

# Summary of The Week's News of The World

## Engineer's Report on H.B.R.

An Ottawa wire of Oct. 27 said:—The annual Bluebook of the department of railways, issued today from the printing bureau, contains some observations by M. J. Butler, former deputy minister and chief engineer of the department, in regard to the Hudson Bay railway project and also a detailed report by J. W. Armstrong, engineer in charge of the surveys. Mr. Butler says in part: "I find considerable difficulty in deciding upon what basis to provide accommodation for a railway that in the nature of things cannot be operated to its capacity for more than two months in the year, to a lessened extent for a possible three months, and for the remainder of the year still less. I have, however, provided facilities on a scale that will admit of the maximum capacity for a single track, passing tracks and telegraph stations every five miles, water stations every fifteen miles, and roundhouse and shop accommodation sufficient to care for thirty-two freight trains and one express train per day of twenty-four hours.

"From information there is no room for doubt that Nelson is the best harbor, and the possibility of local business is greater. All together, with the Nelson route, there is also a possibility that a fair proportion of the route is available for settlement, whereas on the Churchill route there is no such probability beyond Split Lake, where the lines separate. It is of the utmost importance that a hydrographic survey should be made of the Hudson strait and bay so that the position and cost of the necessary lighthouses may be ascertained.

"The crux of the matter is: What business can be handled by such a railway and of what value it is likely to be to the country tributary to it.

"The general map of the northwest shows areas tributary to the Pas Mission and Winnipeg. For all practical purposes the city of Winnipeg is as close to Port William as The Pas is to Hudson bay at Port Nelson, hence they may be compared as radiating points.

### Vast Areas to Draw From

"A line drawn from Dauphin, Man., in a southwesterly direction, passing through Weyburn, Sask., separates in tributary territory practically the whole of the province of Manitoba and about 11,000 square miles of the southeasterly corner of Saskatchewan and Alberta belonging to The Pas. The immense district is equal in area to the states of North and South Dakota, Minnesota, Wisconsin, Nebraska and Iowa, where there is a population of about 10,000,000 and a railway mileage of about 50,000. I think that square mile to square mile the fertility of the northwest is at least equal to the states named. Assuming that the line is to be worked for all that is possible to be done, the grades are 0.4 or 21 feet to the mile. All trains are fully loaded and composed of 40 ton pay load cars, and locomotives of the Mallet articulated compound type are to be used, with a hauling power of at least 4,000 tons of pay load. Thirty-two trains per day is about the capacity of a single track. Better than this has been done, but it is enough. Sixteen trains load 64,000 tons per day. Making allowance for accidents and delays, say for 30 working days, we get 1,920,000 tons or 64,000,000 bushels of wheat.

"I assume that ships can be secured wherever there is sufficient business offered. It is apparent that at least 5 per cent per day would need to be loaded, or say 135 to 140 to do business, allowing two trips to each ship. Any additional business taken to the bay would have to be stored until the following August, or nine months.

### Other Sources of Traffic

"Other sources of traffic possible to the line are: Exportation of cattle, usual package freight to and from Europe, and the possibility of developing a reasonably large import coal trade. I believe it is practicable to lay down coal at Port Nelson from Nova Scotia at a cost not exceeding \$3.75 a

ton. The rail haul, say to Saskatoon, as an average point of distribution, need not exceed \$4 per ton, making the cost of coal \$7.75. At present I believe it costs at least \$9 in the same territory.

The equipment for thirty-two trains per day of the character outlined will cost about \$55, and means the providing of 108 train men, creates 150 telegraph operators, 54 gangs of section-men, shopmen, roundhouse men, superintendents and train and yard masters, a great number of whom are not likely to be required once the rush of the grain season is over. It appears, therefore, to be a difficult proposition for independent operation, and would seem to require to be worked by one of the large corporations so that the men and rolling stock could be utilized the whole year. There is in Canada only one locomotive of the type described, and by using the largest freight engines now operated on the western roads a trainload would be reduced one-half and the capacity of the road in a like measure.

"It is apparent, however, that under any circumstances grain may be placed at Hudson bay on board ship as cheaply as at Port William, hence the saving possibly is 5 cents per bushel, assuming that insurance and freight rates are equal at Montreal and Port Nelson.

## DELEGATES FOR OTTAWA

This column will be the directory of delegates appointed by the various Western associations. Each branch will be entered here and the name of the delegates if given:

Hanley Sask. 3 delegates, Thos. Lawrence, M. Malcolm, D. M. Dilley.

Greenwood, Sask. 1 delegate, Stanley Rackham.

Cartwright, Man., 2 delegates.

Beaver, Man., 1 delegate.

Ituna-Hubbard, Sask., 1 delegate.

Douglas, Man. 1 delegate, Alec. Mitchell.

Minitonas, Man., 1 delegate.

Roleau, Sask., several delegates.

Carnduff, Sask., 1 delegate.

Oliver, Sask., 1 delegate, I. W. Tinkess.

Franklin, Man., 1 delegate, President James Murdock

Springside, Sask., 1 delegate.

Emerson, Man., 1 delegate

Captain Bernier is of the opinion that it is unsafe to be caught in the vicinity of Cox channel with a steamer any later than Oct. 15."

### Favors Port Nelson

Mr. Armstrong in his report has this to say of the terminals: "The Churchill route, 477 miles approximately, is too long for a three engine division in this hard winter climate. The Port Nelson route, 410 miles, can probably be handled by three train divisions, as owing to better grades the 135 mile Nelson division will not be a harder task for an engine than 120 miles in the Churchill division. On the Nelson route this will mean four sets of buildings and on the Churchill route five sets."

The Bluebook shows that the total railway expenditure by the government in the last fiscal year was \$32,862,094, of which \$21,565,975 was charged to capital, \$2,260,214 to income, and \$9,035,903 to revenue. Of capital expenditure, \$19,568,126 was on the new transcontinental line. The total expenditure for railways and canals in the year was \$36,125,808.

The aggregate revenue from railways was \$9,647,983, and canals, \$193,384, of which \$168,803 came from hydraulic rents. The total government expenditure on railways prior to and since Confederation amounts to \$439,187,422. In the same period the canal expenditure was \$126,329,956.

### NATIONAL ENGLISH RAILWAYS

A London cable of October 25 says: "There are signs here that point at a coming nationalization of English railroads. The army of railroad employees

want it with all their heart and the actions of the railroad companies themselves are hastening its coming. Following the example of the American roads the railroads of England have formed combines and signed working agreements and even in a country as conservative as England it is generally admitted, that this grouping of the roads will eventually give them such monopoly and power that the suffering public will demand that the state must own them as it now owns the telegraph and telephone service.

"At the recent congress of British railroad employees a resolution was almost unanimously carried that they must encourage the coming of state ownership by every means within their power, and also that they must see too, that they are adequately represented in the House of Commons when the change comes. Not one member expressed a doubt that come it must."

### NEW ELEVATOR AT VICTORIA HARBOR

The Canadian Pacific Railway have lately completed a new elevator at Victoria Harbor, Ont. The elevator, which is of two million bushels capacity, is situated on Victoria Harbor, Georgian Bay, on the Toronto-Sudbury line of the Canadian Pacific. The machinery is all of the very latest type, specially designed for the rapid handling of grain. The completion of Victoria Harbor elevator gives the

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