

mated cost of \$11,000; general betterments at Chatham, at an estimated cost of \$45,000; improvements at Galt, at an estimated cost of \$16,000; improvements to the locomotive houses at London and Windsor; a passing track between Zorra and Woodstock at an estimated cost of \$8,000; that the present oil lights on 65 miles on the division on which the block signal system has been installed will be replaced by electric lights, and that minor works will be done at other points along the division. The installing of a block signal system between Guelph Jct. and Woodstock was completed during 1919, and there is a possibility of the system being installed during this year between Milton and Guelph Jct.

**Lanigan Northeasterly Branch**—The Board of Railway Commissioners has approved location plans of the branch northeasterly from Lanigan, Sask., mile 0 to 60.98, and authorized its construction across 53 highways. This is a line which the Dominion Parliament at its last session authorized to be built through Melfort into the Carrot River district. A contract for grading the first 50 miles was let in May, 1919, to Stewart and Welch, Calgary, Alta., and we were officially advised recently that 5% of the grading on it had been done up to Dec. 30, 1919. This is evidently the line referred to in a press report which states that the company had made preliminary arrangements for building a line into the Pas district, which would ultimately mean its extension into the Copper Lake and Lake Athapuskow gold mining district. The Carrot River runs into the Saskatchewan River near Pas, and the mining districts referred to north of that place.

**Connaught Tunnel**—A press report states that a contract has been let to Sidney E. Junkins Co., for putting a concrete lining in the Connaught tunnel in the Selkirk Mountains. The tunnel is 5 miles long and the lining of it will, it is said, be one of the largest concreting jobs ever contracted for. (Jan., pg. 15).

**Vancouver Pier Extension**—In a statement made at Vancouver, B.C., Dec. 29, D. C. Coleman, Vice President, C.P.R., Western Lines, is reported to have said that the construction of the new pier will be put in hand just as soon as the contract is let, and that it is intended to ask for tenders very shortly. This projected pier is part of a comprehensive plan for the provision of complete facilities for the handling of the company's ocean and coastal ships at Vancouver. The location of the projected pier is to be between two existing piers, and it is to be known as B.C. pier. The work proposed to be put in hand immediately will consist of dredging and filling.

**The National Steel Car Corporation** incorporated recently under the Dominion Companies Act, has taken over the plant, equipment, business, assets and liabilities of the National Steel Car Co., Hamilton, Ont., under the terms of the agreement, particulars of which were published in Canadian Railway and Marine World. The following are directors: R. J. Magor, New York, President; D. Symington, Baltimore, Md.; H. H. Price, New York; D. B. Dewar, Hamilton. It is reported that other directors will be directed shortly when the other officers will be appointed. The company will continue to manufacture railway cars, for service and will largely increase its motor truck manufacturing department.

## Light Railways Projected for Northern Ontario.

In connection with the project for the construction of light railways in Northern Ontario, to which reference was made in Canadian Railway and Marine World for Dec., 1919, pg. 658, we are officially advised that the Canadian Light Ry. Construction Co. Ltd., plans to commence construction of a railway, meter gauge, approximately 39% in. between lakes village and Gowganda town plot, as soon as the snow goes off the ground; that it is proposed to have the material on the ground ready for starting work by that time; that 30 lb. steel rails will be used for the 27 miles of track; that the motive power will consist of gasoline and oil burning steam locomotives and it is expected to have trains running into Gowganda by midsummer.

The company, we are further, advised, proposes to build extensions of the line from Gowganda into the Fort Matchewan and West Shining Tree mining districts respectively, and is working on plans to build on loop line, leaving the Timiskaming and Northern Ontario Ry. at Swastika, going through the Kirkland Lake, Larder Lake, Skead Tp., and Boston Creek areas and connecting again with the T. and N.O.R. at Boston Creek.

In connection with this project articles have appeared in local papers comparing Australian railways of Australia with the light railways projected for Northern Ontario. The Canadian Light Railway Construction Co. has issued the following circular letter in this connection: "The railway situation in Australia is that several trunk and main lines have been built on different gauges, which of course has created an unsatisfactory system of railway transportation. The situation in Northern Ontario is that for the past 10 years railway extensions, good roads, etc., have been promised for these districts, or the subject, in some form, has been under consideration by various governments, but very little has been done. The idea of building light railways is to give undeveloped districts immediate transportation facilities. The construction of light railways is only temporary. Their operation will assist development of water power and of the mining industry. When the business increases to warrant it, the light railways can be turned into electric or standard roads and the light rails and equipment can be transferred to new fields, to be used again as a method of assisting development. It is the intention to use light railways to assist the development of new and undeveloped districts. They are cheaper to build and maintain than macadamized roads, and will do the business on short hauls up to their capacity of a standard railway, and their is a commercial and business proposition. The Canadian Light Railway Construction Co. plans only to build branch lines, not trunk lines. Light narrow gauge railways embody three economic principles, low cost of construction, maintenance and operation. In addition they can be quickly laid down and run over almost any kind of country. They proved to be the most economical and successful method of transportation adopted by the allies during the war. Commercially they have been used in France, Belgium, Germany and Russia, for the past 20 years, as feeders to the main railways, and it is proposed to use them in the same capacity in this country. The Canadian Light Railway Construction Co. is

not advocating light railways in preference to government owned standard or electric roads."

A convention of those interested in the development of Northern Ontario was opened at North Bay, Ont., Jan. 21, and among the subjects considered was that of the construction of light narrow gauge railways.

## Railway Finance, Meetings, Etc.

**Canadian Northern Ry.**—A New York press dispatch of Jan. 9, stated that William A. Read & Co., who placed on the market on Jan. 7 an issue of \$7,500,000 Canadian Northern Ry. Equipment Trust 6% bonds, Series D, 1919, had sold nearly the whole issue. The securities maturing June, 1920, to Dec., 1921, were reported to have been sold on a 6¼% basis, and those maturing June, 1922 to Dec., 1929, on a 6½% basis.

**Canadian Northern Rolling Stock Ltd.**—There was deposited with the Secretary of State at Ottawa, Jan. 22, duplicate original of a lease made by Canadian Northern Rolling Stock Ltd., to Canadian Northern Ry. Co., dated Dec. 1, 1919, to which is attached an assignment to Fidelity Trust Co., Philadelphia, Pa.

**Ottawa Terminals Ry.**—The directors for the current year, elected at the recent annual meeting, are: H. G. Kelley, President; W. D. Robb, Vice President; Frank Scott, Vice President and Treasurer; J. E. Dalrymple, R. S. Logan, W. H. Biggar and F. L. Bond.

**Pacific Great Eastern Ry.**—The British Columbia Government has placed an issue of \$2,500,000 of 5 years 5% gold bonds at 97.84, yielding the investor 5½%, the proceeds of which will be used exclusively, the Finance Minister is reported to have said, in Victoria, Jan. 6, for construction of the Pacific Great Eastern Ry.

**The Quebec Central Ry.**—Accounts for the year ended June 30, 1919, issued recently, show a surplus, after meeting interest charges, of \$274,742, and \$88,249 was brought in making \$362,991. The guaranteed dividend of 5% has been paid; \$80,000 set aside for renewals, and \$25,000 transferred to contingent fund, leaving a balance to be carried forward of \$88,911.

**Temiscouata Ry.**—A meeting of holders of provisional certificates issued by the bondholders' committee for the 5% consolidated mortgage income bonds was held in London, Eng., recently. J. R. Ball, chairman, informed the certificate holders that if the extraordinary conditions under which the railway was operated were taken into consideration, the results of the operations for the year ended June 30, 1919, should not be considered unsatisfactory.

## Timiskaming and Northern Ontario Ry.

	Passenger Nov., 1919	Nov., 1918	Dec., 1919	Dec., 1918
Earnings	\$70,431.12	\$47,399.04	072,803.76	\$52,921.20
Freight earnings	190,159.13	154,931.81	187,715.99	152,800.49
Total earnings	260,590.25	202,330.85	260,519.75	205,721.69

**White Pass and Yukon Ry.**—The accounts for the year ended June 30, 1919, which were issued recently, show a credit balance of \$67,847, instead of a debit balance of \$48,427, as at June 30, 1918. This is reported to be due to adjustments made in the company's finances under a scheme of arrangement.