

## Dominion Subsidies in Aid of Canadian Northern Railway Lines.

The Dominion Parliament has voted the following subsidies in aid of the building of the Canadian Northern Ry., and its allied lines:—To the Canadian Northern Ontario Ry., for a line from Toronto to Ottawa, Ont., 250 miles, at the rate of \$6,400 a mile; for a line from Ottawa to Port Arthur, Ont., 910 miles, \$12,000 a mile. To the Canadian Northern Alberta Ry., for a line from Edmonton to the boundary between Alberta and British Columbia, near the Yellowhead Pass, 260 miles, \$12,000 a mile. The lines are to be completed within three years from Aug. 1, 1913; running powers and other traffic facilities are to be given to other railways under conditions to be fixed by the Board of Railway Commissioners, but such orders may be varied or rescinded by the Governor in Council; transportation is to be furnished to the government for governmental purposes at reasonable rates, and in payment of these charges the government is to be credited by the company with a sum equal to 3% on the amount of subsidy received up to \$6,400 a mile; that books showing the cost of construction and cost of operation shall be produced when desired; that \$7,000,000 of the common stock of the C.N.R. shall be transferred to the Government, which may be disposed of at the discretion of Parliament, such stock to be held in trust by the Minister of Finance and Receiver General.

The Minister of Railways, in explaining the reason for the granting of this aid, said the total amount was:—Ottawa to Port Arthur, 910 miles, at \$12,000 a mile, \$10,920,000; Edmonton to Yellowhead Pass, 260 miles, at \$12,000 a mile, \$3,120,000; Toronto to Ottawa, 250 miles, at \$6,400 a mile, \$1,600,000, a total of \$15,640,000. The cost of the Toronto-Ottawa line was estimated at \$41,131 a mile, and the subsidy was at the regular rate. The average cost of construction of the Ottawa-Port Arthur line was \$49,381 a mile. The Dominion Government had already voted a guarantee of bonds for \$35,000 a mile, but the company had only been able to dispose of its bonds at 90%, which produced \$31,760,000. The average cost of the Edmonton-Yellowhead Pass line was estimated at \$38,500 a mile, in aid of which the Government had already guaranteed bonds, varying from \$13,000 to \$35,000 a mile, which bonds had produced on an average \$22,400 a mile. The cost of these two lines was estimated at \$54,638,981, and they had been financed to the amount of \$34,578,220, leaving a deficiency of about \$20,000,000, towards which the government proposed to grant \$14,040,000. A comparison with the aid granted to the C.P.R. could not fairly be made, as that line was a pioneer line, but a comparison could fairly be made with the G.T. Pacific Ry. The saving to the G.T.P. Ry. by reason of the Government building the eastern section was estimated at \$26,979,640, and the aid given in respect of the western section was by way of guaranteeing bonds for \$62,187,000; by way of loan \$10,000,000, implementing guarantee \$13,000,000, interest on bonds for seven years \$10,561,320. The aid given or proposed to be given to the C.N.R. was as follows:—

Guarantee of bonds—	
Montreal to Port Arthur .....	\$ 8,060,000
Grand View to Edmonton .....	8,060,000
Edmonton to Yellowhead Pass....	6,720,000
	\$50,655,000
Cash subsidies—	
Ottawa to Hawkesbury .....	\$ 367,872
Stanley to Port Frances .....	1,355,326
Port Frances to Rainy River .....	179,200
Yellowhead Pass to Vancouver .....	6,180,000
Cash subsidy under provincial legis-	
lation .....	14,040,000
	\$22,122,398

No land grant had been given direct to the company, but it had through the purchase of other lines acquired with them land grants for 4,000,000 acres, of which 1,225,600 acres applies on its main line.

The Minister of Finance gave an exhaustive analysis of the financing of the company, which showed that the Dominion Government had guaranteed bonds in respect of the building of 2,552 miles of line, of which \$57,992,268 had been issued, realizing \$52,823,428. On the company's affiliated lines are bonds guaranteed by the Dominion Government amounting to \$37,216,664; Ontario, \$7,860,000; British Columbia, \$16,490,000; Manitoba, \$349,000; and there had also been issued \$32,808,283 of bonds which were not guaranteed. The total amount of bonds guaranteed for the C.N.R. and its affiliated companies by the various governments amounted to \$120,120,461, and of bonds not guaranteed \$145,379,151, making the total amount of securities outstanding \$265,499,612. The bonds guaranteed by the governments altogether were as follows:—

Dominion of Canada .....	\$58,043,250
Province of Manitoba .....	24,110,546
Province of Saskatchewan .....	8,030,000
Province of Alberta .....	5,586,665
Province of British Columbia .....	16,490,000
Province of Ontario .....	7,860,000

The mileages laid were:—Quebec to Montreal, 178; Hawkesbury to Ottawa, 57; Port Arthur to Edmonton, 1,265. There were under construction from Ottawa to Port Arthur 910 miles, from Edmonton to Yellowhead 260 miles, and from Yellowhead to Vancouver 525 miles; total, 1,695 miles. Contracts called for completion by the end of 1913, and by the summer of next year it was expected that the C.N.R. would be running across the continent.

The following figures were given, showing subsidies granted:—Ottawa to Hawkesbury, \$367,000; Ottawa to Port Arthur, nothing; Stanley to Port Frances, \$1,355,000; Port Frances to Rainy River, \$179,000; Winnipeg to Summit, nothing; Montreal to Quebec, \$1,927,000; Yellowhead to Vancouver, \$6,180,000. The total of guarantees, Dominion and provincial, on the main line from Montreal to the Yellowhead Pass was \$57,000,000, or about \$20,000 a mile on the 2,700 miles.

Replying to questions in the House of Commons, June 2, the Minister of Railways said the maximum gradient against eastbound traffic between Port Arthur and Montreal, was 0.50%, or 26.4 ft. a mile, and that against westbound traffic on the same line 0.60%, or 31.68 ft. a mile; the maximum gradient against eastbound traffic on the line from Edmonton, Alta., to Port Mann, B.C., was 0.70%, or 37 ft. a mile; and that against westbound traffic on the same line was 0.50%, or 26.40 ft. a mile.

On June 4, the Minister stated in reply to further questions that the mileage under construction to be controlled and operated by the C.N.R., and not included in the answer given June 2, was 3,143 miles; the total amount guaranteed by the Dominion Government in aid of the construction of such lines was \$43,419,585, and the amount granted to date for these lines was \$6,180,000; the amount guaranteed by other governments for these lines had not been ascertained by the Department.

It is said that the subsidies will be paid over, so far as constructed lines are concerned, on the completion of inspections which are now being made, and on the remaining mileages as the work progresses.

Six wheel trucks, rivetted wrought steel frames, M.C.B. standard axles, parts and pedestals, and 36 in. wrought steel wheels, have been advocated for exclusive use in steel passenger car truck design.

## Dominion Government Railway to Hudson Bay.

The Dominion Parliament at its recent session voted \$4,500,000 for the construction of this railway, and the provision of terminals. The Minister of Railways stated that the contracts as let, together with the estimated cost are:—Pas to Thicket Portage, 185 miles, \$2,500,000; Thicket Portage to Split Lake Jct., \$1,000,000; from Split Lake Jct. to Port Nelson on Hudson Bay, \$1,000,000. About \$1,500,000 of the vote is on account of harbor work. It is expected to send a number of men with supplies and a complete plant to Hudson Bay to start the development of the harbor there. It is proposed to put a wireless station at Port Nelson and another at Pas. The latter will be removed elsewhere when the land telegraph lines are completed. The bridge across the Saskatchewan River at Pas was only finished at the end of April; track-laying has been commenced north of the river, but he had not received any report as to the progress made. Grading has been completed for over 100 miles, and it is hoped to get track laid on the 185 miles to Thicket Portage by the end of the year. (June, pg. 273.)

## Grand Trunk Railway Betterments, Construction, Etc.

**Granite Ballasting Montreal-Toronto Line.**—The project for the reballasting of the line between Montreal and Toronto, with crushed granite, has apparently been dropped for the present. The rock crushing plant which had been provided has been put in storage at Kingston, Ont., and the preparations which were being made for installing it at Kingston Mills have been stopped.

**Union Station at the Don, Toronto.**—A proposition is reported to be under consideration for the building of a union station, to be used by the G.T.R., the C.P.R., and the Canadian Northern Ontario Ry., on the west side of the Don River, just north of Queen St. East, Toronto. The G.T.R. and the C.P.R. now have stations at the Don, within sight of each other, and the Canadian Northern is preparing to build its eastern entrance. The suggestion is that the present stations be abandoned, and that the three lines join up at a certain point and build a four track line to Toronto Union Station.

**Erie, London and Tillsonburg Ry.**—A re-vote of the subsidy granted in 1910 for the building of a railway from Port Burwell to London, passing through, Vienna, Calton, Aylmer, Kingsmill and Belmont, Ont., 35 miles, has been granted by the Dominion Parliament. The charter for the building of this railway is held in the interests of the G.T.R. The Minister of Railways said recently he would support a motion to refuse any further renewal of the subsidy for this line. (June, pg. 276.)

Upwards of 1,500 responses were received by the New York, New Haven and Hartford Rd. in reply to a reward offered by that line for the invention of a practicable automatic train control device, following the fatal Westfort wreck last fall. A special force had to be set to consider the large number of devices submitted, but of these, it is said that less than 5% were worthy of consideration, and after final examination by the higher engineering officials, only two were deemed worth a trial.