

The Locomotive and Machine Company

Of Montreal.

Limited.

In no country in the world is railway construction progressing more quickly than in Canada. Nearly 5,000 miles of additional railroad has been constructed during the past ten years, and with the new route from the Atlantic to the Pacific under way, with which the additions to existing lines promise to keep pace, the need for a greater number of locomotives and railway appliances of every description has become manifest.

One of the largest industries ever established in Canada—the Locomotive and Machine Company of Montreal—was organized to meet the demand for locomotives. The plant of this company is situated upon what was formerly the Dixon Farm, at Longue Pointe, in the Province of Quebec, just outside the limits of the City of Montreal, which farm consists of seventy acres of ground, having a frontage on the St. Lawrence River of 1,100 feet, along which frontage the Harbour Commissioners of Montreal are constructing a new wharf for the accommodation of ocean-going steamships, which will enable the Locomotive Company to land its own raw materials directly from the Continent, and from the coal-fields of Canada upon its own property by water. The Montreal Terminal Railway runs along the northern boundary of the property, and gives the works of the Locomotive Company a connection with the Grand Trunk and Canadian Pacific Railways. The Chateaugay & Northern parallels the Terminal Railway and gives the works of the company a connection with the Great Northern and the MacKenzie-Mann system.

The Company, therefore, possesses every facility for the direct import of raw material and the export of the finished articles.

In connection with its locomotive business the Company also operates an extensive bridge and structural steel business, the bridge plant being situated upon the same property as the locomotive plant.

A unique feature of the Locomotive & Machine Company's

plant is that the whole of the various shops needed in the production of a locomotive are contained under one roof. In any establishment, anywhere, this fact would be an undeniable advantage, but it is especially so in a location where the snow-falls are heavy and frequent, and the rigors of winter

delivery to its purchaser. The engineers were instructed to lay out the plan in such a manner that at any time that extension becomes necessary it can be carried out by adding to the existing building without influence with the work in progress.

As operated at the present time,

380 ft. long by 66 ft. wide and 36 ft. in height, lying at right angles to the Machine Shop. All the fires are served with fixed radial cranes. (3) The Erecting Shop adjoins, and is 380 ft. long by 66 ft. wide, with a height of 49 ft. It is served by two travelling cranes of ample capacity.

amount of space, and served also by travelling cranes.

Next to the Foundry a Power House is situated. This plant produces all the electrical power for the works, and is also equipped with an immensely powerful Rand Air Compressor, which produces all the necessary compressed air. The

long, with a boiler and engine room 60 ft. by 80 ft., there are but three columns in the entire shop, so that an immense open space is available, with a clear height between the roof trusses of 22 feet.

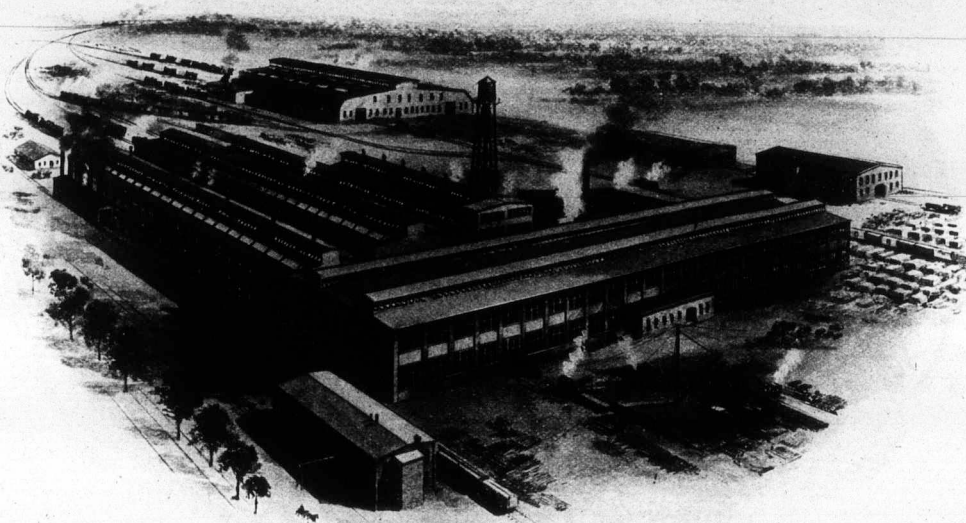
The steel which is fabricated in the bridge shop is imported from the Carnegie Works, at Pittsburgh, as well as from British and Belgian works, as the raw material for bridge work and buildings, as yet, is not obtainable in Canada.

The company employs anywhere from 1,000 to 1,500 men, depending upon the amount of business on hand, and is turning out at the present time about ten locomotives a month, and 1,000 tons of bridge and structural work, as well as a large number of locomotive parts.

Practically all the leading railways in Canada have had locomotives constructed at the Company's works, and they are in operation at the present time on the Canadian Pacific, Grand Trunk, Toronto, Hamilton, and Buffalo, Quebec Central Railway, Quebec & Lake St. John Railway, Canadian Northern Railway, and the Sydney & Louisburg Railway. The Locomotive Company has also done a large amount of bridge work for the railways in Canada, and has large contracts on hand for the same at this writing.

The outlook for business in the Dominion is very bright, and the Locomotive Company has contracts on hand, which will keep its locomotive shops working to their fullest capacity for the next eight months. The principal office of the Company is located in the City of Montreal, in the Imperial Bank Chambers, at the corner of McGill and St. James Street, facing on Victoria Square; and the works are easily accessible, the electric cars of the Montreal Street Railway running direct to the plant.

It is the intention of the Locomotive and Machine Company not only to supply the Canadian demand for locomotives, but to build up the largest possible expert business with the British Colonies.



make communication between the scattered workshops involve loss of time as well as discomfort.

On May 8th, 1903, the first ground for the erection of this vast structure was broken, and before the following May the first locomotive, built entirely in every detail upon the premises, was ready for

the locomotive works proper consist of five shops:

(1) The Machine Shop, 132 ft. x 420 ft., x 36 ft. high. It is served with four overhead travelling electric cranes, with a capacity of ten tons, which can travel the entire length of the shop.

(2) The Forge and Smith Shop,

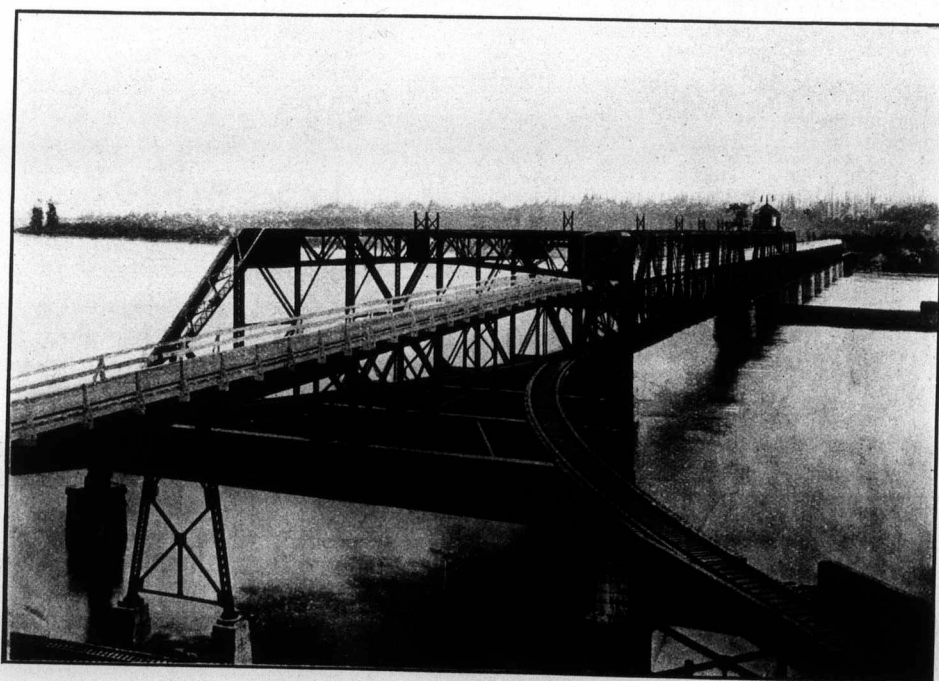
(4) The Boiler Shop is next to the Erecting Shop, being 380 ft. long by 66 ft. wide, with a height of 36 ft., and at its south end rises the hydraulic rivetting tower. This shop is also served by a travelling crane of great strength.

(5) Alongside the Boiler Shop is the Foundry, occupying the same

entire plant throughout is electrically driven, and the majority of the tools are individual motor drives; that is, any machine tool can be shut off without affecting the working of any other.

The most recent addition to the works is the Structural Steel Shop, though 200 ft. wide and 300 ft.

The Dominion Bridge Company, Limited.



Combined Railway and Highway Bridge over the Fraser River at New Westminster, British Columbia.

Manufactured and erected for the Government of British Columbia

by the

Dominion Bridge Company, Limited, Montreal, P.Q.

The Dominion Bridge Company, Limited.

(Continued from

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INSURANCE

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Wise legislation and considered regulations for the carrying on business in the Dominion. Companies are obliged to license from the Dominion before transacting securities to the amount of a Canadian \$100,000 if incorporated in Canada, must be deposited with the Government before they are issued to ensure the of their obligation by. In addition the companies must make deposits with the Receiver-General proportional to the amount of insurance. Fully one half of the companies of all descriptions in Canada have offices or chief Canadian offices in Montreal, and have given to the Government of Canada \$34,500,000. It will not only what an immense business in Montreal, but how the petition is and how the stipulations are for the benefit of new business.

The Phoenix Fire Insurance Company of London, England, introduced fire insurance in 1804. In 1808, according to the report of the several companies to the Dominion, the amount of risk to \$170 per head of the population. Although some in Canada now carry fire insurance, very few without covering the events, a proportionate fire risks with one of companies doing business of insurance.

The naturally thrifty character of the Canadian quickly appreciated the benefit of life insurance, and of dollars are now saved and a large proportion of the universal prosperity of the Canadian people is largely systematic saving and a beneficent system of life insurance. The taking out of a life insurance has practical solemn duty to every wife and family or other upon their efforts.

Montrealers figure as the most successful of our insurers carrying on often enforce conditions of denial, to enable them to pay premiums, which less careful races would be embracing.

To conclude, Montreal, Canada in general, of the amount of her prosperity, economy which our great banking finance and industry rendered practicable and

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