

Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry.—The Board of Railway Commissioners has ordered the company to effect considerable improvements on its Montford branch between St. Jerome and Arundel, Que. The length of line covered by the order is about 40 miles, but the first 10 miles is reported to be comparatively good. Guy Tombs, the company's General Freight and Passenger Agent, stated subsequently that workmen were busy all last summer ballasting the track, digging ditches, erecting new stations and doing other work. New and heavier rails had been purchased in the fall; these had been delivered and were ready to be laid as soon as the spring opened up. Other betterments would be gone on with during the season.

The Canadian Northern Ontario Ry. has under construction on the wharf at the foot of York St., Toronto, a freight warehouse 350 by 40 ft., and one story high.

The Ontario Premier announced in the Legislature, Mar. 18, that the Government had decided to aid the C.N.O. Ry. to the extent of 4,000 acres a mile, or a total of 2,000,000 acres, for the construction of a line from Sudbury to Port Arthur, a distance of about 500 miles, the line to be constructed through the great clay belt. The company, said the Premier, asked for a land grant and for a guarantee of bonds. The Government decided to decline to guarantee any bonds, and to offer to the company a grant of 4,000 acres a mile, provided it proceeded at once with the construction of the 500 miles of railway, and to carry it through the southern portion of the great clay belt. The Government would retain the pine timber and minerals on the land granted, and the right to say when and at what price the land is to be put on the market for sale. If the company agreed to these terms, a bill would be prepared and laid before the house for approval.

A deputation from the western part of the province waited on the Government, Mar. 17, and asked that a generous subsidy be granted the company. Prior to this the company had, in response to the request of the Government, submitted a proposal, with respect to the construction of the line, asking for a cash subsidy of \$3,000 a mile and 7,500 acres of land a mile, or a guarantee of bonds.

President Mackenzie, in an interview, Mar. 17, said: "If what I hear is true concerning the restrictions put upon the land grant, then the thing is almost valueless to us. The land up there, according to the general idea, is not much use anyway, and if we are to be bound by all sorts of restrictions in handling it, then the aid they give us will be practically nil."

Canadian Northern Ry.—Plans have been deposited with the Dominion Minister of Public Works, showing the location of a proposed steel dock at Port Arthur, Ont., upon the water lots lying between the north side of Park St., produced, and the south side of Lincoln St., produced.

A bill is before the Manitoba Legislature providing for the guarantee of bonds for the construction of 210 miles of line. The bond issue will be at the rate of \$13,000 a mile. The bill also provides for the guarantee of \$3,000,000 of bonds for terminal purposes. The station and terminals under construction, for which the guarantee of the C.N.R., the National Transcontinental Ry., and the Grand Trunk Pacific Ry.

We are advised that the company has not yet taken into serious consideration the question of electrifying its new shops at Winnipeg. A press report stated that the company had announced that its shops would be electrified in the near future, and that power would be supplied from the Winnipeg Electric Ry. plant at Lac du Bonnet.

A delegation from the territory north of Oak Point, Man., recently waited upon the Manitoba Government to urge the completion of the branch from Oak Point. Track has been laid as far as Lunder, and the delegation asked that it be extended along the lake shore to the narrows of Lake Manitoba, instead of directly northerly as previously intended.

Duluth, Winnipeg and Pacific Ry.—A company with this title was registered at St. Paul, Minn., Mar. 19. It has been organized for the purpose of constructing a line from Virginia, the southern terminus of the Duluth, Rainy Lake and Winnipeg Ry., to Duluth, Minn. The D.R.L. and W. Ry. was lately acquired by the Canadian Northern Ry.

Alberta Midland Ry.—The Alberta Legislature has passed an act incorporating a company with this title for the purpose of constructing a number of railways in the province. In the course of the discussion in committee, it was stated that the lines mentioned in the bill were those covered by the charter of the Alberta Central Ry., a company holding a Dominion charter, and that they were extensions of the Canadian Northern Ry. The routes of the various lines mentioned in the bill as it came before the committee were as follows: From Strathcona via Calgary to the confluence of the Little Bow and Belly Rivers, thence southerly to Lethbridge, with a branch from near Bittern Lake northeasterly to Vegreville; a branch from the crossing of the Little Bow River, southerly via Macleod to the southern boundary of the province; a branch from the last mentioned line between Macleod and the crossing of the Belly River, westerly to the western boundary of the province; a branch from between Cardston and the southern boundary of the province, to the western boundary of the province. In passing through committee provision was made for the construction of the following additional lines: From Calgary to Banff; from Cochrane northerly to join the C.N.R. at Pigeon Lake; an extension into Wetaskiwin; an extension to Nanton; and an extension from Content to Red Deer and on to Rocky Mountain House.

The Government Act for the guaranteeing of C.N.R. bonds to the extent of \$13,000 a mile, provides for the construction of 850 miles of line, and covers practically the whole of the lines mentioned in the bill. In the discussion before the Legislature it was stated that the C.N.R. would commence the construction of the Athabasca Landing extension, and the line from Vegreville to Camrose and Calgary this season, and might possibly construct the lines in the Crow's Nest Pass country. (Mar., pg. 183. See also Saskatchewan and Alberta Railways, Feb., pg. 125.)

Level Crossings Protection.—The House of Commons has passed a bill providing for the appropriation by the Government of \$200,000 a year for five consecutive years for the purpose of "aiding in the providing of protection, safety and convenience for the public in respect of existing highway crossings at rail level." The sums voted are to be placed to the credit of The Railway Grade Crossing Fund, and to be applied under the authority of the Board of Railway Commissioners. The Board may fix the amount the Dominion shall pay up to 20% of the cost of elimination and not exceeding \$5,000 for each crossing not to exceed four tracks; where there are five or more tracks it is to be regarded as two crossings. Not more than three crossings in any one municipality will be eliminated in any one year. The act provides that municipalities shall contribute towards the elimination of the crossings, but the percentage to be contributed is not fixed.

TRADE AND SUPPLY NOTES.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers to distinctly understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

The Canadian Pilling Co. has recently installed a turntable tractor at the C.P.R.'s Quebec roundhouse. This makes 32 installed on the C.P.R. system at various points.

E. L. Dyer has issued a booklet, "How to test wire, how to build fences and about concrete posts," which can be obtained by mailing 10c. in stamps or coin to him at King St. and Atlantic Ave.

The Northern Electric and Manufacturing Co., Ltd., Montreal, has been awarded the contract for supplying and installing a Western Electric alternator, exciter and switchboard equipment for the town of Iberville, Que.

The Goldschmidt Thermit Co., 103 Richmond St. West, Toronto, has issued a 36 pg. booklet, "Instructions for the use of Thermit in Railroad Shops," which should prove of interest to railway mechanical men. A copy will be sent on application.

The Holden Co., Ltd., has been incorporated under the Dominion Companies Act, with \$45,000 capital stock and head office in Montreal, to acquire the business heretofore carried on by N. J. Holden Co., Ltd., and to carry on a general railway and contractors' supply business, etc.

The Meaford Wheelbarrow Co., Ltd., Meaford, Ont., has secured the Canadian rights to manufacture the line of roller bearing wheelbarrows and concrete carts made by the Sterling Wheelbarrow Co., of Milwaukee, Wis., and will offer the same to the general trade.

The B. Greening Wire Co., Ltd., Hamilton, Ont., is installing electric welding machinery in its works for the more economical welding of the iron frames for their wire door mats, wire guards, tellers' cages, etc., and for the wire chain fittings, and the welding of wire generally.

C. F. Medbury, until recently Manager of the Westinghouse Electric and Manufacturing Co.'s office, has been appointed Manager of the Canadian Westinghouse Co.'s Montreal office, succeeding H. D. Bayne, who recently resigned, and who has since sailed on an extended tour through Europe.

The B. Greening Wire Co., Ltd., Hamilton, Ont., has in press a series of illustrated catalogues of goods manufactured in its various departments. The first one relates to the wire screening, wire cloth and perforated metal departments. It is copiously illustrated, and contains a number of useful tables, which will prove of value to anyone interested in screening wire cloth, or perforated metals. Copies will be sent by the B. Greening Wire Co., on request, to any address.

Owing to the rapid increase in the export business of The Page Wire Fence Company of Walkerville, Ont., since the introduction of its Empire white fencing for railway, farm and ranch use, it has been thought best to have the foreign business handled by a company of a name similar to that of the fencing, and to this end The Empire Fence Export Co., Ltd., has been formed. It is owned and controlled by the same people as the old company. The head office and factory will be at Walkerville, Ont.