

## Cross-Ties Bought by Railways in 1915.

This information is based on reports received from 44 steam railways and 27 electric railways purchasing ties in 1915.

A total of 7,592,530 cross-ties was purchased valued at \$3,329,029. Of this

more than 66%, or 11,811,116, as compared with 1914.

The number of cross-ties imported in 1915 was 1,219,594 valued at \$749,407. About half of these were composed of

Cross-Ties Purchased, 1914 and 1915, by Kinds of Wood.

Kind of Wood.	Number.	1914. Value. \$	Av. Val. \$ cts.	Per Cent.	Number.	1915. Value. \$	Av. Val. \$ cts.	Per Cent.
<b>Total</b> . . . . .	<b>19,403,646</b>	<b>8,664,914</b>	<b>0.45</b>	<b>100.0</b>	<b>7,592,530</b>	<b>3,329,029</b>	<b>0.44</b>	<b>100.0</b>
Jack pine . . . . .	8,379,064	3,624,151	0.43	43.2	2,463,999	986,139	0.40	32.4
Eastern cedar . . . . .	2,651,319	1,279,100	0.48	13.7	1,957,149	901,623	0.46	25.8
Hemlock . . . . .	1,390,885	576,440	0.41	7.2	844,160	336,223	0.40	11.1
Tamarack . . . . .	1,507,902	661,717	0.44	7.8	628,897	228,317	0.36	8.3
Eastern spruce . . . . .	1,020,667	379,841	0.37	5.2	508,321	138,287	0.27	6.7
Douglas fir . . . . .	1,456,388	539,249	0.37	7.5	402,020	156,917	0.39	5.3
Oak . . . . .	617,449	483,496	0.78	3.2	328,120	235,306	0.72	4.3
Birch . . . . .	11,018	5,293	0.48	*	189,153	187,572	0.99	2.5
Hard pine . . . . .	378,983	263,215	0.69	1.9	96,637	66,765	0.69	1.3
Chestnut . . . . .	104,980	69,091	0.66	0.5	53,924	26,898	0.50	0.7
Maple . . . . .	22,449	19,995	0.89	0.1	42,915	29,195	0.68	0.6
Elm . . . . .	33,307	27,030	0.81	0.2	21,178	9,735	0.46	0.3
Western cedar . . . . .	13,817	4,554	0.33	0.1	14,129	5,063	0.36	0.2
Sycamore . . . . .					13,195	6,209	0.47	0.2
Gum . . . . .					13,195	6,209	0.47	0.2
Beech . . . . .	32,637	25,331	0.78	0.2	12,388	7,776	0.63	0.1
Red pine . . . . .	81,979	30,923	0.38	0.4	2,000	500	0.25	*
Western spruce . . . . .	547,919	202,234	0.37	2.8	1,086	269	0.25	*
Ash . . . . .	106	46	0.43	*	64	26	0.41	*
Western larch . . . . .	1,121,347	459,643	0.41	5.8				
White pine . . . . .	14,165	6,446	0.46	0.1				
Cypress . . . . .	13,246	5,873	0.44	0.1				
Western hemlock . . . . .	4,019	1,246	0.31	*				

\*Less than one-tenth of 1 per cent.

Cross-Ties Purchased, 1914 and 1915, by Steam Railways, by Kinds of Wood.

Kind of Wood.	Number.	1914. Value. \$	Av. Val. \$ cts.	Per Cent.	Number.	1915. Value. \$	Av. Val. \$ cts.	Per Cent.
<b>Total</b> . . . . .	<b>19,196,208</b>	<b>8,545,057</b>	<b>0.45</b>	<b>100.0</b>	<b>7,399,753</b>	<b>3,229,000</b>	<b>0.44</b>	<b>100.0</b>
Jack pine . . . . .	8,355,518	3,610,885	0.43	43.5	2,462,733	985,706	0.40	33.3
Eastern cedar . . . . .	2,574,920	1,232,925	0.48	13.4	1,864,398	856,584	0.46	25.2
Hemlock . . . . .	1,369,376	566,502	0.41	7.1	776,586	300,335	0.39	10.5
Tamarack . . . . .	1,478,512	646,674	0.44	7.7	619,923	224,331	0.36	8.4
Eastern spruce . . . . .	1,019,249	378,989	0.37	5.3	508,321	138,287	0.27	6.9
Douglas fir . . . . .	1,452,238	537,374	0.37	7.6	393,097	152,902	0.39	5.3
Oak . . . . .	602,291	469,828	0.78	3.1	315,907	225,284	0.71	4.3
Birch . . . . .	11,018	5,293	0.48	0.1	189,153	187,572	0.99	2.5
Hard pine . . . . .	356,473	250,614	0.70	1.9	95,783	66,238	0.69	1.3
Chestnut . . . . .	104,980	69,091	0.66	0.5	53,802	26,819	0.50	0.7
Maple . . . . .	22,449	19,995	0.89	0.1	42,915	29,195	0.68	0.6
Elm . . . . .	28,973	24,627	0.85	0.2	21,078	9,695	0.46	0.3
Western cedar . . . . .	12,609	4,035	0.32	0.1	14,129	5,063	0.36	0.2
Sycamore . . . . .					13,195	6,209	0.47	0.2
Gum . . . . .					13,195	6,209	0.47	0.2
Beech . . . . .	32,637	25,331	0.78	0.2	12,388	7,776	0.63	0.1
Red pine . . . . .	81,979	30,923	0.38	0.4	2,000	500	0.25	*
Western spruce . . . . .	547,919	202,234	0.37	2.9	1,086	269	0.25	*
Ash . . . . .	106	46	0.43	*	64	26	0.41	*
Western larch . . . . .	1,121,347	459,643	0.41	5.8				
White pine . . . . .	14,165	6,446	0.46	0.1				
Cypress . . . . .	5,430	2,356	0.43	*				
Western hemlock . . . . .	4,019	1,246	0.31	*				

\*Less than one-tenth of 1 per cent.

Cross-Ties Purchased, 1914 and 1915, by Electric Railways, by Kinds of Wood.

Kind of Wood.	Number.	1914. Value. \$	Av. Val. \$ cts.	Per Cent.	Number.	1915. Value. \$	Av. Val. \$ cts.	Per Cent.
<b>Total</b> . . . . .	<b>207,438</b>	<b>119,857</b>	<b>0.58</b>	<b>100.00</b>	<b>192,777</b>	<b>100,029</b>	<b>0.52</b>	<b>100.0</b>
Eastern cedar . . . . .	76,399	46,175	0.60	36.8	92,751	45,039	0.49	48.1
Hemlock . . . . .	21,509	9,538	0.46	10.4	67,574	35,888	0.53	35.1
Oak . . . . .	15,158	13,668	0.90	7.3	12,213	10,022	0.82	6.3
Tamarack . . . . .	29,390	15,043	0.51	14.2	8,974	3,986	0.44	4.7
Douglas fir . . . . .	4,150	1,875	0.45	2.0	8,923	4,015	0.45	4.6
Jack pine . . . . .	23,546	13,266	0.56	11.3	1,266	433	0.34	0.7
Hard pine . . . . .	22,510	12,601	0.56	10.8	854	527	0.69	0.4
Chestnut . . . . .					122	79	0.65	0.1
Elm . . . . .	4,334	2,403	0.55	2.1	100	40	0.40	*
Cypress . . . . .	7,816	3,517	0.45	3.8				
Eastern spruce . . . . .	1,418	852	0.60	0.7				
Western cedar . . . . .	1,208	519	0.43	0.6				

\*Less than one-tenth of 1 per cent.

total 318,991 were treated with preservative to withstand decay. This is about 5% of the total, compared with 7% in 1914 and 10% in 1913. The cross-ties purchased in 1915 show a decrease of

kinds of wood which are not abundant in Canada, such as oak, hard pine, chestnut, sycamore and gum. Jack pine still heads the list in quantity cut, a place it has held since 1911, when it took the

place of white cedar.

The average price paid for cross-ties in 1915 showed a slight decrease as compared with 1914. The average prices in the accompanying tables are based on the cost at the point of purchase, and may or may not include long haul transportation charges. Only in the cases of those woods which are used in large quantities can value given be taken to represent the relative value of the wood.

The electric railways paid an average of 52c each for their ties, compared with 44c by the steam railways. The electric railways purchased 2.5% of the total in 1915, compared with 1.1% in 1914.

The foregoing is from a bulletin prepared by the Interior Department's Forestry Branch, for copy of which we are indebted to R. H. Campbell, Director of Forestry.

## Canadian Northern Car Building at Port Mann.

In connection with the C.N.R. shops at Port Mann, B.C., it was decided recently to fit up the main building, which was erected a few years ago, for the construction of wooden frame cars. The lumber from which such cars are usually built is generally obtained from the adjacent territory, and as the freight tonnage from the coast eastward considerably exceeds that going west, the movement of the necessary iron parts from eastern points to Port Mann, involves little or no expense. The construction of cars at the coast also reduces the empty car movement westward by providing for the excess east bound tonnage. Following is a list of the tools ordered, to which, it is possible, that certain additions may be necessary, after the plant is in operation in order to balance the output of various parts. At present the idea is to build as many cars as the machine equipment will produce the parts for:—

Iron working machinery: 1 double head centre drive axle lathe, 1 bulldozer, 1 bulldozer oil furnace, 1 6-spindle multiple drill, 1 36 in. upright drill, belt driven, 1 2 in. forging machine, belt driven, 1 forging machine furnace, 2 triple head screwing machines, belt driven, 1 combined punch and shears, 1 Beaudry hammer, belt driven, 1 no. 9 blower, belt driven.

Wood working machinery: 1 butting saw, 1 mortise and boring machine, 1 horizontal tenon machine, 1 vertical tenon machine, 1 automatic gaining machine, 1 4-spindle boring machine, 1 band saw, tilting table, 1 large rip saw, 1 small rip saw, 1 universal saw, 1 6 x 14 sticker, 1 hand jointer, 1 automatic knife grinder, 1 automatic rip and circular saw grinder.

**Dominion Government Elevator at Port Arthur.**—Contracts are reported to have been awarded to Barnett McQueen Co., for the foundations, revetment work, pile driving and docks, for the Dominion Government grain elevator of 2,000,000 bush capacity, on the water front at Port Arthur. It is stated that preliminary work, which will cost about \$300,000, will be started immediately, and that the superstructure will be taken in hand early in the summer.

**Canadian Transfer Co., Ltd.**—The board for the current year, elected at the recent annual meeting of shareholders, is as follows: C. Cassils, Hugh Paton, G. R. Starke, Sir H. Montagu Allan and F. W. Morson. F. M. McRobie is General Manager and Secretary.