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G.T.R. Betterments, Construcion, Etc.

Victoria Jubilee Bridge.—In view of the near completion of the electric railway to St. Lambert the G.T.R. is making some changes there. A new approach is being constructed to the bridge at the Laprairie side so that farmers using the bridge may escape the danger of crossing the tracks, as they do at present; and as the electric cars are to use the lower, or St. Lambert, side of the bridge, vehicles will have to use the upper, or Laprairie side.

St. Bridge, Ottawa.—The com-

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of the Midland Ry., and that no definite statement will be made until this has been adopted.

Toronto.—The company has abandoned its yards at Little York, east of Toronto, for terminal purposes, and concentrated all its work at the Mimico yards, west of Toronto. The Locomotive Foreman has been removed from York to Mimico; the engineers and firemen stationed at York will be moved to Belleville, and it is possible that the conductors and brakemen will be moved there also. Locomotive repair work heretofore done at York will be done at Belleville in future. W. D. Robb, Superintendent of Motive Power, was in Belleville, Sept. 3, making arrangement for the transfer. Trains running between Belleville and Hamilton will take on engines at these two points instead of Toronto as heretofore.

Guelph Station.—The question of the erection of a new station at Guelph has again been put off, and the whole question will be left open until the Neeve St. crossing matter is settled.

London Track Elevation.—The Mayor of London, Ont., had an interview with officials of the company at Montreal re-

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Tiffin, through Tiny and Tay tps. to the second concession of Tay tp. (2) A branch line from Midland via Penetanguishene to a junction with the Penetang branch. (3) From near Wyeville northerly to the second concession of Tiny tp. We are advised that the management has no information to give out in connection with this matter at present. For some time past there has been a considerable amount of survey work done on various parts of the Midland Ry., and reports have been circulated in different localities as to the company's intentions. The management states in regard to all of them that nothing has been definitely decided. It would appear, therefore, that some general plan is being worked out for the betterment of the Midland Ry., and that no definite statement will be made until this has been adopted.

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Orders by the Railway Commissioners.

Beginning with June, 1904, we have published in each issue summaries of orders passed by the Board of Railway Commissioners, so that subscribers who have filed our paper have a continuous record of the Board's proceedings. No other paper has done this.

The dates given of orders, immediately following the numbers, are those on which the hearings took place and not those on which the orders were issued. In many cases orders are not issued for a considerable time after the date assigned to them.

7733, 7734. Aug. 5.—Authorizing Bell Telephone Co. to carry its wires across C.P.R. at Arnprior and Listowel, Ont.

7735. Aug. 6.—Recommending to Governor in council for approval C.N.R. by-law re spitting and smoking in railway cars and premises.

7736, 7737. Aug. 6.—Authorizing C.N.Q.R. to construct railway across road between lot 624 and lots 622 and 623 and between lots 162 and 159, St. Timothee parish, Que.

7738. Aug. 6.—Authorizing Hazeldean Rural Telephone Co. to erect wires across

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Midland Ry. Improvements.—The question of the erection of a new roundhouse at Lindsay is bound up with that of the improvement of the old Midland Ry. In this connection the Board of Railway Commissioners has passed orders authorising the company to construct the following branch lines: (1) From near Tiffin, through Tiny and Tay tps. to the second concession of Tay tp. (2) A branch line from Midland via Penetanguishene to a junction with the Penetang branch. (3) From near Wyeville northerly to the second concession of Tiny tp. We are advised that the management has no information to give out in connection with this matter at pres-

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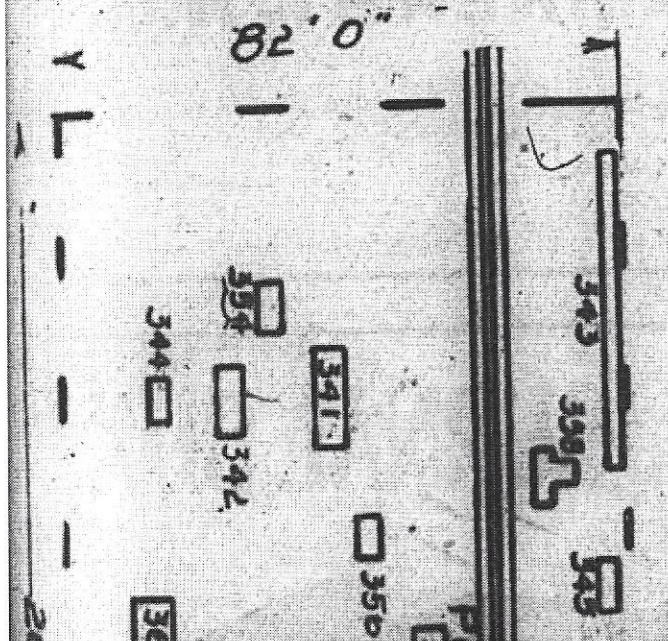
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Roundhouse at Lindsay.—We are advised with respect to the reports that a new roundhouse is to be erected at Lindsay, Ont., that the management has no



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

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Preston St. Bridge, Ottawa.—The company has withdrawn its opposition to the raising and widening of the bridge over which its line crosses Preston St., Ottawa. Some months ago the city secured an order from the Board of Railway Commissioners to raise the bridge on the ground that it constituted an impediment to vehicular traffic. The engineers' estimate of the cost of the work and the necessary grade alteration was \$10,000. It was subsequently found that this estimate was below the mark, and the company desired to have the question reopened. The city instructed its solicitor to oppose the application. The company has now withdrawn the application, and the work will be gone on with.

of \$1,700 a year upon the company's property in the township for 20 years for general taxes, and a gross value of \$300,000 a year for school taxes. The company agrees to keep in operation during the period its grain elevators situated in the township.

Guelph Station.—A conference was held with the city authorities of Guelph, Ont., Feb. 3, with reference to the carrying out of the Board of Railway Commissioners' order for the erection of a new station and some subways there. The point of difference between the parties is the price to be paid by the company for Jubilee Park, and the giving up of a piece of land near the C.P.R. right of way which is required for station purposes by that company. E. H. Fitzhugh, First Vice President, stated that if the city placed no obstacle in the path the company would have the new station erected this summer, and the subways well under way. The plans are being prepared in the Resident Engineer's office, Toronto. The Board's order requires the work to be done by July, 1911.

Stratford Station.—E. H. Fitzhugh, First Vice President, in an interview at Stratford, Ont., Feb. 3, stated that he expected a new station of the most modern design would be erected there this year. The erection of the new station involves the rearrangement of the freight yards, and plans for this work are now being prepared in the Resident Engineer's office, Toronto.

Stratford Shops.—The Ontario Legislature is being asked to confirm a by-law passed by the City Council of Stratford, Ont., in 1904, granting the company a fixed assessment in consideration of its shops there. This agreement provides that the assessment of \$8,000 a year agreed to for 10 years from 1900 shall be extended from its expiry for a further 10 years.

In an interview at Stratford, Feb. 3, First Vice President Fitzhugh stated that plans were under consideration for a

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Chicago, Milwaukee and St. Paul Rd.—

A press dispatch from Grand Forks, N.D., Nov. 12, said F. D. Hughes, of Larimore, N.D., had returned there from Chicago, where he had been in consultation with the President of the C.M. and St. P. Rd. in connection with the route of the proposed extension from Fargo to Winnipeg. He stated that there was no doubt that it was the company's plan to start the construction of the extension in the spring. As to the exact route which would be taken, it was a little early to state definitely, as it had not been all gone over carefully. The idea was that the line would start from Fargo, running midway between the Casselton branch and the main line into Grand Forks, then west to Larimore, and from there directly north into Winnipeg. (July pg. 475.)

Detroit River Tunnel.—We are advised that all the sections of the subaqueous

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

Kingston, Smiths Falls and Ottawa Ry.—Application is being made to the Dominion Parliament for an act extending the time within which the company may commence and complete the railway it was authorized to construct by its act of incorporation, chap. 88 of the statutes of 1887 and amending acts.

Toronto Terminals.—C. M. Hays, Second Vice President and General Manager, accompanied by a number of officers, visited Toronto, Nov. 1, and made an inspection of the terminals. It is said that as a result it has been decided to remove all the shops in the yard between John and Bathurst Streets as early as possible. When these buildings are removed all the locomotives will be housed at Mimico, only two being kept at Toronto, one for making up passenger trains, and the other for shunting freight cars in and out of the John St. freight yard.

Port Credit Yards.—The company has purchased several acres of land south of its present tracks at Port Credit station for yard extensions. Surveys have been made for laying out several new tracks, and it is expected that grading operations will shortly be started.

Brantford Improvements.—U. E. Gillen, Superintendent Middle Division, was in Brantford, Ont., Nov. 3, in connection with the laying out of the station park, and the construction of the proposed subway at Market St. The park work he said would be completed in the spring, and plans would be prepared for the subway and submitted to the city council. The subway would do away with the Market St. level crossing, and he pointed out to the council that under the act passed last year the Dominion Government would contribute towards the cost.

Guelph, Ont.—Vice President Fitzhugh told the chairman of the Railways Committee of the Guelph City Council, Nov. 12, that the construction of the overhead bridge over the company's lines at Metcalfe St. would be taken in hand at once, and pushed forward to completion.

Electrification of Lines.—At a meeting of the Berlin Board of Trade, Nov. 12, the railway committee was instructed to enter into negotiations with the G.T.R. regarding the electrifying of its Galt and Elmira branches.

London Improvements.—The Chief Railway Commissioner wrote to the Mayor of London, Ont., Nov. 12, asking as to the present condition of the negotiations between the city and the G.T.R.

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Co.'s works.

St. Lambert Freight Yards.—Plans are being prepared for the enlargement of the terminals at St. Lambert, Que., for which the company has acquired over 100 acres in the vicinity. No time has been fixed for the starting of the work, but it is expected that everything will be in readiness next year.

The Midland Line.—A survey party started work at Cobourg, Ont., Oct. 1, on surveys in connection with the improvements proposed on the Midland section of the company's line. It is understood that the work will involve the straightening of the line in the town and the erection of a new station.

Bridgeburg Bridge.—The company is carrying out some work on its bridge across the Niagara River, connecting Bridgeburg, Ont., with Buffalo, N.Y. For this some false work has been erected. On the part of New York State it is claimed that the false work interferes with Erie canal navigation, and steps are being taken to prevent the work from proceeding. The company has secured a temporary injunction to prevent interference.

Brantford Improvements.—A conference has been held at Brantford, Ont., between city officials and the G.T.R., with reference to the carrying out of a number of improvements on the railway property there. A number of matters were discussed, and it was arranged that a further conference would be held. (Oct., pg. 721.)

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bankment about ten or fifteen feet in height, and were badly smashed, and about fifty of the occupants injured, some seriously, but not fatally, and others only slightly. The conductor of the train was the most seriously injured, but it is hoped that he will recover, though it is possible he may not, severe internal injuries having been sustained. His name is Furness.

Mr. John Battle, of Thorold, who was one of the passengers on the train, and who came on to this city last night, gives the following account of the accident to one of our reporters:—I was on the fourth coach from the front and the fifth from the rear. Everything was all right until we passed Beamsville Station. We were running at a pretty good rate of speed, but nothing unusual. The first thing I heard the cars were off the track, jumping on the ties. The coach that I was in jumped entirely over a cattle-guard that we came to, which showed that we must have been going pretty fast. By the time our car which had become detached from the car ahead, stopped, it was half buried in a bank. The next car behind us was thrown off the track altogether, but it stuck in the ground and did not tip over. The two Pullman's and the Wagon were completely capsized into a ditch, probably ten or twelve feet down; I don't see how it was there was nobody killed. Before our car stopped we were half a mile from those that were thrown into the ditch. We in the forward coaches ran back and relieved the sufferers in the others, who could not get out. We broke the cars and let them out, and the sight of the women and children coming out all cut and bleeding was awful. The conductor who was passing through the rear car collecting fares was badly hurt and could not help himself out. An old gentleman of eighty, who was in the Pullman car sick, was not hurt at all. One little girl had her arm broken and several complained of being hurt about the back and breast. The track was entirely torn up, and some of the rails twisted and bent out of all shape. The cause of the accident was supposed to be the spreading of the track.

A gentleman who was on a train that came from Buffalo to the scene of the accident with Mr. Muir, General Superintendent of the road on board, stated that besides the conductor of the train, a Pullman car conductor named Hull was badly injured about the head and side as well as internally, and a woman had an arm badly sprained and cut from the wrist to the elbow. Those who were injured were all, this gentleman thought, Americans except such as were employees of the road. Mr. Muir was most energetic in doing all he could for the relief of the sufferers. With the exception of the conductor and another, who were so seriously injured that they had to be left at Beamsville, all the sufferers from the accident were conveyed by a special train to Hamilton, where accommodation was provided for them by the railway company, and their requirements were attended to. From Beamsville the injured persons were attended by the medical men of the neighbourhood.

Mr. R. McPhail, of

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

Bonaventure Terminals.—Reports are again in circulation that plans are in preparation for the reconstruction of the terminals at Bonaventure, Montreal.

Turcot Yards.—Work has been started on the enlargement of the freight yards at Turcot, Que. At present they have a capacity of 4,000 cars, but the company has a site sufficiently large to increase the capacity to 15,000 cars. In view of the present extension, the Montreal Park and Island Ry. Lachine line will be moved 600 ft. towards the Canada Car Co.'s works.

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Toronto Terminal Railway.

Application is being made to the Dominion Parliament for an act incorporating a company with this title with power to construct and maintain passenger and freight stations, warehouses and terminal facilities in and about the city of Toronto; to construct and operate branch lines of railway to connect them with the different railways serving Toronto; to construct such viaducts, subways and bridges as may be necessary in connection with the facilities; to enter into agreements with railway and other companies; to acquire land and water powers, to construct electric power plants and generate and carry on the business of a terminal company. Hogg and Magee, Ottawa, are solicitors for the applicants. Among those interested in the proposed company are J. W. Wood, P. Howland, H. Blain, merchants of Toronto, and B. Howland, C.E., who for some time past has been President and General Manager of the Irondale, Bancroft and Ottawa Ry. Mr. Howland stated in an interview Nov. 19 that the object of the applicants for the charter was to obtain the right to construct the facilities for every railway, steam or electric, to be put into operation to obtain an entrance into the city on an equal basis, and to provide for future extensions. The company proposes to provide the necessary terminal facilities in the city, and to leave it to the individual lines to take advantage of them. The centralization of all traffic in the hands of one company would be an added convenience to the general public, and all differences as to right of sidings would be prevented, as far as once coming within the company's jurisdiction would be transferred to the siding or other line irrespective of the company. The question of the location of a central station would be a matter for the joint consideration of all transportation companies interested. It is also claimed on the part of the applicants that by the adoption of the plans of the company the viaduct problem

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the above mentioned points be dismissed.

Irondale, Bancroft and Ottawa Ry.

The I. B. and O. Ry., which starts from the G.T.R. Haliburton branch, at Kinmount Junction, and runs generally northerly and westerly for 50 miles to Bird's Creek, near Bancroft, has been acquired by Mackenzie, Mann & Co., in connection with the Canadian Northern Ontario Ry. The I.B. & O.R. Co. was incorporated in 1880 for the development of the northerly portions of Peterborough and Hastings counties. It was first operated to Irondale, nine miles from the junction with the G.T.R., in 1887, and by the construction of a few miles one year and a few miles again, Bird's Creek was reached in 1906. The gradients and curvature are considerable. The steepest gradient has a rise of 60 ft. to the mile, and the sharpest curve a radius of 1,000 ft. The track is laid with 56 lb. steel, and there are 2,640 ties to the mile. There are 2.50 miles of sidings. The company had power under its original charter to construct its line easterly across the G.T.R. to the Georgian Bay, and under the last amending act the Ontario Legislature granted a subsidy for the construction of the line easterly to Renfrew, a special condition being attached to the effect that the terminus of the line must be in Renfrew.

The line has never been a profitable one, although it has been of service in

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freight yard.

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Guelph, Ont.—Vice President Fitzhugh told the chairman of the Railways Committee of the Guelph City Council, Nov. 12, that the construction of the overhead bridge over the company's lines at Metcalfe St. would be taken in hand at once, and pushed forward to completion.

Electrification of Lines.—At a meeting of the Berlin Board of Trade, Nov. 12, the railway committee was instructed to enter into negotiations with the G.T.R. regarding the electrifying of its Galt and

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NOVA SCOTIA STEEL AND COAL CO. LIMITED

Railway and Electric Car Axles, Angle Bars and Tie Plates, Railway Spikes

Two Rail 12, 18, and 28 lb. per yard

ALL SIZES BAR STEEL FOR CAR-BUILDERS' USE. Spring, Machinery, Tire, Angles, and Merchant Bar Steel. Heavy Forgings of all Descriptions.

SCOTIA PIG IRON Also Miners and Shippers of the COAL Famous Old Mines "SYDNEY"

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NEW GLASGOW AND SYDNEY MINES, NOVA SCOTIA. Collieries at SYDNEY MINES

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Steel Shipbuilders, Engineers and Boilermakers

Hydraulic and Dipper Dredges, Steel and Composite Steamers and Yachts, Marine and Stationary Engines and Boilers.

Agents for Quebec: Watson Jack & Co., 709 Power Building, Montreal

OFFICE AND WORKS

ESPLANADE STREET EAST, TORONTO

Canadian Car and Foundry Co., Ltd.

This company was incorporated recently under the Dominion Companies Act by the following companies: 30 years ago, the Dominion Car and Foundry Co., Ltd. was incorporated with a capital of \$1,000,000. It has since that time increased its capital to \$1,500,000. The company has a rolling stock of 100,000 tons, and a manufacturing plant of 1,000,000 sq. ft. It is the largest manufacturer of rolling stock in Canada, and is the only one that can build a complete car from the wheels to the engine. The company has a long and successful record, and is well known throughout the world. It is a member of the Canadian Manufacturers' Association, and is a leading contributor to the support of the Dominion Car and Foundry Co., Ltd. The company is a public corporation, and its shares are listed on the Toronto Stock Exchange. It is a very successful company, and is well known throughout the world.

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

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Port Credit Station

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Geoph. Ont.—Vice President

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