covered with white dust and drawn by a work-stained, sweating engine. As the releasing air-brakes whistled under the cars a handful of railway officials and newspaper men stumbled sleepily out on the platform and went home under the breaking dawn.

That was the return of the first Canadian Pacific train to travel through on the new Toronto to Sudbury line and back again. It signified the completion of the last 136 1-2 miles of the most difficult kind of railroad engineering work outside of mountain construction; the final link between Bala, on the Muskoka lakes, and Romford Junction, on the C. P. R. main line close to Sudbury, connecting Toronto direct with the latter station, providing a route 60 miles shorter than the North Bay route, and cutting in distance and connections eight hours from the time formerly required to reach main line points west of Sudbury. It signified, too, the completion of a task on which thousands of men have been toiling in the rocky wildernesses of northern Ontario for three years; the completion of a road hewn through granite hills, carried over sink holes and bridged above mighty rivers. It stands for the accomplished

talk to but the section boss, a stray Indian or a fire ranger, or by wire to the next man down the line. In opening the new station there is nothing at all of ceremony. The door is unlocked and Superintendent Marshall shoves in the telegraph plug and tests the wire. Meantime a clock, a desk, stationary, forms, scales, lamps, pictures of lake liners, brooms, pails and personal effects are hustled from the freight cars, and the train moves out again.

In one case the station and the section man's house were the only buildings in the community, and the woods, dark, untracked, unknown, brushed the sills of the new building.

"Hope mine's a bit more lively," commented one young man on the train.

The latest man installed heard the remark "Oh, I don't know," he said. "I guess this'll be all right. Look at that! I've a rose garden!" Out of a seam in a great bald rock beside the building grew a profusion of wild roses.

"That'll help some kid, but I'd advise you straight—get married," the other returned as the train moved out.

Millions of Pounds of Dynamite.

There were from four million to five million pounds of dynamite used in blasting for this section of the C.P.R. That means over 2,000 tons, and it is not unnatural to expect interesting features along such a road. The jagged cuttings, the rusted faces of the rocks made grim pictures that stood in bold contrast to the places where lakes lay dreaming among the hills, surrounded by evergreen woods and filled with shadows and reflections. All along the way were exquisite views—that of Georgian Bay's vari-shaded waters from the 1,800-foot viaduct that carries the train 103 feet above the streets of Parry Sound, and that of Bower's Bay, farther north, and "The Hole in the Wall" beside it. Here and there inviting streams of clear, swift water fled into the woods, or great rivers like the Magnetawan and French rolled in state under the C.P.R. bridges. Deserted log chauties hinted of the winter work of the construction camp, while every now and then the old Government road between Byng Inlet and Parry Sound crossing the track gave vistas of the inner woods.

Friday evening the train stood for some time on the huge trestle over the Magnetawan River. The sun was sliding behind a sunset cloud, and the dusk was creeping over the black water. Beside the bridge an Indian was fishing, solemn and content, with a sickly smudge curling upward from the bow of the canoe. Presently he caught a fish, a good-sized pickerel. He dangled it before the eyes of the audience in the train, then cast it to the bottom of the canoe and went on fishing. That night the fireflies made fairy carnival in the low-lying land along the track, and the mosquitoes made another carnival inside the car. Once the train passed a construction camp, where the Hungarians stood in groups about little red fires trying to keep the omnivorous insects away. They looked up stolidly.

End of a Long Work.

All the construction men saw in the coming of the "special" was the end of a long work. From the "dagoes" to the tanned boss, from the boss to the assistant engineers, even to the chief himself, they all looked at the passenger coaches as though they were an intrusion. We first saw the real "boss," Mr. John G. Sullivan, handing by one

THE
GLOBE

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NIAGARA UNHARNESSED, AMERICAN FALLS RAN FREE FOR FIVE HOURS.

Power Plants Shut Down, Their Loads
Transferred to Canadian Side—
Engineers Found Protecting Wall
of One of Upper Steel Arch Bridge
Piers Undermined.

(Special Despatch to The Globe.)

Niagara Falls, N. Y., June 14.—All the power plants on the United States side were shut down for five hours today, and the load of 175,000 horsepower was shifted to the Canadian plants to enable engineers to examine the American abutments of the upper steel arch bridge which the current had undermined. It was thought the United States Government also took observations of the volume of water going over the American fall when the power houses were not diverting it. So far as the eye of man can distinguish, the American cataract has lost nothing, either in volume or in beauty by the diversion of water for electric power development.

Promptly at midnight the gates of the Niagara Falls Power Co. were closed. In spite of the fact that six years have passed since the last examination of the tunnel was made, there was not a brick displaced, nor were there any marks of erosion. Everything was as trim as the day the tunnel was completed.

All the time the inspection of the cataract and the tunnel was under way the engineers of the International Railway Company, in charge of Thomas Pomfrey were hard at work investigating the condition of the North American shore abutments of the upper steel arch bridge.

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With the fragrant
brain and the
inert body.

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Ontario.

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Main 4398.

**FISH HORNS ALL READY
TO HAIL 'BIG BILL' TAFT.**

(Continued from Page 1.)

Rival delegations have put in claims from more than one State, but the committee has in every case decided in favor of the delegates pledged to Taft. This has caused considerable

FIGHTING PA

T. S. NEWSPAPER
HAVE A NEW

Arranging With Pul
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Output of Mills

(Associated Press
New York, June 14)

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style not able to sell
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higher price.

HAMILTON

A TALK TO ITALI
KNIFE QUE

GLOBE
JUNE 15, 1908

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Opening a New Road.

When the special pulled out of the Union Station she carried, besides the company's officials and the newspapermen, twelve men going up as station agents into the new country. In the baggage car and the freight cars were the hundred and one little things that go to make up the equipment of a station from the ink to the clock. It was no tour of inspection in which the officials were engaged. Every department of the company's work connected with stations was represented on the train. Mr. J. R. Nelson was aboard as divisional superintendent, and Mr. John G. Sullivan as manager of construction east of Fort William. Mr. William Marshall as superintendent of telegraph construction; Mr. T. F. Savage, travelling freight agent; Mr. G. Apps, assistant general baggage agent; Mr. T. C. Ray, train and station inspector; Mr. D. J. McFeggan, route agent, Dominion Express Company; Mr. B. W. Armstrong, city passenger agent, Parry Sound; Mr. J. W. Porter and Mr. A. J. Isbester, assistant engineers, and Mr. D. Carmichael and Mr. A. C. Harshaw, trainmasters. Mr. J. J. Brignall, travelling passenger agent, not only looked after his department's interests, but acted also as a most efficient host for the party.

North of Bala the work of opening and equipping the stations began. There were twelve of them, and twelve agents were dropped one at a time at Muskoka, Barnesdale, Parry Sound, Peart, Shawanaga, Point au Baril, Naiscontyong, Ryng Inlet, Still, Pick-erel, Rutter and Burwash. Most of them were young men, some married and some single. In some cases a night operator was left, making two men for one station, but in most the agent was left alone, with nobody to

help him try to keep the voracious insects away. They looked up stolidly.

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His car was attached to the special on the down trip, but for a time he rode in the cupola leaning out of the window, note-book in hand, drawing rough sketches of curves and marking points that were to be remedied. That evening he consented to talk to the newspaper men in his own car. It was interesting for them.

He told them that the work on this road began in June, 1905. It has cost \$11,000,000, or \$45,000 per mile, including bridges. Some years ago Mr. Sullivan was assistant chief engineer on the Panama Canal, yet he stated that in the work there there had been probably less engineering difficulties day by day than were met with on the C. P. R. line.

First of Its Kind in World.

"This is the first piece of road 226 miles long in all the world," he said, "built to so high a standard, that is, 40 curves and 3-10 per cent. grades. At the time we were grading we had 5,000 men working on the line with between 500 and 600 teams. We have 1,000 men working now. Our bridges and rails are all from Canadian works."

Speaking of the French River bridge, which, by the way, is so designed that it may be made into a swing bridge in case the Georgian Bay Canal were built, Mr. Sullivan stated that the foundations alone had cost \$45,000. One of the piers stands in 45 feet of water. The bridge itself weighs 2,300,000 pounds. The loss of life in the building of the line had been comparatively small, three men in the actual work and four men in other ways.

It was an engrossing story Mr. Sullivan told of how one of the C. P. R.'s engineers, Mr. Kilally of Montreal, had walked the whole length of the route on a reconnaissance tour before the surveyors set out. The walk occupied months and was covered practically alone.

At several places along the way deer tracks lay in the sand at the side of the roadbed, and when a few miles out from Sudbury a herd of fifteen suddenly crossed the rails and disappeared into the woods farther down.

The north trip occupied from 1 a.m. to 12 p.m. Friday. On the return the train left Sudbury at 8 o'clock Saturday morning and arrived in Toronto at 3 a.m. Sunday. Twenty-seven half-fast trains on the road north of Bala interfered, of course, with the rate of progress.

SENT TO PENITENTIARY.

Sullivan and Reilly Given Terms for

While he was driving to Schoenbrunn Castle two women were noticed to be attempting, as he approached, to take something from a bag they had with them. They were arrested and the something was found to be a bomb.

partisan of Mutal Masid, the insurgent Sultan of Morocco, recently delivered an attack upon the Straghna tribesmen for refusing to accept his brother as Calid. Three hundred of the Straghna were killed and four hundred were wounded.

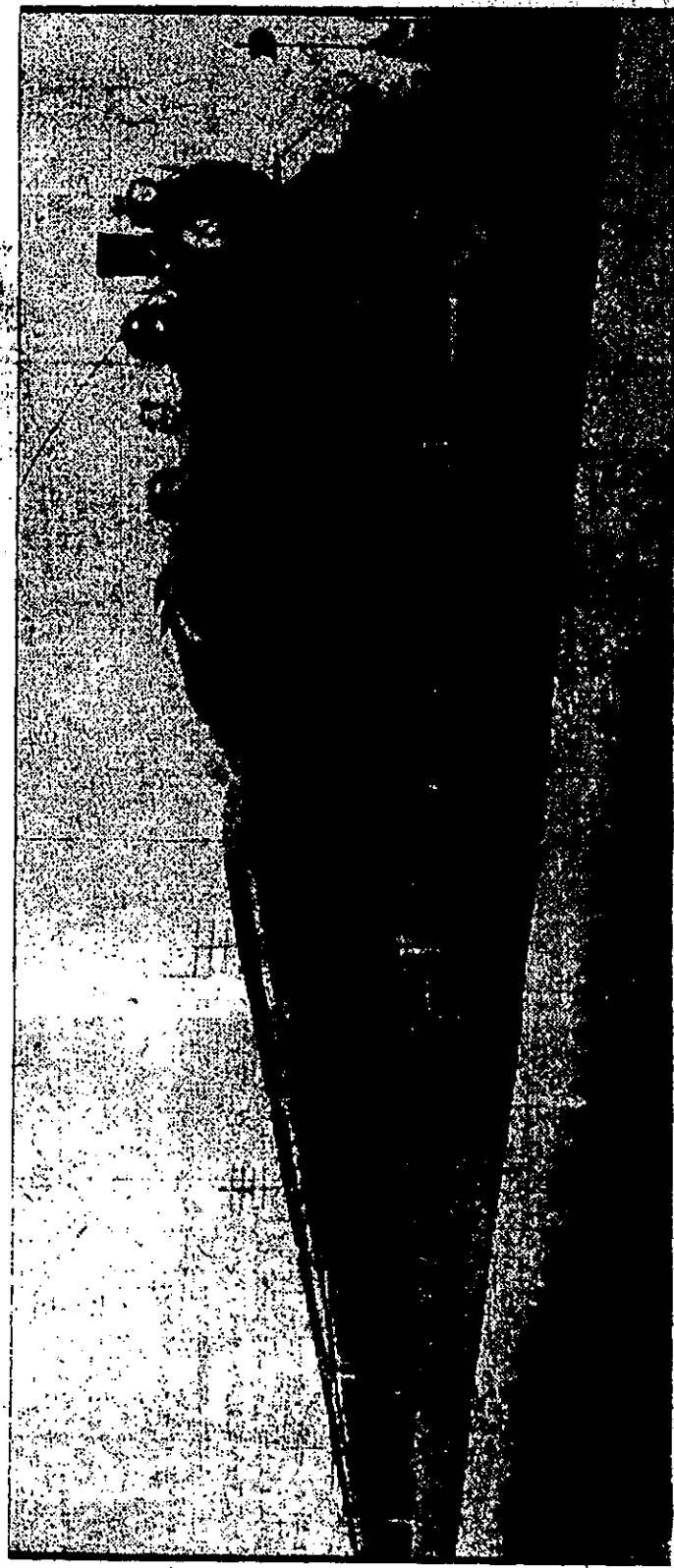
lided With Warship at Portsmouth.
(Associated Press Despatch.)
Portsmouth, June 13.—The British steamer Bengora Head ran amuck in Portsmouth harbor this afternoon and narrowly escaped splitting herself upon place.

George's Church. As soon as the young woman's money was gone Ackland suddenly left her without any explanation. She had, however, learned sufficient as to his family connections, and she shortly after went back to England, where the arrest took place.

strengthening the Anglo-tente, and, thirdly, as a balance of power in Europe. Some little irritation is the suspicion with which the German press regards the Berlin Tageblatt that the world's peace tended to down some of the bitterest the Anglophobe organs of which embittered the Great Britain and Germany were closed by the person of King Edward, has ed.

Teachers and Globe.

No teacher desirous of ing up the ladder can do without a daily gl The Globe's "Teachers" column. In Saturday there were fifty-seven comments under this head. them calling for two persons, ranging from School specialists to ma'ams for remote and Saskatchewan. A teacher does not subscribe to the is not in touch with the lions of employment in



FIRST CANADIAN PACIFIC RAILWAY PASSENGER TRAIN, NO. 23, WHICH LEFT THE UNION STATION OVER THE NEW DIRECT LINE FOR WINNIPEG, IT CUTS THE TIME BETWEEN TORONTO AND WINNIPEG BY EIGHT HOURS.

French River Bridge.

Monsarrat, M. Can. Soc. C.E.

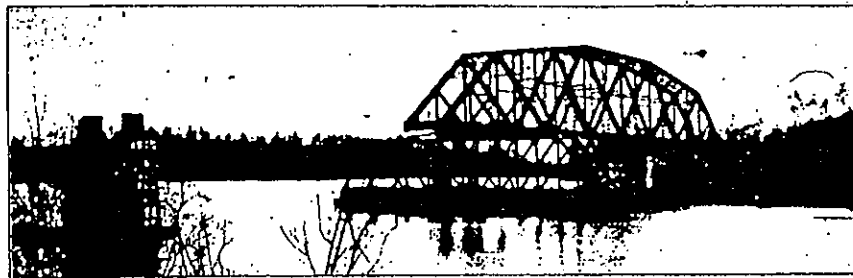
C.P.R. branch line, extending N. Ont., about six miles east of the company's main Trans-line, southerly to Bolton Jet., meets with the Owen Sound sec-21 miles north of Toronto, in-der of important bridges, one of of which is that crossing the r., about 43 miles south of Rom-bridge is located at a point where a width of approximately 550', th of the water for about three-crossing averages 90'. The char-ottom is rock, with about 10' of rlying it. The current is, how-ight, being only about 3-10 of a r.

to avoid the great expense of pier in the deep water, it was ary to locate the first pier 415' north abutment, where a good was obtained in about 48' of dimensions of this pier are 9' x p under the coping, which is 2' in overhang of $4\frac{1}{2}$ ' on all sides, ter of 1 in 12 on each side for a making the bottom of the shaft ig 14' x 30', the ends being vert-undation, or footing, is 21' x 33' 40' high; the total height of the nd it was designed to resist the s from the spans supported by a second and smaller pier located r south in about 15' of water, the ch has a batter on each side of 1 al height of this pier is 44', and s at the top are 6' x 16' under or coping, which overhangs

The abutments at both ends at the water's edge. The north uld not be built farther south on the rock at this point, which is in the west side.

out the substructure three inde-angulations were made. Refer- were located on the tops of the her side of the river, on three s, one along the centre line, and end of the piers; these points ough to permit of an instrument on one side and a foresight being e opposite shore at any time dur-ress of the work. After the abut- piers were located, they were steel tape rigged as follows: A as set in the rock at the north : river directly on the centre line e, and from this a $\frac{1}{8}$ " diameter was stretched across to the south ade taut by block and tackle. To ging of the cable, floats, having it exactly the same level as the ere anchored in the river at fre-vals to support it. Rings were : this cable every 1' and a 600' ased through them.

ulties encountered in getting plant d for the substructure to the site ionally arduous. Everything had ht in from French River Village, Bay, at the mouth of the French st, rapids had to be overcome, age of a mile and a half, then the gain floated up the Pickering River



July 1908

(which had its difficulties too) a distance of 23 miles, to what is called the Horse Shoe Falls. There the outfit was elevated some 25', loaded again and transported some 12 miles over a swift and rough course to the bridge site. Broken stone and sand used in making the concrete was hauled 12 or 15 miles through a wilderness by teams in winter. The contractor's plant consisted of the usual concrete outfit of picks, shovels, concrete mixer, blacksmithing outfit, and other things incidental thereto; one submarine drill, complete for preparing the foundations; several sets of drill steel averaging 45' in length, one 30' high steel frame with sliding carriage for drill, truck wheels, and operating platform. This outfit was operated by hydraulic pressure furnished by a large high pressure pump, having the necessary attachments and connections; two 30 h.p. boilers, two 32 h.p. hoisting engines with derricks and swinging gear complete, one $1\frac{1}{2}$ -yard orange peel bucket; two 20 h.p. hoisting engines with derricks; four large scows, 24' x 60', and two tugs; two sets of diving apparatus, in addition to many other odds and ends of machinery. The drilling machinery was placed on the scows, which were anchored at the pier sites. After holes were drilled, they were shot with dynamite, and the loose rock removed by means of the orange peel bucket, or a derrick with chains and grappling hooks at the bottom, until the foundation had been properly benched and levelled off. Holes were then drilled in the rock about 4' apart, and 2" diameter steel dowels, 6' long, set in them, and projecting about 3' up into the concrete footing. The timber caisson for pier 1 was built about 48' high and well reinforced with timber braces. Heavy canvas was attached around the bottom on the inside, and after the caisson was sunk into position, the divers went down and rolled this out. Concrete in sacks was then deposited around the edges to make it conform to the contour of the rock and so prevent any wash or current through the pier. Mortar, of a constituency of one part of cement to two parts of sand, was then deposited to the amount of 50 cubic yards, followed without any interruption by the work of concreting, which was carried on by means of bottom-dumping buckets. The concrete, up to water level, was mixed in proportions of one part of cement, two of sand, and four of broken stone, and above water one part of cement, three of sand, and five of broken stone. Similar methods were followed in constructing the second and smaller pier. The quantities of concrete in the substructure aggregate 3,020 cubic yards, as follows: North abutment, 913 c.y.; no. 1, or main pier, 1,421 c.y.; pier 2,

229 c.y., and south abutment, 680 c.y.; rock excavation, 337 c.y.; earth, 141 c.y.

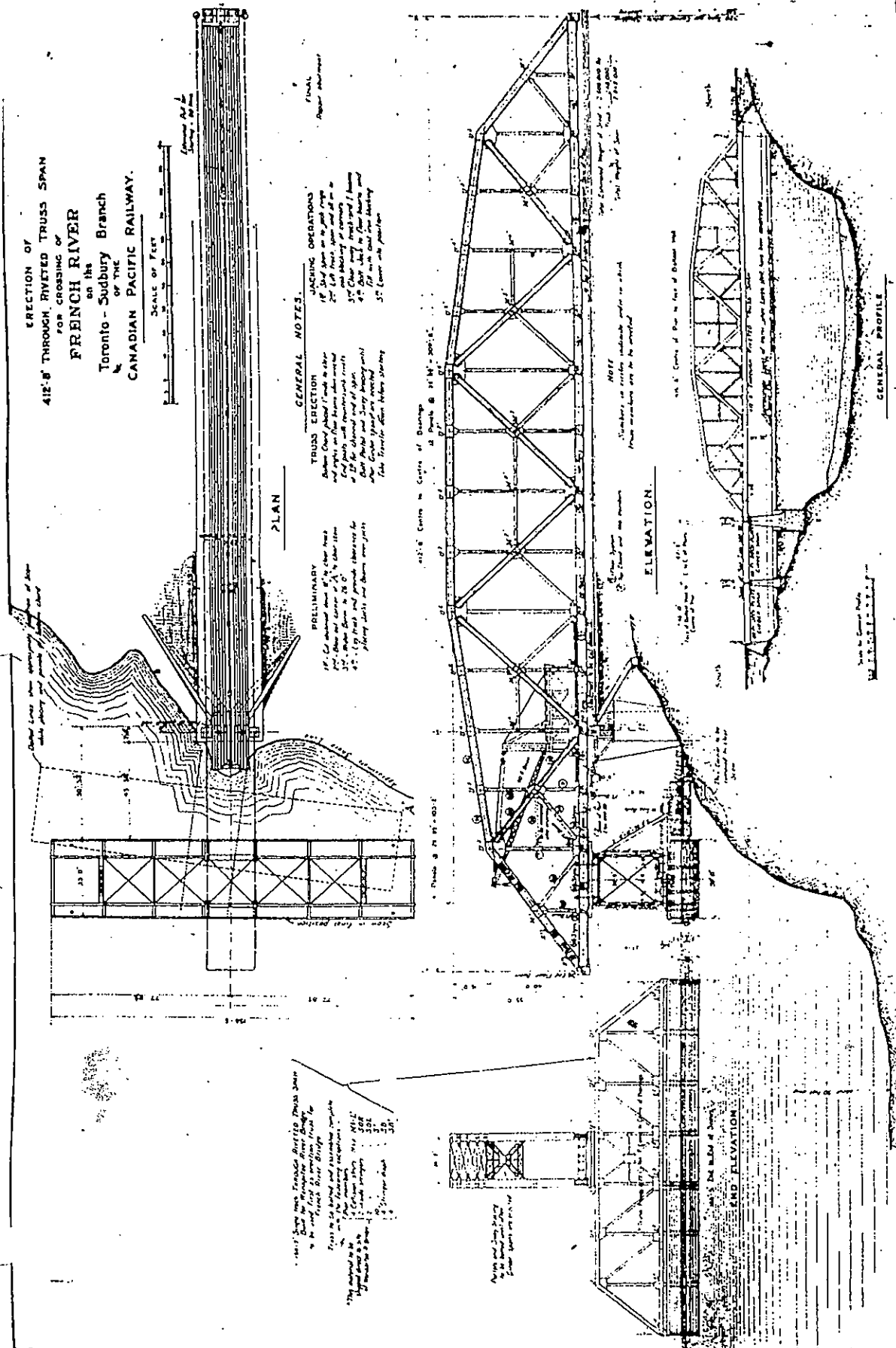
The above layout required one 415' span, over the deepest part of the crossing, which was designed as a riveted, subpanelled, through Warren truss with inclined top chords (weighing 2,563,362 lbs.) and two 60' deck plate girder spans (weighing together 126,540 lbs.) over shallower water to the south abutment. The superstructure was designed in accordance with the requirements of C.P.R. 1905 specification, providing for a live load of two typical consolidation engines coupled together, weighing 337,000 lbs. each, followed by a uniform train load of 4,000 lbs. per lined foot.

Probably the most interesting feature in connection with this work was the erection of the main truss span. On account of the great depth of water, it was not possible to build falsework and erect the span in its proper place, so after due consideration of several possible schemes of erection it was decided to erect the span on the north approach embankment, on the centre line of the bridge (produced) and launch it forward by supporting the forward end on a large scow, and sliding the rear, or north end, on a skidway of greased rails. This embankment, immediately north of the north abutment, was a new fill consisting mainly of boulders, coarse gravel, and sand, with a maximum height of about 25' against the abutment, running out to the natural surface of the ground about 100' north. The width of the embankment at subgrade was 16', and in order to provide a proper bearing for the skidway, it had to be widened to 26'. On this specially prepared roadbed two parallel skidways, about 316' long, were built, 10' centre to centre, each consisting of railway ties about 15" on centres, with a 12" x 12" timber 16' long, every 10', to tie the two skidways together. On these ties were laid five lines of 12" x 12" longitudinal timbers, over which was laid a flooring of 3" x 12" planks, supporting 7 lines of 80-lb. rails, laid with joints staggered and securely spiked and bolted together.

The steel work was accordingly erected on the embankment, using a specially-designed traveller, consisting of two 60' boom derricks of 10 tons capacity each, mounted upon a timber framework designed to travel upon rails gauged 14' centres, the platform of the traveller being placed 12' 7" above top of rail, so that heavy cars, loaded with bridge material, could readily pass underneath on standard gauge railway track, and the material be picked up by the traveller-booms. Each of the 60' boom derricks was handled by separate double-drum heavy engines, placed at the rear end of the traveller and forming part of the 20 tons of counterweight on each side required to provide for the up-lift due to loading the boom derricks. The assembling of the span on the embankment was, in itself, quite a difficult operation, on account of the large size of the members to be handled, some of them weighing as much as 10 tons. Before any work was started, the order in which each member was to be erected was fixed and clearly shown on the erection diagram. In order to permit of supporting the forward end of the span, by



ERECTION OF
412'-8" THROUGH PIVOTED TRUSS SPAN
FOR CROSSING OF
FRENCH RIVER
on the
Toronto - Sudbury Branch
OF THE
CANADIAN PACIFIC RAILWAY.



THE CANADIAN PACIFIC RAILWAY CO.'S BRIDGE AT FRENCH RIVER, ONT., ON THE TORONTO-ROMFORD BRANCH. FOR DESCRIPTION SEE PAGES 499 AND 503.

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scow, it was necessary to erect it with its end projecting over the water about 10'. The bottom chords and floor system, except that portion overhanging the water, were first placed in position by means of a propelling derrick car, ties were then laid temporary track on the steel stringers, the traveller erected with which the balance of the span was assembled.

In placing the two end bottom chord sections on top of the stiffening span, it was necessary to place the scow in a temporary position shown in dotted lines on the accompanying plan, so that they could be placed on the traveller, the forward trucks of which could not be run out beyond the panel point along over the bridge seat on the abutment. In this it was necessary to blast out some of the rock projecting out under the water, clear the northeast corner of the scow. When these chords were placed the scow was returned to its correct position and the action of the overhanging portion, as a cantilever, from the portion of the span previously erected upon the embankment, was proceeded with. In order to place the scow at the proper elevation under the projecting end of the large span, it was necessary to depress it about 4' by pumping in water. As the water ballast would render the scow unstable transversely until it took a bearing under the 415' span, it was necessary to use a small balancing scow, which was placed at the north side of the large scow and secured to the latter and the stiffening span, by means of diagonal and horizontal struts, and was equipped with counterweight and adjusting screws to provide for any raising or lowering of the large scow. The general dimensions of the large scow, referred to, which was built at the site, were: Length, 155'; 33' beam, and 12' deep; made in two sections for convenience in launching. It was built of 12" x 12" timbers for the ends; bulkheads and intermediate frames, 6" x 12"; sheathing on the sides, 4" x 12" for the bottom, with joints staggered and secured to the framing with 3/8" x 12" lag screws. The bulkheads were spaced 22' 1" centre to centre to conform with the panel points of the 150' through truss span, which was erected on the scow as a stiffening span, each panel point being blocked on a cross bulkhead. All seams in the sheathing, up to about 2' above lead water line, were caulked with oakum.

On completion of the assembling of the large span, the traveller was taken down, the temporary floor removed, and all old connections, excepting end portals and sway bracing, were riveted before launching was started. The field rivets, of which there were approximately 60,000, 3/8" diameter, were driven by means of pneumatic rivetingammers, a compressed air plant having been installed for the purpose. The scow was fitted with boiler and double-drum hoisting engine, as well as a centrifugal pump, with suction and discharge pipes, and a steering arrangement located over the double bulkhead forming the ends of the two component parts of the scow by which the water pumped could be controlled and directed into either of the scow. Each intermediate bulkhead had an 8" x 8" hole near the bottom, so to equalize the water in each compartment. The load from the south end of the 415' span, and the 150' stiffening truss supported the scow, was about 1,000 tons. The load in the north end of the span, amounting to about 60 tons, was transmitted to the skidway through the two large fixed end cast iron shoes (used temporarily for the purpose), and 10' centre to centre, under the end beam, which had been designed with a view to such use. This arrangement of the castings left a clear space under the scow bearings for landing of the span on oak blocking over the bridge seats preparatory to being jacked down to its bearings. The

oak blocking was required for the temporary support of the span at an elevation about 8' 6 1/2" higher than its final position, this height being necessary to permit the skidway to pass over the parapet wall of the abutment. Between the aforementioned cast iron shoes and the skidway rails was placed a 3/8" steel plate, large enough to include both castings, with strips riveted to its under side to form guides to engage the rails on the skidway.

When the scow was in position under the overhanging end of the main span in front of the north abutment and transverse to the centre line of the bridge, two guide anchors were located on the opposite shore at an angle of 45°. Holes were drilled in the rock and 3 1/2" steel bars were grouted in a vertical position. To each of these anchors were secured a two-sheave steel block carrying four lines of 3/8" wire cable, forming the forward guy lines, which were wound up simultaneously on the drums of the hoisting engine, on the scow, as the span moved forward, steadying the floating end from any effect of wind or current. The tackle used to haul the 415' span into position, consisted of two specially-constructed steel pulley blocks, having 14 sheaves each, through which was reeved a 3/8" diameter steel wire cable 1,000' long, with a fall line leading back to the drum of a hoisting engine located on the land at the north end of the skidway. This engine was a 32 h.p. Beatty double-drum hoisting engine, with two cylinders 8" x 12", boiler 41" in diameter by 108" high, and capable of pulling 8,000 lbs. on a single line. One of the large blocks was secured to the skidding plate under the castings, and the other to the rear end of a string of bottom laterals belonging to a 250' through span designed for the crossing of the Pickering River, a short distance south of the French, consisting of two angles 6" x 4" x 1/2" each, used as pulling links. These were in turn secured by a pin to a box girder supported by struts in front of the north abutment. Each section of these laterals was about 30' long, and when the two large blocks were brought together one or two sets of lateral links were removed and the blocks overhauled. When the last section was reached it was removed, and the forward block secured by the pin direct to the box girder.

When everything was in readiness, on the evening of Oct. 27, 1907, the scow was pumped out by means of the centrifugal pump, until the span was raised off the blocking. When this occurred it was found that there still remained a foot of water in the scow, showing that an ample margin of buoyancy had been allowed. At 8 a.m. on the 28th, the engine was started, and with the assistance of a slight shove from two 40-ton hydraulic jacks, the large span started on its way, moving on the well-greased skidding rails at the rate of 4' to 6' per minute. Considerable time was lost owing to the inability of the small boiler of the hoisting engine to start a sufficient steam pressure and also in the overhauling of the very heavy tackle. The actual time occupied in moving the span was 3 hours, and in overhauling tackle, etc., 4 hours. The span was landed on its blocking at 4.05 p.m., without a hitch of any kind. Trouble had been anticipated with settlement of the skidway on the new dump in view of the 60-ton concentrated moving load passing over it, but in no case was the settlement over 6", and it was uniform at both sides, the greatest variation of the span from the level being about 1/8" in its width. So smoothly did the span move that it was possible to set it in its final location with the engine alone, without the assistance of jacks, and by means of the steering control afforded by the forward guy lines the span was within 3/4" of its proper alignment when landed on the main pier on the south side of the river.

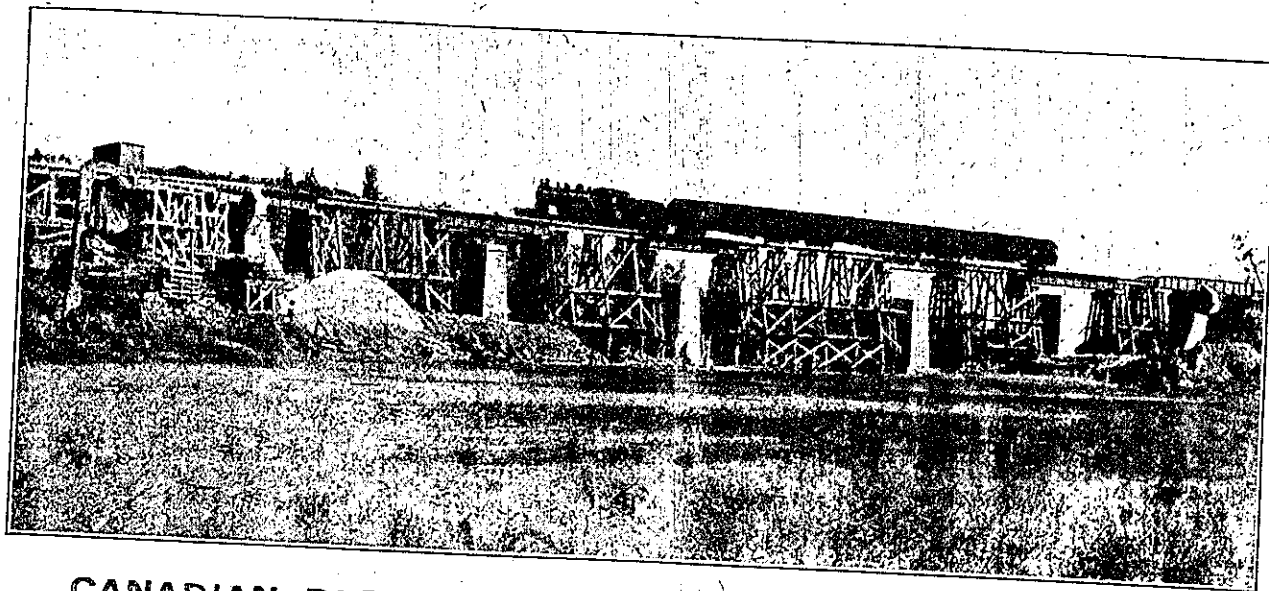
The lowering of the span to its final bearings on the bridge seats was accomplished by

means of two specially-constructed 500-ton hydraulic jacks. After the span was landed on the wooden blocking, the skidway castings and skidding plate were removed and cast steel cup plates were bolted to the under side of the floor beam, these plates being turned out to fit over a cast steel disc-plate 23" diameter by 3 1/2" thick, placed on top of the plunger of each jack; between the bottom edges of these discs and the shoulders of the jack cylinders were placed a number of 1/2" steel plate half ring shims, as a safety precaution against accident should anything go wrong with the jacks; in which event the weight would be transferred to the massive jack cylinders. The jacks were each placed on blocking consisting of three superimposed steel cylinders filled with concrete, over which were placed a number of cast iron cellular blocks 2' 10" in diameter by 3 1/2" thick. The 1/2" shim plates were removed one at a time as the span was lowered, so that in no case was there left a space greater than 1/2" between the under side of the disc and the jack shoulders. Before the last of these shims was removed the span was landed on the oak blocking, the jacks released and one or more sections of cast iron blocking removed, the jacks pumped up, shims replaced, and the operation repeated until all the cast iron blocking had been removed, when one of the concrete-filled cylinders was taken out, the casting and shims replaced, and so on, until the span was landed on its permanent shoes. The oak blocking was also removed as the span was lowered, the top of it being kept high enough to free the jacks while shims were being adjusted. When the span had been lowered about 4' at one end, the jacks were transferred to the other and similar operations carried out there. That end, however, was lowered right down to the shoes before the jacks were returned to the end first lowered.

The bridge was designed by the C.P.R. Bridge Department, at Montreal, C. N. Monsarrat, Engineer of Bridges. The substructure was built by the Toronto Construction Co., of Toronto, under supervision of F. S. Darling, Division Engineer of Construction, while the steel work was manufactured and erected by the Canadian Bridge Co., of Walkerville, Ont. A. L. Colby was manager of construction, and C. Pettie general foreman in charge of steel erection.

I believe that this is the longest and heaviest single track fixed span yet built and erected in Canada, or ever erected by the end launching method.

The foregoing paper was read at a meeting of the Canadian Society of Civil Engineers recently.



CANADIAN PACIFIC RAILWAY "SHAW CREEK BRIDGE"
NEAR BALA, ONT.

The bridge piers illustrated above rest on rock—the safe, sure way—and the owner has eliminated the possibility of failure. Do not gamble with the margin of safety; let the first cost be the last. We will build your foundations and assure permanence on any of the following bases:

LUMP SUM

FIXED FEE

UNIT PRICE

PERCENTAGE

THE FOUNDATION COMPANY LIMITED

MONTREAL

WINNIPEG

AD WRECK ON C.P.R. SUBURRY LINE NEAR TOTTENHAM VILLAGE

OUR PASSENGERS WERE SERI-

OUSLY HURT, BUT NOT FATALLY

MAN TUMBLED OVER STEEP EM- BANKMENT LATE SATURDAY NIGHT

Stock and Rolling Stock Was in Good Con- dition and No Cause Known for Accident —Passengers Tell Graphic Stories of the Mysterious Derailment

TOTTENHAM, June 28.—A most
dramatic escape from what would
at first to have been a ter-
rible disaster occurred Saturday
night about 11.30 o'clock, 1 1-2 miles
from Tottenham.

came an alarm that the occupants of
the stateroom, a lady, her two chil-
dren and nurse, were missing. It was
found that the room door was tight-
ly wedged, but on the room door be-
ing smashed with an axe the occu-
pants were found uninjured.

Splendid work was done by a C.P.
R. driver named Boucher, a resident
of North Bay, who was on board the
wrecked flyer. Possessed of a power-
ful voice, he used it in reassuring the
frightened passengers that everyone
was safe.

STORY OF THE RUN

The train which met with the dis-
aster left Toronto at 9.30 on Satur-
day evening with about two hundred
passengers on board. The crew con-
sisted of Engineers Newman and Fol-
lis, Conductor Gillis, Brakemen Bax-
ter and McKinnon and Baggageman
Blackburn. The engine was one of
the best, No. 867.

Engineer Newman is a first-class
man of great experience, and so is
his assistant engineer, Follis. The
engine was under complete control at
the time of the accident, and as noth-
ing appears to have been wrong with
the roadbed, it may be that a break
or some flaw in the train gear caus-
ed the accident.

R.'s new line between Toronto and
Suburby. The member for Manitou-
lin was himself wedged pretty tight-
ly into his berth, by the contents of
other berths falling on top of him.
When he struggled free everything
was in pitch darkness, and the car
was on its side. Breaking a window
on the side that was uppermost he
along with others crawled out over
the top of the car. The danger from
fire having been averted, the passen-
gers and train officials anxiously set
to work to ascertain whether every-
body had escaped.

One lady who was travelling with
her infant child suffered some agoniz-
ing moments. She could not find her
offspring anywhere, and cut the air
with her shrieks. "My baby! My
baby is killed!" Subsequently, how-
ever, it was found that the child
had already been rescued and was
once again sleeping peacefully. Then

JULY 2-1908

July 1, 1908, at
Tottenham.

Westbound Winnipeg train, leaving
Toronto at 9.30, left the rails,
five coaches, including tourists
sleepers, were precipitated down
bankment of over 20 feet, turn-
ing upside down, one car go-
ing to the east side of the track and
the other four to the west.

Engine, baggage car and the
rest of the train remained on the
track.

Most of the passengers, number-
ing about 200, had retired, which
made the work of extricating more
difficult.

It was half an hour before all had
been taken from the wreck. Luckily,
there was no fire in the coaches, else
it would assuredly have been lives

as had a wreck with as little injuries
to passengers.

PASSENGERS' EXPERIENCES

"This is the second wreck in which
I have been," said Mr. J. E. Price,
who is a member of the firm of Trex-
ler, Price & Anderson, a manufactur-
ing concern at Regina, Sask. "I was
in the wreck at Chapleau, near Sud-
bury, on the C.P.R. some time ago,
and escaped uninjured. On that oc-
casion I learned a whole lot about
train wrecks. After the train had
pulled out of the Union Depot on Sat-
urday I got into an upper berth in
one of the rear cars. I did not go
to sleep, however, and as soon as the
train began to quiver I got nervous
and jumped out of the berth. Just
at that moment the car overturned
and when I recovered my senses I
found that I had been thrown into a
lower berth, which had closed in on
me."

JUST A LITTLE CURVE

The express left Zalgrave on Satur-
day night on time, but did not stop
at Tottenham. It had reached a
point nearly two miles beyond the
latter place when the accident occur-
red. The engineer in charge and sev-
eral other locomotive engineers who
were passengers on their way to the
Lake Superior division of the road
said that the train was running
about the usual speed of about forty
to forty-five miles an hour when they
felt the cars leave the track. There
is a very slight curve at the point.
When the accident occurred the cou-
plings snapped, and the first wheel
of the tender left the track, but did
very little damage to the permanent
way, the engine being promptly stop-
ped, and it was able to couple up to
the next train and take it on to Sud-
bury. The baggage car and the se-
cond coach did not leave the track,
only one of the trucks of the latter
car left the rails. The cars which
did not run off were the tourist sleep-
er, the dining car, the first-class car,
the Bala sleeper and the through
sleeper. Four of the cars went to
the left and one to the right when
they ran loose. Nearly all the pas-
sengers were asleep, and those in the
sleepers crawled and scrambled out
in very light attire. Dr. Oldcotts,
who was on the train, and Dr.
Wright of Tottenham attended to the
injured, and all that was possible was
done before the relief train from Tor-
onto arrived with doctors and nurses.
Messrs. Grout, Dullington, Gourlay,
Roach and Boucher, all engineers in
the service of the company, who were
on the train, were of great assistance
in helping to clear up the wreck and
take care of the passengers.

Conductor Gillis, who was brought
to Toronto on the special train and
was able

FORTY INJURED

There are a number with broken
heads and bad scalp wounds num-
bering probably 15, of a serious na-
ture, with a total of at least 40 in-
juries. The railway officials place the
figure very much less than this, but
not above the number.

Many of the passengers who were
on the train were a part of an ex-
pedition party who had been to the
Model Farm and were return-
ing to Toronto. With a very few
exceptions they were all in one car,
the coach had the greater num-
ber of victims.

A marvellous escape was that of a
two-year-old baby which was being
nursed by its mother, Mrs. Mor-
gan, of the city editor of The
Toronto Sun. The little one was
thrown from its berth and could not
be found by its mother for some 20
minutes. The whereabouts was at
last discovered by the infant's cry-
ing and it was taken out none the
less from the mix-up.

The passengers were conveyed by
cabs here, where they were cared
for by local doctors and volunteer

This morning an auxiliary
hospital, which brought up
Toronto, which brought up
hospital cars as well as two
and as many physicians, had
badly hurt removed to this
where every comfort and at-
tention was given. At 1 o'clock this
morning those passengers who de-
sired to proceed were taken by speci-
al train from here to the scene of the
wreck where a train had arrived
from Bala, and where they were
cared, with their baggage.

A number was also made up for Tor-
onto and a number returned on this
city. Among those of the pas-
sengers who escaped unhurt was R.

Pictures of Wreck Showing Ditched Car

Orangeville

JULY 2 1908

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passengers were conveyed by here, where they were cared by local doctors and volunteer. This morning an auxiliary Toronto, which brought up hospital cars as well as two and as many physicians, had badly hurt removed to this where every comfort and at was given. At 1 o'clock this those passengers who de- proceed were taken by speci- from here to the scene of the where a train had arrived Bala, and where they were arred, with their baggage.

ain was also made up for Tor- and a number returned on this city. Among those of the pas who escaped unhurt was R. Mey, M.L.A., of Manitoulin.

officials of the C.P.R. were courteous to those of the wreck and everything in their pow done for the comfort of the

CAUSE A MYSTERY

caused the accident is a mys- ere. The rolling stock was in ss shape, and the part of the adjacent to Tottenham was al- considered the best part of the between Toronto and Bala. roadbed has been in use since. The ties and rails were com- torn up for a distance of 600 feet, but will be all in run- der tonight.

mor that the track had spread another that the roadbed had way, were afterwards proven not correct, and the train, running fast, was not going the

is a very slight curve at the point. When the accident occurred the couplings snapped, and the first wheel of the tender left the track, but did very little damage to the permanent way, the engine being promptly stop- ped, and it was able to couple up to the next train and take it on to Sud- bury. The baggage car and the se- cond coach did not leave the track, only one of the trucks of the latter car left the rails. The cars which did not run off were the tourist sleep- er, the dining car, the first-class car, the Bala sleeper and the through sleeper. Four of the cars went to the left and one to the right when they ran loose. Nearly all the pas- sengers were asleep, and those in the sleepers crawled and scrambled out in very light attire. Dr. Oldcotts, who was on the train, and Dr. Wright of Tottenham attended to the injured, and all that was possible was done before the relief train from Tor- onto arrived with doctors and nurses. Messrs. Grout, Dullington, Gourlay, Roach and Boucher, all engineers in the service of the company, who were on the train, were of great assistance in helping to clear up the wreck and take care of the passengers.

Conductor Gillis, who was brought to Toronto on the special train and stayed at the Palmer House, was able to leave for his home again at Fort William in the course of a few hours.

INTERVIEW WITH MR. GAMEY

"A few bumps, followed by a hor- ribly disconcerting grinding and smashing and then the still more up- setting feeling of the car gradually sliding down an incline and at the same time turning turtle." This was the description given by Mr. R. R. Gamey, M.P.P., who was on board the wrecked C.P.R. train bound for Sudbury, to a Globe reporter last night. Mr. Gamey had taken a lower berth in the first sleeper and had been in bed about an hour when the accident occurred. Fortunately all danger from fire was averted by the lamps being extinguished. Had this not been the case then a horrible ho- locaust might have accompanied the opening week's running of the C.P.

JULY 2 1908

RAILWAY WRECK NEAR TOTTENHAM MANY PERSONS SERIOUSLY INJURED

R. R. Gamey Receives Sudden Awakening

BUT HE WAS NOT INJURED

The Sufferers Were Taken to Toronto
—Work of Rescue Continued On By
the Aid of Bonfires—Cause of Ac-
cident Unknown.

"About 11:40 p.m. Saturday Morn-
ing 95, Winnipeg Express, was
partially derailed about two miles
west of Tottenham. Five cars turn-
ing over on a fifteen foot embank-
ment. About fifteen passengers
were injured, and only two or
three seriously, none fatally.
Track and rolling stock were in
good condition. Cause of derail-
ment not yet apparent."

Relief Arrived

Just as soon as the news of the
wreck reached the city a wrecking
train was immediately despatched
from Toronto Junction to the scene of
the accident. Subsequently a special
train with General Superintendent
Osborne of the O.P.R., Dr. H. A. Beat-
ty, divisional surgeon of the company,
and Drs. Milne and Clendenan of To-
ronto Junction and two nurses from
the Western Hospital left at 2:45 a.m.
Sunday morning, and a fast run was
made to Tottenham. On their arrival
they found the injured passengers laid
out on the grass, and no time was lost
in attending to their injuries. After
dressing the wounds of those most
seriously injured General Superin-
tendent Osborne arranged to have them
conveyed to Toronto, and at 3:40
o'clock an emergency call was sent to
police headquarters to have two am-
bulances meet the train with the in-
jured, which reached the crossing at
the head of Bathurst street shortly
after five o'clock. The women were
placed in the ambulances and the two
men were brought in hacks to the
Western Hospital, where everything
was in readiness to receive them. The
injured stood the journey well, es-
pecially the two women, who were the
greatest sufferers. On the way down
Mrs. Sword, who is badly bruised
about the body, had to be given stimu-
lants, and it was at first feared that

Dr. Oldcott, who was on the train
and Dr. Wright, of Tottenham at-
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line between Toronto and Sudbury.
The members for Manitoulin was him-
self wedged in pretty tightly into his
berth by the contents of other berths
falling on top of him. When he strug-
gled free everything was in pitch dark-
ness and the car was on its side.
Breaking a window on the side that
was uppermost he along with others
crawled out over the top of the car.
The danger from fire having been av-
erted, the passengers and train officials
anxiously set to work to ascertain
whether everybody had escaped.

July 2 1908

der by a seat falling on him and narrowly escaped being killed.

Mrs. Mary Miller and her son, who had been guests at the home of Mrs. George Hayden, in Woodstock, for the past month, came to the city on Saturday, and spent a few hours with Mr. Harry Hayden, of 183 Macdonell avenue, leaving for her home by the wrecked train. Mrs. Miller's husband is the C.P.R. operator and agent at Fort William. Her son escaped uninjured.

After having his injuries dressed at the hospital, Mr. Wm. Taylor, who is a retired farmer living in Parry Sound, stated that he came down to the city on Saturday with a party of twenty farmers who had been visiting the Agricultural College at Guelph. "I was in one of the day coaches," said Mr. Taylor, "and had just left my seat to go to look for a friend in the car ahead. Before I had got very far the car was overturned and I fell in a heap with several other passengers. I was beneath them all, but I am glad my injuries were not of a more serious nature. The accident was so sudden that I could not realize what had happened."

Passengers' Experiences

"This is the second wreck in which I have been," said Mr. J. E. Price, who is a member of the firm of Trexler, Price & Anderson, a manufacturing concern at Regina, Sask. "I was in the wreck at Chapleau near Sudbury, on the C. P. R. some time ago, and escaped uninjured. On that occasion I learned a whole lot about train wrecks. After the train had pulled out of the Union Depot on Saturday I got into an upper berth in one of the rear cars. I did not go to sleep however, and as soon as the train began to quiver I got nervous and jumped out of the berth. Just at that moment the car overturned and when I recovered my senses I found that I had been thrown into a lower berth, which had closed in on me."

Just a Little Curve

The express left Palgrave on Saturday night on time, but did not stop at Tottenham. It had reached a point nearly two miles beyond the latter place when the accident occurred. The engineer in charge and several other locomotive engineers who were passengers on their way to the Lake Superior division of the road said that the train was running about the usual speed of about forty to forty-five miles an hour when they felt the cars leave the track. There is a very slight curve at the point. When the accident occurred the couplings snapped, and the first wheel of the tender left the track, but did very little damage to the permanent way, the engine being promptly stopped and it was able to couple up to the next train and take it on to Sudbury. The baggage car and the second coach did not leave the track only one of the trucks of the latter car left the rails. The cars which did not run off were the tourist sleeper, the dining car, the first class car, the Pullman and the through passenger car. Four of the men were at the right end and one at the left end. They were all killed. The passengers in the baggage car were all killed. The passengers in the dining car were all killed. The passengers in the first class car were all killed. The passengers in the Pullman car were all killed. The passengers in the through passenger car were all killed. The passengers in the baggage car were all killed. The passengers in the dining car were all killed. The passengers in the first class car were all killed. The passengers in the Pullman car were all killed. The passengers in the through passenger car were all killed.

July 2 1908

Toronto to Sudbury.—Work has been commenced at Romford, on the transcontinental line 6.8 miles east of Sudbury, on the construction of a line southerly to or near Toronto. The objective point of the work at present is Byng Inlet, a point on Georgian Bay about 55 miles south of Romford. From this point the line will pass southerly through the Muskoka country, through Bala, and on to Barrie. From that point into Toronto the route has not been finally adopted. Three parties are in the field in connection with the surveys, under Messrs. Kemly, Killaly and Mockill, and the whole is in charge of F. S. Darling, Division Engineer of Construction. A route giving a gradient of 3-10 of 1st compensated has been secured, and the location is being proceeded with to this standard. The grading is being done by Foley Bros. and Larsen, contractors. The plans filed at Ottawa show a line from Romford via Byng Inlet to Parry Sound, thence via Muskoka, Bala, Fessenden, Coldwater, Mount St. Louis, Craighurst and Midhurst, into Barrie, thence via Newton, Robinson, Schomberg, Hollypark, Nobleton, to Kleinburg, on the line from Toronto to Owen Sound. Sir T. G. Shaughnessy, President, states that it is the intention of the company to construct the line until it is completed to a junction with the line in the vicinity of Toronto. It is impossible to state how much work will be done during the year.

June 1904

Toronto-Sudbury Line.—F. Paget is assistant engineer at Wahnapiatae, in charge of construction of the Toronto-Sudbury extension between Romford and Byng Inlet, Ont., having under him the following resident engineers in charge of 10-mile sections each: Residency no. 1, H. A. Le Sueur; Residency no. 2, H. B. R. Craig; Residency no. 3, R. Harcourt; Residency no. 4, E. L. Miles; Residency no. 5, A. J. Isbester. On the location south of Byng Inlet there are two parties in the field, one under H. M. Killaly, and the other under S. Keemlé, while on location working north from Woodbridge are also two parties, one under H. Carry, and the second under J. T. Morkill, who are all assistant engineers. The whole is under F. S. Darling, Divisional Engineer of Construction.

July 1904

Toronto-Sudbury Line. — We were advised, Aug. 29, that work is progressing on the line at the Sudbury end towards Byng Inlet, Ont. The surveys for the southern section are yet in an uncompleted state, and it is impossible to state where the line will go, or when contracts will be let. (July, pg. 243.)

September 1904

Toronto Sudbury Line.—The contract for the section southerly from Romford to Byng Inlet, Ont., about 50 miles, has been let to Foley Bros., Larson & Co. The contractors have been at work for some time, and we were recently advised, that they had 1,500 men at work at different points on the route. The line south of Byng Inlet has not been definitely located.

NOVEMBER 1904

ment, returned to Montreal from Muskoka, Sept. 4. He said the new Toronto-Sudbury line had been completed to Bala, and it was expected to have a train service in operation early in Oct. J. W. Leonard, Assistant General Manager Eastern Lines, says: It is expected to get the line into Parry Sound during the fall. He also expects that the whole line to Sudbury will be completed and opened for traffic by July, 1907. Construction is in progress between Romford, just east of Sudbury, and the French River. At this point the two construction parties will meet, and the two pieces of line will be connected by a bridge of considerable magnitude. It will be a combination of a swing and a cantilever bridge, this construction being adopted so as to enable it to be utilized for the passage of vessels in the event of the Georgian Bay-Ottawa canal ever being constructed. The bridge will be about 1,500 ft. in length, and the foundations will be laid in 100 ft. of water.

All the stations on this line are to be equipped with Acton Burrows, Limited, enamelled iron station name signs, lettered in bright yellow on dark blue ground, which have been adopted as the company's standard for all lines.

October 1906

Sudbury

Toronto-Sudbury Branch.—H. P. Timmerman, General Superintendent Ontario Division, has inspected the Toronto-Sudbury branch, as far as completed, and it is expected that the line between Bolton, on the Toronto, Grey and Bruce Ry., to Craighurst, 52 miles, will be opened for traffic Nov. 1. (Oct., pg. 575).

November 1906

Toronto-Sudbury Branch.—An official inspection of this line as far as Shaw's Creek, about seven miles from Bala, Ont., was made by D. McNicoll, Vice-President, Nov. 9, and it was announced that the line would be opened for traffic Dec. 1.

December 1906

Toronto-Sudbury Branch.—The first section between Bolton Jet. and Craighurst, Ont., of the new line designed to give a direct connection by the C.P.R. between Toronto and Sudbury, Ont., was opened for passenger traffic, Dec. 1.

Five miles of the line from Parry Sound southerly is ready for the rails. The erection of the bridge across the Seguin valley, at Parry Sound, has been started, and it is expected that it will take the best part of the year to complete it. The work to the north of Parry Sound is being pushed towards the French River, where it will connect with the mileage already graded south from Romford, where the line will join the main transcontinental line east of Sudbury.

January 1907

Toronto-Sudbury Line.—Track was laid into Bala on Christmas morning, and it was expected that the rails would be laid into Parry Sound by the end of Jan.

February 1907

Toronto Jct. to Bolton. The portion of the old Toronto, Grey and Bruce Ry. between Toronto Junction and Bolton, Ont., 23 miles, is being practically reconstructed. The gradients are being reduced, some of the curvature taken out, and 80 lb. rails will be laid. This work is being done in connection with the approaching completion of the company's line through Parry Sound to Sudbucy, Ont.

JUNE 1907

be effected with the Toronto-Sudbury line. The contract covers the entire construction of the line, the ties, rails, etc., being supplied by the C.P.R. This piece of line, J. W. Leonard, Assistant General Manager, Montreal, stated recently, is all that it is proposed to construct at present. The line which the company is authorized to construct may extend from Victoria Harbor to some point on the Toronto-Montreal line, between Peterborough and Sharbot Lake, and surveys have been made of several possible routes.

JUNE 1907

Woodbridge to Bolton.—A contract has been let to G. A. Begy & Co., St. Catharines, Ont., for reducing gradients and straightening out curves on the Owen Sound branch between Woodbridge and Bolton, Ont., about 10 miles. The work consists of earth excavations, concrete, fencing, etc., and is to be completed by Oct. 1. It is contemplated to construct a second track from Toronto Junction to Bolton Jct., 22.8 miles so as to provide for the increased traffic consequent on the approaching completion of the Toronto-Sudbury branch.

July 1907

Toronto-Sudbury Branch.—Work has so far progressed on the line from Bolton Jct., on the Owen Sound branch, towards Parry Sound, that a train service has been put on to Muskoka, 103.7 miles. At Bala the trains will connect with the Muskoka Lakes Navigation and Hotel Co.'s steamboats. Construction is in progress northward through Parry Sound to the French River, to which point the line has been completed from Renfrew, the point of junction with the transcontinental line near Sudbury. It is expected that the whole line will be completed within the next twelve months.

July 1907

Toronto-Sudbury Line.—In connection with the development of traffic on this line the company is taking out curves and gradients between Weston and Bolton, Ont., on its Toronto-Owen Sound line. A new right-of-way is being acquired at several points, and there will be a considerable amount of heavy work, particularly at Woodbridge.

The erection of stations and freight sheds on the section of the line north of French River has been completed, and the contractors—Woodrich and Leslie—have transferred their plant to the Muskoka section, where they are engaged in putting up various buildings.

November 1907

Toronto-Sudbury Line.—J. Ross, of Ross and Harris, contractors for the construction of 40 miles on this line, is quoted as having stated in Montreal, Feb. 13, that track had been laid on the last section, and that the entire line will be completed in June. Two steam shovels were at work and the ballasting is being gone on with as rapidly as possible. The line was constructed as a branch of the C.P.R. from near Romford, 6.2 miles east of Sudbury, southerly to Bolton Junction, on the old Toronto, Grey and Bruce Line.

MARCH 1908

Toronto-Sudbury Line.—The new line from
Barton Junction on the Toronto-Owen Sound
line to Ramford, Ont., on the company's
intercontinental line, will be opened for
traffic June 15. It was opened as far as
Barton for the Muskoka tourist season, in
1907. The engineer of the Ontario De-
partment of Public Works in his report for
1907 refers to the work in progress, and says
some heavy bridge work has been done on
the northerly end of the line, notably at
Barton Sound, where the valley of the Seguin
River has been crossed by an elevated steel
viaduct and at French River.

JUNE 1908

Toronto Conductor Dies as Freight Trains Crash

One man was killed and an engine and 10 freight cars were overturned when two C.P.R. freight trains crashed miles north of Severn Falls, 108 miles north of Toronto, yesterday afternoon. William McMahon, of 234 St. John's Road, Toronto, conductor of one freight train, was crushed and instantly killed. None of the other members of the crews of the two trains was injured, but the engineer, fireman and brakeman of the second freight leaped from the cab of the engine into a snow bank and safety.

The two freight trains were running as first and second sections from Parry Sound to Toronto when the second piled into the rear end of the first, police reported. The first had stopped two miles north of Severn Falls to put down a flagman. The second could not come to a stop in time to avoid the collision and the crew jumped seconds before the crash.



William McMahon
from the cab
of the engine into a snow bank and safety.

The crew of the second section, who jumped to safety, were H. R. Chappin, 17 Fairview Ave., Toronto, engineer; Gordon Donaldson, 43 Eileen Ave., Toronto, fireman, and W. J. Miller, 92 Fairview Ave., Toronto, brakeman.

Conductor McMahon, the only occupant of the caboose of the first section, was trapped and crushed to death instantly. The wrecked caboose broke into flames, but members of the crews of the trains extricated his body almost immediately.

The caboose and four other cars of the first section left the tracks and overturned as they rolled down the embankment. The engine and four cars of the second

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Lumber and other goods carried in the freight cars littered the right of way.

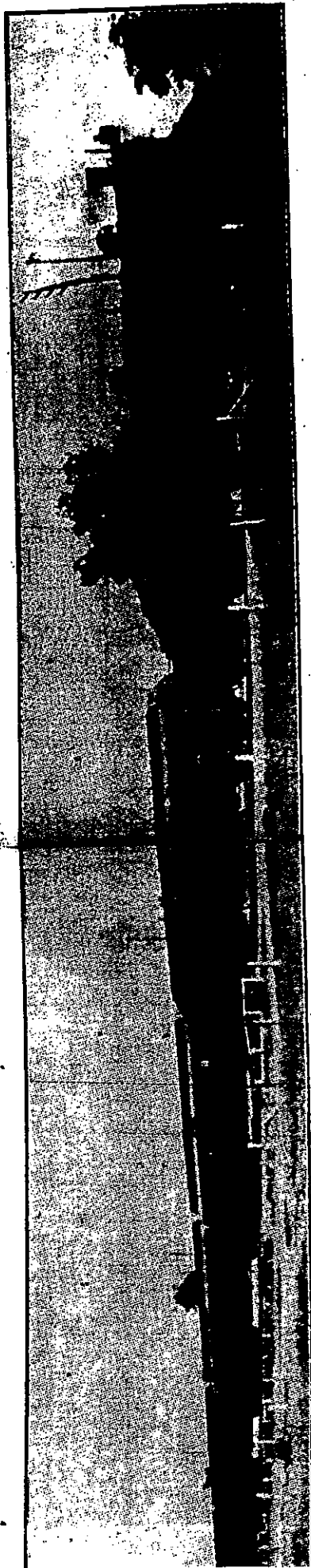
Provincial Police Constable Harold Shaughtnessy of Kala, 18 miles north of Severn Falls, and Corporal R. E. Joyce of Port Carling investigated the wreck. The body of the conductor was removed to Gravenhurst pending the coroner's determination on an inquest.

Meanwhile wrecking crews started out from Toronto and Markham, divisional point north of Severn Falls, and it is expected by railway officials that the line will be reopened for traffic some time today. Meanwhile C.P.R. trains to and from Sudbury and the West were continuing on schedule by traveling over C.N.R. lines between Toronto and Parry Sound.

Mr. McMahon, 57, in December, had worked for the C.P.R. since he was 16 years old. He is survived by his widow at 234 St. John's Rd., three brothers, Thomas of Port William, Sam of Arisa, Russell of Credit Forks and two sisters, Mrs. D. Murphy and Mrs. J. F. McCarthy, both of Toronto.

TORONTO
GLOBE

JANUARY 6
1945



FIRST PASSENGER TRAIN OVER THE C.P.R. CO'S. NEW "SHORT CUT" TO THE CANADIAN WEST.

TORONTO - SUDBURY LINE OPENED.

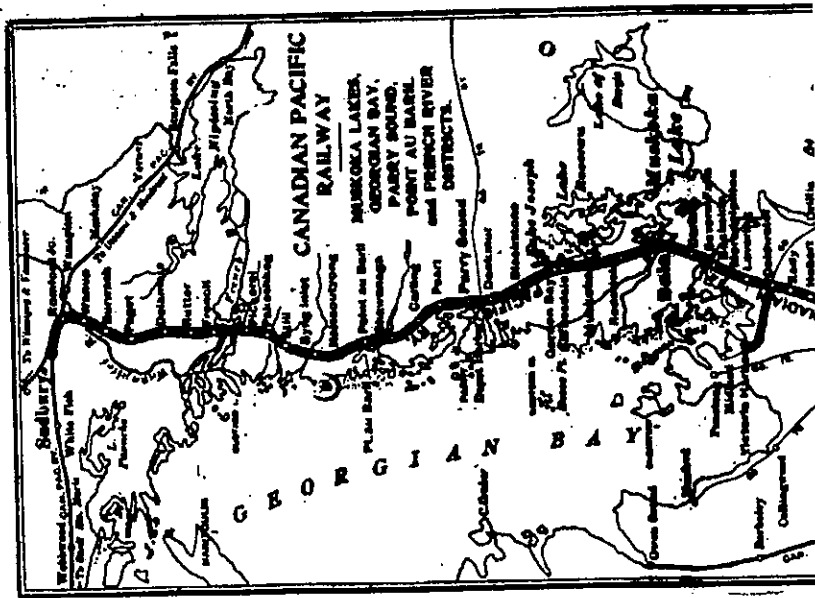
The first passenger train for Winnipeg over the Toronto Sudbury line left the Union Station at 9:30 on Sunday evening last and made the run to Sudbury practically on schedule time. Curiosity drew quite a few to the station at this point to see the train go through.

The train was made up of engine 865 in charge of Engineer J. Minnis, one of the most experienced men in the service, baggage car 1828, colonist car 1312, first-class coach 274, tourist car 1476, the "Louvre" dining car, the "Hank" sleeper, and the private car "Eatonia." J. Troyer was the conductor in charge, and C. L. Macdougall was the Pullman conductor.

By the opening of this new system the traveling time from Toronto to Winnipeg has been reduced from 44 to 36 hours, and Toronto is thus over eight hours nearer Winnipeg than Montreal. To accomplish this the Canadian Pacific Railway has expended over \$11,000,000, not including equipment, and the line from Romford Junction, near Sudbury, on the main line, to Bolton Junction, a distance of 226 miles, is the finest example of construction in America, which the engineers have had to face.

For three years an army of men, numbering at one time as high as 10,000, and now scarcely more than 1,000, have drilled and blasted, bridged and filled, their way northward for many miles through country heretofore almost unroaded by the foot of man.

The Toronto-Sudbury divisions of the Canadian Pacific were constructed by the Toronto Construction Company from



Bolton June 19, 1908

TORONTO - SUDBURY LINE OPENED.

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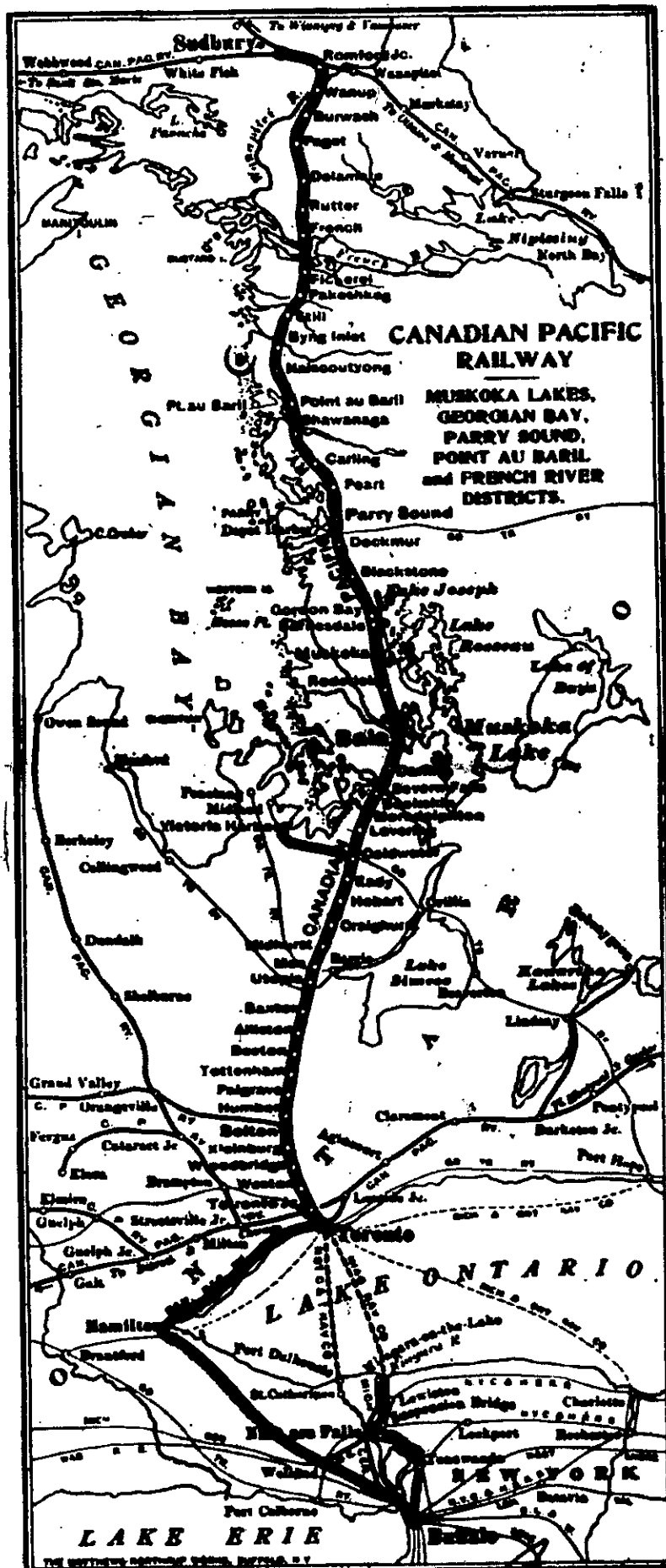
For three years an army of men, numbering at one time as high as 5000, and now scarcely more than 1000, have drilled and blasted, bridged and filled, their way northward for many miles through country heretofore almost untrodden by the foot of man.

The Toronto-Sudbury divisions of the Canadian Pacific were constructed by the Toronto Construction Company from Bolton Junction to Parry Sound, by the Ross-Harris Company from Parry Sound to Byng Inlet, and by Foley Bros. from Byng Inlet to Romford Junction. These constructing companies, operated under the general direction of the Canadian Pacific construction department, of which J. G. Sullivan, formerly assistant chief engineer on the Panama Canal, is the executive chief.

Chief Engineer Sullivan stated that no road in any country has been built to such a high standard, with three-tenths grades and four degree curves, considering the physical difficulties of the country.

Canadians will appreciate this tribute none the less, too, when they realize that this line is essentially the product of the Dominion.

Every pound of the 80-pound steel for the entire length of the road was made in Canada. Every tie and every spike bears the national imprint. Canadian mills made the wire fences which line the road; and Canadian shops built the locomotives, the freight cars and luxurious cafe and sleeping cars which run over the line. Canadian shops fashioned the great steel bridges which make the great French River span of 415 feet, and the gigantic viaduct which carries the rails high over the heads of the citizens of Parry Sound. The Canadian bridges



BOLTON
Sudbury
JUNE 19
1908

Toronto to Sudbury.

True to the promise of some weeks ago the C. P. R. Co. opened their Toronto-Sudbury line on the date announced, the first passenger train leaving Toronto for Winnipeg on Sunday night at 9.30 o'clock. It was timed to reach Sudbury at 5.30 a.m., but was about an hour late, the loss of time taking place between Parry Sound and Toronto.

The following are interesting facts about the new line:—

The distance from Toronto to Sudbury is 261 miles.

From Sudbury to Parry Sound, 106 miles.

The line was under construction three years, was built without subsidy, and cost \$11,000,000.

The bridges cost \$1,000,000.

The Parry Sound viaduct is 1800 feet long, 110 feet high, and cost \$500,000.

French River Bridge cost \$250,000.

Longest trestle, 1155 feet.

Deepest rock cut, 100 feet.

Explosives used, 4,000,000 pounds.

Grade three-tenths, and curves four degrees.

Cost per mile \$45,000.

Saving in time, Toronto to Winnipeg, 8 hours.

Time to Winnipeg from Toronto, 36 hours.

Time from Toronto to Sudbury, 8 hours.

Men killed during construction, 7.

A remarkable feature of the new line is that the road is practically level. The maximum grade is 3-10th per cent., and the maximum curve four degrees. Now, a 3-10ths grade is a grade so slight that an engine standing on it can start as heavy a load as if it were on the level; and a four degree curve, properly elevated, can be negotiated at a speed of 70 miles an hour. The road was planned by Mr. Leonard on this basis. The plans have been carried out to the letter. The result is that the Toronto-Sudbury branch of the C. P. R. is the highest standard road, over rough country, in the world.

Bolton
Enterprise
June 15, 1908

~~Toronto-Sudbury Branch~~ Since the opening of the line from Bolton Jct., Ont., to Sudbury, the C.P.R. has been carrying out a work of grade reduction and general improvement on the line from West Toronto to Bolton Jct. The wooden trestles are being replaced by concrete and steel bridges, or concrete arches with solid embankments, curves have been cut out, and the gradient reduced over considerable distances. The

December 1910
p 1025

~~Report on the Construction of the Second Track at Sudbury-Romford Jct.~~
Sudbury-Romford Jct. Second Track.
A second track is being built from
Romford, mileage 72, to 76, Cartier
subdivision. This has become necessary
owing to the increased traffic since the
opening of the Toronto-Romford line.
The station and telephone office will be
located at mileage 76, for the convenience
of passengers and to facilitate the opera-
tion of trains. The two tracks from
Romford east to Romford Jct. will be oper-
ated as independent main lines of the
Cartier and Sudbury subdivisions, and
trains from mileage 76 to Sudbury
will be handled by the staff system. The
work necessary involves several fairly
heavy cuttings. The contract for the
excavation has been let to M. McCor-
mick, Sudbury, Ont., and the train fill-
ing is being done by the company's own
men.

August 1911

6 Greater Toronto and Nearby Centres

TORONTO DISTRICT CROWD SLOWS DOWN ROYAL TRAIN AT WEST TORONTO

Overflow on Tracks — Her Majesty Comes on Platform

SPEED MADE LATER

While thousands of persons at West Toronto and Weston stations got a glimpse of their majesties, thousands more waited long hours in vain last evening at outlying suburban centres along the route.

Over an hour late on its journey north and west after the day's stay in Toronto, the royal train was travelling at 60 miles an hour when it passed through the Palgrave district. At Woodbridge, Bolton, Kleinburg, Palgrave, Cedar Mills and Blackhorse Crossing large crowds watched the train thunder past.

The engineer was forced to slow the special to a snail's pace as it approached the C.P.R. station at West Toronto. Several thousand people were massed about the station and had overflowed to the tracks.

Train Almost Stops

Because officials explained later, no such crowd had been expected, little police protection had been arranged. Two policemen, a war veteran and station officials made hurried attempts to clear the track as the royal train came to almost a complete stop.

Although her majesty must have been thoroughly fatigued after the all-day ordeal of greeting Toronto crowds, the Queen answered the cheers and appeared on the platform at the rear of the observation coach. She waved continuously and graciously gave the same charming and cheery smiles she had given all day long.

As the train reached the switch to Weston, the Queen called inside to the King and his majesty appeared on the platform. A huge crowd closed in behind the last coach and ran as one along the track behind it until the train gained speed and pulled away.

Flattened Coin Souvenirs

Officials marvelled that no one was injured in the crush as the crowd lost all dignity and ran in a mob behind their King and Queen, cheering and shouting. Crowds were massed on the overhead bridge at Royce Ave. and along both sides of the track for nearly a mile. Many had placed nickels and coppers on the tracks to recover flattened souvenirs and a wild scramble resulted as some tried to pick up the money and the remainder of the crowd surged forward.

The Queen again waved and smiled from the platform to a crowd of 2,000 at Weston, when the train slowed to about five miles an hour. It was reported her majesty had stood on the observation platform from St. Clair Ave. through to Church St., Weston, to wave to cheering crowds along the route. Scheduled to pass at 7:22 E.D.T., the train was 45 minutes behind schedule.

"Is that the King of England?" one little boy was heard to ask an old and white-haired lady.

ALTON SLEEPING CHILDREN PASS DESTINATION

Alton, May 23.—Thirteen Alton school children nearly missed getting home last night when they fell asleep on the special train bringing them back from Riverdale park, Toronto, and failed to get off at the station here at 10 o'clock. They were missed after 40 of the 53 who left the village got off the train.

The children were awakened by the time the train reached Orangeville and their parents brought them home in motor cars. Teachers here expressed complete satisfaction with the arrangements provided to enable the children to see their majesties.

"No," was her reply, "that's the King of Canada."

Nearly 4,000 waited for more than four hours at the C.P.R. station at Woodbridge hoping for a glimpse of the royal couple. The crowd, five times the normal population of the village, had their hopes dashed as the royal train steamed speedily through with blinds drawn. The pilot train had given the crowd anxious moments when it passed an hour and 13 minutes previously.

Militiamen, veterans, provincial police and police of several centres guarded the tracks and handled the crowd. Children were made to remove coins they had placed on the tracks.

Cowboys in Regalia

At Kleinburg a group of 500 watched in vain for a sight of their majesties. The crowd included villagers, farmers and cowboys in full western regalia from a nearby ranch. The only persons on the train who came into view were two colored porters, who waved towels at the crowd.

Despite scattered showers all day, nearly 2,000 Alton township residents thronged the station platform at Bolton. They started to assemble at 4:30 in the afternoon and did not show impatience even when it was announced that the train, due at 7:50, would be more than an hour late.

Running 52 minutes behind schedule, the train steamed through the station yards at Bolton less than 20 miles an hour. Only a few were fortunate enough to get a view of the majesties, who were seated in the dining car enjoying late dinner. The crowd sent up prolonged cheers as the train passed.

The train thundered past a large crowd at the Blackhorse crossing on the Orangeville-Schomberg Highway at a mile a minute. People had gathered from Palgrave and other surrounding centres after hearing a rumor that the train was going to pause there.

Oliver Rider, 78, who served in the Devonshire Regiment in England, had written Prime Minister King asking him to have the train stop at the crossing, near his home. The prime minister had replied, according to the veteran, that it might slow down but no promise could be made. Mr. Rider brought his shotgun with him to fire a salute.

MAY 23
1939.

Greater Toronto and Nearby Centres

TORONTO DISTRICT

CROWD SLOWS DOWN ROYAL TRAIN AT WEST TORONTO

Overflow on Tracks — Her Majesty Comes on Platform

SPEED MADE LATER

While thousands of persons at West Toronto and Weston stations got a glimpse of their majesties, thousands more waited long hours in vain last evening at outlying suburban centres along the route.

Over an hour late on its journey north and west after the day's stay in Toronto, the royal train was travelling at 80 miles an hour when it passed through the Palgrave district. At Woodbridge, Bolton, Kleinburg, Palgrave, Cedar Mills and Blackhorse Crossing large crowds watched the train thunder past.

The engineer was forced to slow the special to a snail's pace as it approached the C.P.R. station at West Toronto. Several thousand people were massed about the station and had overflowed to the tracks.

Train Almost Stops

Because, officials explained later, no such crowd had been expected, little police protection had been arranged. Two policemen, a war veteran and station officials made hurried attempts to clear the track as the royal train came to almost a complete stop.

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ALTON

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Despite scattered showers all day, nearly 2,000 Alton township residents thronged the station platform at Bolton. They started to assemble at 4:30 in the afternoon and did not show impatience even when it was announced that the train, due at 7:22, would be more than an hour late.

Running 62 minutes behind schedule, the train steamed through the station yards at Bolton less than 20 miles an hour. Only a few were fortunate enough to get a view of their majesties, who were seated in the dining car enjoying late dinner. The crowd sent up prolonged cheers as the train passed.

The train thundered past a large crowd at the Blackhorse crossing on the Orangeville-Schomberg highway at a mile a minute. People had gathered from Palgrave and other surrounding centres after hearing a rumor that the train was going to pause there.

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TORONTO
STAR

MAY 23
1939