

Canadian Roadmasters' Association.

The 3rd annual convention will be held at Toronto Sep. 20 & 21. The meetings will be held in court room no. 2 of the I.O.F. Temple Building, starting at 9 a.m. daily, & the members will make their headquarters at the Grand Union Hotel, corner of Front & Simcoe streets, opposite the Union Station, where special rates will be given to them.

The special topics selected for discussion at the convention are the following, the names given being those of the committees appointed to prepare reports on each subject:—

1. **TRACK TOOLS.**—J. Drinkwater, A. McAuley, W. Shanks.

2. **EXPANSION OF DIFFERENT WEIGHTS OF RAILS.**—J. Shanks, J. Graham, J. Leslie.

3. **PLACING OF TIES & TRIMMING BALLAST.**—E. Murphy, T. Hickey, J. Malloy.

4. **RAIL JOINTS.**—J. Drinkwater, W. Shanks. This matter was reported on at the last convention & partly discussed, to be again taken up at the forthcoming meeting.

A number of other subjects will, doubtless, be discussed, & exhibits will be made by railway supply manufacturers. There is every reason to believe that the meeting will be an interesting & useful one, & we hope to see a good attendance, not only of those who are already members of the Association, but of all roadmasters who can be present & who will join, as we are satisfied they will find the membership of advantage to them. Roadmasters are invited to contribute papers on any subjects they choose, whether on the programme or not.

The following reports of committees are given in advance, so that they may be considered before the meeting by the members, who will thus be in a better position to discuss them.

EXPANSION OF DIFFERENT WEIGHTS OF RAILS.

The committee, J. Shanks, J. Leslie & J. Graham, report as follows: The expansion required in 30-ft. rails at different temperatures is as follows:

30° below zero,	5-16	of an inch.
0°	1-4	" "
30° above zero,	3-16	" "
60°	1-8	" "
90°	1-16	" "

The above expansion applies to rails from 56 to 73 lbs. per yard.

PLACING OF TIES AND TRIMMING BALLAST.

E. Murphy, Roadmaster C.P.R., Woodstock, Ont., Chairman of the Committee, reports as follows: Thirty-foot rails should have ties uniformly spaced as follows:

70 lbs. a yard or lighter,	18 ties
70 to 80 "	16 "
80 to 100 "	14 "

Ties in main side tracks should be 24 in. centres, & in other than main side tracks 30 in. centres. In reference to trimming ballast I cannot give a better idea than to consult the C.P.R. standard. I have had my ballast for the past 16 years trimmed according to our present standard, & have found a great benefit from it. We all agree that the quicker we can get the water from the roadbed the better it is for the road.

RAIL JOINTS.

The committee, J. Drinkwater & W. Shanks, reported last year as follows, the discussion on the report being adjourned until this year: In connection with our work there is no one thing of so much importance or that affects tracks so much as the joints. Considering from this fact the importance of the subject & the amount of money, time & study that has been expended on attempting to perfect rail joints, & yet your committee are strongly of the opinion that the best that has been produced that they have had practical experience with is still lacking, or has failed to

fully meet the requirements. Our experience is from the old wrought iron chair to the plain fish plate with the tie directly under the joint. Then came the 2-tie angle bar, & later the 6 hole 40 ins. angle bar supported with 3 ties, & later still the 44 ins. angle bar supported the same as the 40 ins. with 3 ties, & at present we have a 4 hole angle bar supported on 2 ties.

Our experience has been that wherever joints have been supported with a tie directly under them, whether with the plain fish plate or the 3 tie 6 hole angle bar, the results have been better than with the 4 hole angle bar with the joint suspended between ties. The new angle bar with 4 bolts & 2 ties suspended joint is, we consider, a decided improvement over the old one in its general make up. Instead of slats in the edges for spikes the holes are through the web or flange. This gives the full benefit of the 4 spikes against spreading, but with the improvements in this joint over the old 2 tie suspended joints we have been unable to see where the defect has been remedied, or the cause removed, or the necessity provided for that we have found to exist with a suspended joint.

The 40 & 44 ins. angle bars have the appearance of a waste of material & this, of course, means expense for which no benefit is derived.

Up to the present our experience is, & we beg to report based on experience, that the suspended joint has been a failure & even with the improvements on the present suspended joint we do not feel free to recommend it as being all that it should be, but, to the contrary, believe that they must get their support from underneath & we consider that the energy spent & the efforts put forth to produce a satisfactory joint have not been productive of the result desired.

The annual convention of the Roadmasters' Association of America will be held at Detroit, Mich., Sept. 12, 13, & 14. The Hotel Cadillac will be the headquarters of the members.

Railway Projects.

Burk's Falls to Sallsburg.—R. Forbes, of Duluth, Minn., Vice-President of the Parry Sound Copper Co., states that the Co. thinks of building a railway to Loring, Ont., by way of Burk's Falls & Sallsburg where it has properties.

Ha Ha Bay to Roberval, Que.—Among the objects of the British American Pulp & Paper Co., which is applying for a Dominion charter, is the construction of a railway from Ha Ha Bay on the Saguenay River, to Grand Falls, on the Peribonka River, thence to the first falls on the Mistassini River, thence to the Chutes a l'Ours, on the Chamouchouan River, & thence to Roberval on Lake St. John. It is further sought to run branch lines from this system, & lines connecting the various pulp & paper mills it is intended to establish at the different falls; also to generate electricity & distribute it. The capital stock is to be \$3,000,000. The applicants are R. Prefontaine, R. Bickerdeke, A. A. Thibault, D. A. McCaskill & Edward Goff Penny, of Montreal.

Owen Sound to Meaford, Ont.—Although the Dominion Parliament has voted a subsidy for a line of 21 miles between these points, no company has been chartered to build it, & no application appears to have been made for the granting of the subsidy. General Manager Hays has informed the Mayor of Owen Sound that the G.T.R. is not likely to undertake the work of construction, & it is admitted that no other company could successfully operate it.

Pyramid Harbor to Fort Selkirk.—A San Francisco despatch of July 27 said:—"Pierre Humbert, jr., a Boston banker, who is at the head of a project to construct a railroad from

Pyramid Harbor to Fort Selkirk, is in the city. 'We have made our filings,' said he, 'and have practically secured a charter for that portion of the road traversing American territory. We are now waiting on Ottawa for a Canadian charter, & right-of-way from the boundary to the Yukon. As soon as this is accomplished, we will begin construction.'"

Mr. Humbert will probably have to wait some time "on Ottawa," in view of the Dominion Government's decision not to grant any more charters to lines into the Yukon, starting from ports owned or claimed by the U.S.

Trail to Sayward, B.C.—A press report credits F. A. Heinze, who built the Columbia & Western Ry., between West Robson & Rossland, & sold it to the C.P.R., with a desire to build some 8 or 10 miles of line from Trail to connect with the Spokane Falls & Northern at Sayward, the second station north of the International Boundary. As Trail is on the west side of the Columbia River & Sayward on the east a ferry transfer would be necessary.

Vancouver Island & Port Angeles.—F. Higgins, barrister, Victoria, B.C., gives notice that application will be made to the Dominion & Provincial Parliaments for the incorporation of a company to establish a railway ferry between Port Angeles, Wash., & the harbor of Victoria, Pedder Bay, or Beechy Bay, Vancouver Island, with power to build a railway from either of the named harbors to Langford Station, & along the west coast of Vancouver Island. It is said the company interested is the Port Angeles Eastern Ry., which is now building in the state of Washington.

In our June issue, pg. 171, we gave full particulars of the negotiations between the Port Angeles Eastern Ry. Co. & the city of Victoria for a railway car ferry & passenger boat service between Port Angeles, Wash., & Victoria. The committee of citizens of Victoria to which the matter was submitted had before it a proposition to bonus the Railway Co. \$17,500 a year for 10 years, on the basis of 5% on the estimated cost of the car ferry & steamboat. The committee decided against the proposition by a vote of about 2 to 1, the mayor having taken the ground that the city had no power to bonus a foreign corporation.

C.P.R. Dividend.—At a meeting of C.P.R. directors Aug. 14, a dividend for the half year ended June 30, of 2% on both preference & common stocks was declared payable Oct. 20. The earnings of the past six months would have warranted a larger dividend, but the directors considered it inexpedient to increase it. Some disappointment may have been felt, but the general opinion, both in Canada & Europe, is that the board has acted wisely in pursuing a conservative course. The Westminster Gazette voices London opinion in saying:—"The cautious policy of the directors is no doubt wiser in view of the exceptional condition of the farming industry during the past year or two, & the necessity of providing in fat years for adversities in lean years. It is better to have a safe & continuous 4% than the larger dividend now & the collapse of the latter."

Canadian Ticket Agents' Association.—Secretary De la Hooke has issued a breezy & up-to-date circular, announcing the 13th annual meeting to be held at Winnipeg Oct. 10, instead of Oct. 13, as first arranged. The members will leave Toronto, Sunday, Oct 8, at 1 p.m. via G.T.R. to North Bay, where members from the east will join them, & proceed via C.P.R. to Winnipeg, arriving there Tuesday, Oct. 10, at 6.30 a.m. The meeting will be held on that day, & a banquet will take place at the Clarendon Hotel in the evening. The party will leave Winnipeg Wednesday, Oct. 11, travelling by the Northern