

Canadian Railway AND Marine World

ESTABLISHED 1898.

Devoted to Steam and Electric Railway,
Marine, Express, Telegraph, and Railway and
Canal Contractors' Interests.
Official Organ of the various Canadian
Transportation Associations.

ACTON BURROWS, LIMITED - Proprietors.
70 Bond Street, Toronto, Canada.

ACTON BURROWS, A. Can. Soc. C. E.
Managing Director and Editor-in-Chief.
AUBREY ACTON BURROWS - Secretary and
Business Manager.

Associate Editor - JOHN KEIR
Associate Editor - DONALD F. KEIR
Mechanical Editor - FREDERICK H. MOODY, B.A. Sc.

SUBSCRIPTION PRICES, INCLUDING POSTAGE:

TORONTO AND WEST TORONTO POSTAL
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WORLD.

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tion.

ADVERTISING COPY must reach the pub-
lishers by the 10th of the month preceding the
date of publication.

TORONTO, CANADA, JULY, 1913.

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A Clumsy Theft of Canadian Northern Railway Information.

In May a prominent official of the Can-
adian Northern Ry. system, in response to
our request, supplied us with some of-
ficial information in regard to the Toronto-
Ottawa section of the Canadian Northern
Ontario Ry. and also with reference to the
projected line from north of Parry Sound
to Callendar. This was published in
Canadian Railway and Marine World as
follows:--

"Canadian Northern Ontario Ry.--The
last section of the Toronto-Ottawa line to
be completed is that between the Jack
River and Smiths Falls, Ont. The ballast-
ing and final completion of the line will
take several months.

"We are officially advised that the com-
pany has a route surveyed for a line from
north of Parry Sound to Callendar, Ont.,
but it is not likely that the line will be
built this year. The proposed line leaves
the Toronto-Sudbury line at mileage 170
north of Toronto, and runs northeasterly
through the villages of Whitestone, Golden
Valley, Restoule and Nipissing to a junc-
tion with the company's transcontinental
line near Callendar. The standard of cur-
vature will be six degrees, although there
will be one or two which will be tempor-
arily sharper. The line will cross the
Whitestone, Maganatawan, Pickerel, Com-
manda Creek, and Wistiwasung streams. The
crossings of the Maganatawan and South
Rivers are the only crossings of any mo-
ment--the former comprising a deck span
of 100 ft. and some 300 ft. of trestle ap-
proach, 45 ft. above the water; and the
latter 300 ft. long and 25 ft. high. There
is a very large quantity of timber to be
brought out from the townships of Macken-
zie, Mills and Patterson, the estimate is
from 350 to 400 million feet, 100 million
feet being pine. Aside from running
through this area of timber, the line tra-
verses for over half the distance a very
fair agricultural country, which has been
settled since the early days of the lumber
industry."

The Theft Exposed.

Canadian Machinery, published in Toron-
to, appropriated the above matter and re-
produced it in its issue of June 12, with-
out giving any credit to Canadian Railway
and Marine World, for which it was
specially written. But the scissors and
paste editor did his work clumsily, as Can-
adian Pacific Ry. was substituted for Can-
adian Northern Ry. This is how he re-
produced our article:--

"The last section of the Toronto-Ottawa
line of the C.P.R. to be completed is that
between the Jack River and Smiths Falls.
The ballasting and final completion of the
line will take several months. It is of-
ficially announced by the C.P.R. that the
company has a route surveyed for a line
from north of Parry Sound to Callendar,
Ont., but it is not likely that the line will
be built this year. The proposed line
leaves the Toronto-Sudbury line at mile-
age 170 north of Toronto, and runs north-
easterly through the villages of White-
stone, Golden Valley, Restoule and Nipis-
sing to a junction with the company's
transcontinental line near Callendar. The
standard of curvature will be six degrees,
although there will be one or two which
will be temporarily sharper. The line will
cross the Whitestone, Maganatawan,
Pickerel, Commanda Creek and Wistiwasung
streams. The Maganatawan and South
Rivers are the only crossings of any
moment--the former comprising a deck
span of 100 feet, and some 300 feet of
trestle approach, 45 feet above the water;

and the latter 300 feet long and 25 feet
high. There is a very large quantity of
timber to be brought out from the town-
ships of Mackenzie, Mills and Patterson,
the estimate being from 350 to 400 million
feet, 100 million feet of which is pine.
Aside from running through this area of
timber, the line traverses for over half the
distance a very fair agricultural country,
which has been settled since the early days
of the lumber industry."

C.P.R. officials will be rather amazed to
read that they are building a line between
Toronto and Ottawa and that they have
surveyed a line from north of Parry Sound
to Callendar.

MORAL.--Don't steal, but if you do, it
is advisable to conceal your tracks.

A Railway Company's Liability for Loss of Baggage.

Canadian Railway and Marine World for
June contained on pg. 258 the full judg-
ment of County Court Judge Denton, of
Toronto, awarding Harriet E. Spencer
\$340.50, in a case in which she claimed
\$500 damages from the C.P.R. for breach
of contract in carrying a trunk from St.
Thomas to Toronto, or for conversion. The
C.P.R. appealed the case and on June 16
the Appellate Division of the High Court
of Judicature of Ontario gave the follow-
ing judgment:--

In the absence of a special contract the
defendant company as a common carrier
became liable generally for the safe de-
livery of the trunk. The onus therefore
is on it to show assent, actual or con-
structive, on Mrs. Spencer's part to the
condition pleaded in modification of the
contract implied by law. Whether there has
been any such assent is a question of fact.
Here the findings of the trial judge are in
substance to the effect that no notice was
given to the plaintiff or to the taxicab
driver of the condition on the check, that
the plaintiff supposed the check to be a
mere receipt for the trunk, and that
obviously she in no way expressly or im-
pliedly assented to any contract except
such as grew out of the delivery of the
trunk to the defendant company (common
carrier) and its acceptance by the company
for carriage. Appeal dismissed with costs.

Gas Electric Car on Quebec and Lake S. John Railway.

The gas electric car for the Quebec and
Lake St. John Ry., described in Canadian
Railway and Marine World for April and
May, 1912, operated from May 1 to Oct. 1,
1912, very successfully, running between
Quebec and Lake St. Joseph, 22 miles, mak-
ing 4 round trips daily, a total daily dis-
tance of 175 miles. The actual operating
cost was about 16c a mile, exclusive of
general repairs.

The car was placed in service to provide a
more frequent service and encourage subur-
ban traffic. A considerable increase in
traffic was experienced, and as last year's
operation was in the nature of an experi-
ment, it is anticipated that this year will
see a much greater proportionate increase in
the suburban traffic handled. The absence
of smoke and cinders in its operation makes
it conducive to the development of tour-
ist traffic.

This car is self propelled by electric
motors on the forward truck, receiving their
energy direct from a 375 h.p. generator in
the forward compartment of the car, direct
connected to a 6 cylinder gas engine. The
car is 54 ft. long, with a seating capacity
of 76, and is capable of attaining a speed
of 55 miles an hour.