

ONTARIO  
NORTHLAND  
DIARY

CANADIAN  
TRANSPORTATION  
1936-1960

C. H. RIFF

## OUR LAST FRONTIER IN THE NORTH LANDS OF ONTARIO

BY W. M. SCANLAN

Four hundred miles north of Toronto, the Tomiakaming & Northern Ontario Railway is rapidly pushing its way through the wilderness to a junction with the National Transcontinental. One hundred and fifty miles south of James Bay, or thereabouts, that road is being graded, the rivers are being bridged, and great gangs of men are travelling north by way of Abitibi River and Abitibi Lake to Fauguer's contract, and Reynolds' contract, comprising respectively 100 miles west and 160 miles east of the proposed junction of the two roads. The latter work has begun after almost a year of preparation, portage building, cutting of lots roads, and laying corduroy, made necessary by the impenetrable nature of the forest and swamp of which the country is composed. Supplies and men are taken in over the rivers, through the muskeg, and dropped here, there, yonder along the contract right of way, station men, teamsters, axemen; Bulgarians, Swedes, Italians, Turks, Englishmen, Irishmen, Scotchmen—all sorts and conditions of men. Truly it is a combination that arouses at once romantic interest and awe. Here we have a frontier with all the accompanying tax evils and inter-line phases of frontier life; and the men who find their way hither are the men who have come from the ends of the earth, many of them, to

for lost time. McDougall's Chutes has the appearance of being built in a huge clearing, which, in a sense, is actually the case. It is in two parts, the new town surrounding the station on the hill, and the old town lying in the valley by the river. Log houses, tents and raint lack-bespotted, tarpaper-covered frame buildings are scattered among the stumps and occasional dead trees with picturesque irregularity. There are several so-called hotels, but the accommodation is still of the very rough-and-ready variety common to the frontier towns. One is given a candle to go to bed by and the wash-basin stands on the floor. Trading companies' stores, hotels and poolrooms are the most conspicuous features of the landscape. Men in brown duck suits, high-leather boots of tan-colored leather and nondescript hats are everywhere to be seen, most of them carrying a "turkey" on their backs, while here and all over are groups of foreigners of all descriptions, looking very fierce and big game in their stumps and occasional dead trees with picturesque irregularity. There are several so-called hotels, but the accommodation is still of the very rough-and-ready variety common to the frontier towns. One is given a candle to go to bed by and the wash-basin stands on the floor. Trading companies' stores, hotels and poolrooms are the most conspicuous features of the landscape. Men in brown duck suits, high-leather boots of tan-colored leather and nondescript hats are everywhere to be seen, most of them carrying a "turkey" on their backs, while here and all over are groups of foreigners of all descriptions, looking very fierce and big game in their stumps and occasional dead trees with picturesque irregularity. There are several so-called hotels, but the accommodation is still of the very rough-and-ready variety common to the frontier towns. One is given a candle to go to bed by and the wash-basin stands on the floor. Trading companies' stores, hotels and poolrooms are the most conspicuous features of the landscape. Men in brown duck suits, high-leather boots of tan-colored leather and nondescript hats are everywhere to be seen, most of them carrying a "turkey" on their backs, while here and all over are groups of foreigners of all descriptions, looking very fierce and big game in their stumps and occasional dead trees with picturesque irregularity.

These men, gathered together from many lands, are the working parts of the great organization that hews a pathway through forest, rock and muskeg; fills great valleys and bridges yawning chasms; and wins the continent with highways of steel. Few realize what hardships and privations

one of the largest on the line, and it is notable for the reason—it was built in 26 days 2 hours. An average of 12 men per day erected 500 tons of steel for bridge-building and twenty-six feet long and eighty-five feet high. This constitutes a record, it is said, for bridge-building in the world. Just beyond the bridge is the end of steel, which, however, is rapidly moving northward as the levelling of the grade proceeds.

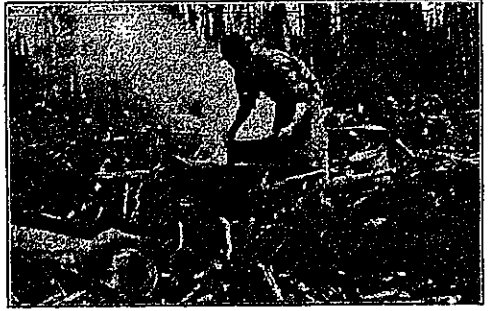
The grade is prepared in this way: Long level stretches are brought up to the required height by the slow process of wheelbarrow work. This is where the station man's usefulness manifests itself. The contractors put their own gangs into the cut, and here the dump cars, drawn by horses, singly or in teams, are brought into play. They are run along small tracks, and the material taken out of the cut grades the right hand way at either end. As soon as the grade has received the engineer's approval, the tie-layers get to work. Handcars laden with the required timbers are run over the completed track and the timbers are laid side by side ahead of the end of steel. Then comes the "leveling" with the steel rails. The great arm drops them into place, they are temporarily spiked down, and are spiked in place with a "leveler," which throws the mud aside, and simplifies the work of the track shovellers. Where the ballast is dropped, the train is followed at once by the tamping gang, who "jack" the ties and make the road-bed complete.

Macaroni and cheese is a strong point with some of the cooks; other specialties on hot biscuits; the majority of them turn out an appetizing meal, if need be, from material that would give a high-class hotel chef nightmares. Tea is drawn from granite cups of tin basins, in fact all the dishes are of metal. Every week a herd of cattle is driven north from Driftwood over the right of way. At each camp one or two are dropped off, to be killed as needed. Thus the problem of transport is solved by making it.

Most of the camps have some noteworthy feature or tradition. One is known as "Starvation Point"; the reason being that shortly after it was located a stray tramp came wandering in one night over the right of way, hun-

gratious hardship of their toilsome life—a hardship uncomplainingly borne by these humble workers for the sake of the wealth with which they hope some day to return to their native shores, where by a life of ease and luxury "reath their own sunny skies they can recompense themselves for the sufferings they have endured.

There in the far north, plagued by the heat and the flies in the summer; suffering from the frigid cruelty of an atmosphere far below zero in the winter, they work away, and in the stories of their coming and going, their hopes and disappointments, their long hours of toil, and the tragedies that too often mark their lives, is material for a book of intense interest. What sympathizing with them, it is well to



WHEELBARROW BRID AS A WASHTRUCK.

be in at the finish of that great characteristic feature of our continent's growth—the rough, hard life of the borderlands. This, they say, is our last "frontier."

The Tomiakaming & Northern Ontario Railway has now been for about a year operating trains as far north as McDougall's Chutes. Steel is laid north of that to Driftwood City, fourteen miles. From there it is being pushed rapidly forward to the proposed junction with the National Transcontinental, a distance of thirty-five miles. It is expected to have this completed by October. Since the advent of the railway the name of McDougall's Chutes has been changed to Matheson, but the inhabitants cling to the old name; and the Government still designates the postoffice after the old Scotch factor candidate, bearing his name, still lives on the banks of the river overlooking the Chutes. It is the dumping off place of supplies, not only for the T. & N. O. construction work, but for two hundred and fifty miles of the Transcontinental as well. The result is that a restless activity continually pervades the town, which is at once felt and communicated to the newcomers. It is as if everyone was trying to "catch up," to make up

they endure, commanded by, to them, strange people, speaking an unknown tongue, and driven by grim necessity to be the pioneers of civilization which will follow in their footsteps. A fight is in progress, a fight against the great wild which so long kept its treasures hidden. These are the men who are leading the hunt of the battle.

The contract for the building of the T. & N. O. from Matheson to the Transcontinental is under the supervision of Mr. T. H. Scott and his brother, Albert Scott. The contract was originally held by the firm of McLean, Chandler & McNeil, but some trouble arose which led to the T. & N. O. commission taking over the work, and putting Mr. Scott in charge. Driftwood City, where his headquarters are, is the head camp of the "contract." It is, as before stated, fourteen miles north of McDougall's Chutes. It is a busy place. Here are located the stores, the contractors' head offices, the head blacksmith shop, the hospital, and chief engineer's headquarters. In addition, the Canada Foundry Company have a gang of men who are working on the bridge over the Driftwood River, which is now almost completed. This bridge will be

Just across Driftwood bridge to the hill, is an immense "washing." A hundred-acre clearing, cut out of the solid forest. This is the Government Experimental Farm, which is to ascertain what branches of agriculture can be most successfully carried on in the north land. At present it looks like a farm, bristling as it does with stumps and piles of brushwood. North of this, at intervals of three or four miles, are the subsidiary camps, the headquarters for the resident engineers, surveyors and laborers employed directly by the contractors. All along the line between these camps are the small gangs of "station men" engaged on sub-contracts, which are taken at so much per cubic yard. This station work, as it is called, is set in small gangs and is done by those foreigners who wish to work "on their own hook"—and, as the amount of money they make per day depends entirely on the amount of work they do, the efforts they put forth to earn a big day's pay are sometimes astounding. Gangs of station men, the interpreter informed, may have been known to work 36 hours at a stretch to make up for time lost in rainy weather. These men usually have their own individual camps. At Meadow Creek we found on the bank of the river a unique collection of huts, elevated on stilts, and thatched with grass, which the Bulgarians had built. They looked more like beaver domes than human habitations.

The methods employed in these camps are very primitive. One sees little groups in the evening scuttling over the small fires cooking their supper on stoves; and a frequent sight is a man doing his washing in a steel wheelbarrow. In the main camps conditions are more civilized. These being under the direct supervision of the contractors, considerable trouble is taken to see that the men are properly fed and well cared for. To a "tenderfoot," a dinner in one of the camps is an interesting experience. There are certain staples which are always found—corn, beans, molasses and condensed milk. The extent to which the fare is varied depends on the ability and ingenuity of the cook. Good bread is almost a certainty, no cook being considered worth the name who does not excel in that regard. There is sure to be a raitin pie, which usually proves to be the most tasty of the desserts

and tired, and found, to his disgust, that the camp was short of supplies, and there was nothing to eat but beans! In the morning he obtained a pencil, and in beautiful lettering (he was an artist of no mean ability) printed above the door the words: "Starvation Point," and there it remains to this day. The writer has never seen or heard of since; but his work survives, and is known from one end of the "contract" to the other. Another camp contains the record "strong man." It is an immense Turk, stands six feet four inches in his stockings, and when the writer photographed him the Turk obligingly lifted the side of a two-ton dump car, as an exhibition of his strength. This, in fact, is his favorite trick; and if the car runs off the track, and he is not allowed to try his hand at putting it on unassisted, he becomes very angry.

The hospital of Driftwood City is the headquarters of the contract physician, Dr. Thomas. Once a week or so he makes a trip afoot over the right of way. From gang to gang, and from camp to camp, accompanied by an interpreter, he travels over the rough stump-covered road, over corduroy, through muskeg—examining lunks and sanitary conditions, ordering the seriously ill down to the hospital—and welcomed everywhere by the laborers, who watch for his coming as an event to be looked forward to. Blinding up injured heads, dressing bilatered hands—all come under the doctor's personal supervision. Often the men, believing themselves to be sick, come with tales of mysterious symptoms. These the doctor examines gravely. Then, with a twinkle in his eye, he gives the interpreter a handful of calomel pills or some capsules of quinine. The interpreter hands them to the sick one with the necessary instructions: "One every three hours," etc.—and the sick man goes away perfectly satisfied, and in half an hour is quite well again!

The interpreter has his own duties to perform. He distributes mail and cigarette papers. The delight of the men at the coming of both is almost pathetic; it gives an idea of what a very small thing it takes to relieve the

Interior of construction cook house. The picture shows a long, narrow room with several tables and benches. There are people sitting at the tables, and a large stove or range is visible in the background. The room appears to be a communal dining area for the workers.

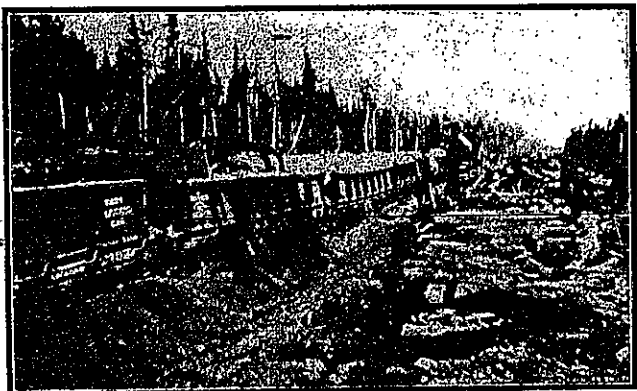
INTERIOR OF CONSTRUCTION COOK HOUSE.

remember certain lessons that the presence of these hot-blooded foreigners taught us. Last summer a gang of these men went on strike, and besieged the office at Driftwood City with shotguns and knives. Even this element, however, adds a romantic touch which gives to a trip through these camps all the interest of a drama; and if one is looking for new experiences and strange and unusual sights, there is no better place to find them than in the railroad construction camps of the far north—our last "frontier."

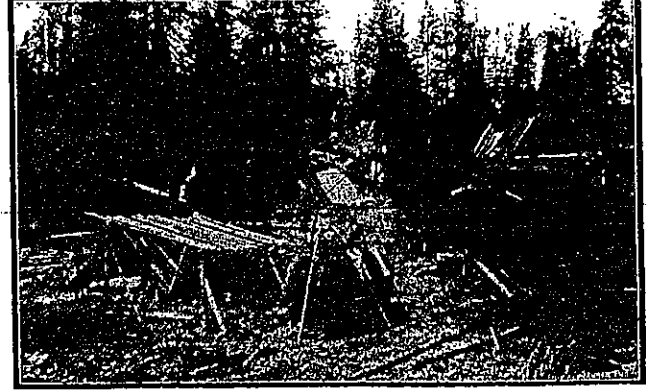
### "MY LOST CARES."

The little care that fretted me  
I lost the other day,  
And the spring I love to see  
Where I ran riot, and play  
I lost them on the forest trail,  
On woody paths of peace,  
Where rush of life cannot pass,  
Where solace and words cease.  
I lost them where the wild land sings,  
In forest streamlets flow,  
Where nature lulls to rest, and brings  
The calm I want to know  
The needless fears of what may pass,  
I throw them all away,  
Among the wild, sweet-scented grass,  
Where sun and shadow lay,  
Where flowers and ferns the banks adorn,  
Where blooms the golden rod,  
Where sun and shadow lay,  
And bright are born,  
Out in the woods with that  
I hear the calling of the wild,  
I feel the stars and lure  
For me, a tired and fretted child,  
His breaths are strong and pure  
Then let me go where I may find  
God's breath upon my face,  
Where burdens care shall stay behind,  
And trust shall take its place,  
Whomsoe'er it will  
"Dad," protested the wayward son,  
"You should make allowance for the  
folly of youth."  
"Hush!" growled the old man. "If it  
wasn't for the silences you got there  
would be too fully."—Chicago News.

She—I suppose you will commit suicide  
if I refuse you?  
Ho—Ah, that has been my custom  
The Sketch.



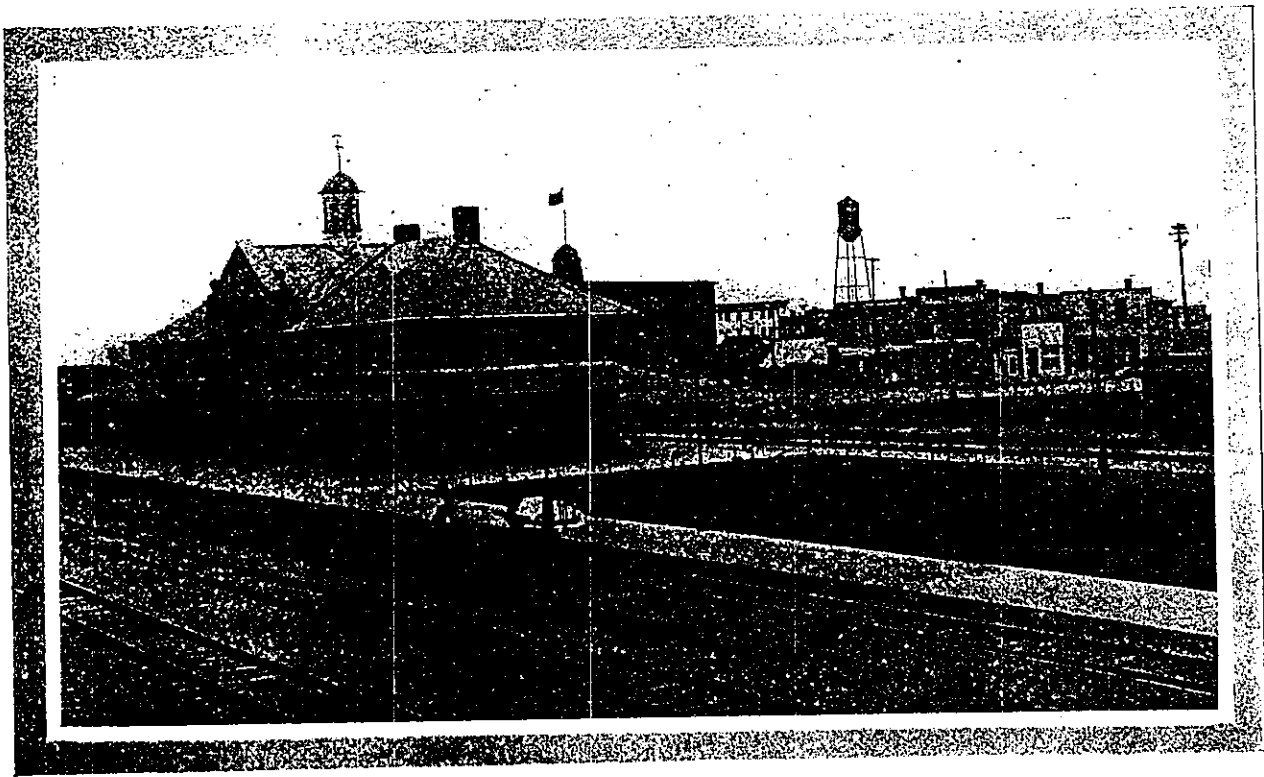
UNLOADING GRAVEL BY STEAM PLOUGH.



BULGARIANS' HUTS, THATCHED WITH GRASS.



First "National" Train Leaving Cochrane Station for Winnipeg, July 14th, 1915.



Union Station, Cochrane, July, 1915.

Timiskaming and Northern Ontario Railway's 25th Anniversary.

The 25th year of the Timiskaming and Northern Ontario Railway Commission work was celebrated at North Bay, Ont., Sept. 12. The principal guest of the day was Hon. G. Howard Ferguson, Premier of Ontario, who arrived early in the morning from Toronto, accompanied by Mrs. Ferguson, who was the guest of honor at a ladies' luncheon, the Premier being entertained at a Rotary Club luncheon, at which he gave an address. In the afternoon there was a free exhibition of pictures of the north country at the two picture theatres. Then there was a short ceremony at which the Premier handed the Mayor the deed of a 30-acre site at the eastern end of the city, to be used as a town park. In the evening there was a dinner at which the Premier made a short reference to the inception and development of the railway, remarking that on more than one occasion the Canadian National Ry. and the Canadian Pacific Ry. had tried to buy it, but the line was not for sale. It was not aimed to make a profit out of the railway or to pay dividends, but rather, through its operation, to develop and expand the north country. The day's celebrations wound up with a dance.

The first T. and N.O. Ry. Commission was appointed July 2, 1902, under the act authorizing the building of a railway from North Bay northward. Preliminary surveys for the line from North Bay to New Liskeard were made under the charge of W. B. Russell, Chief Engineer, in 1901, and with the approval of G. A. Mountain, then Chief Engineer, Canada Atlantic Ry., the eastern route, about 5 miles east of the route graded partially by the Nipissing and James Bay Ry., was chosen, and the first sod was turned May 10, 1902, by the Ontario Minister of Public Works, now Mr. Justice Latchford. A contract for grading of the line was let in Nov. 1902, and the line was opened Jan. 16, 1905. In subsequent years the greater part of the original mileage has been practically rebuilt, the main line carried to a junction with the National Transcontinental Ry. at Cochrane, an extension completed to near the Abitibi River, and a number of branch lines built, making the total mileage operated 415.6. In addition the Nipissing Central which is also owned by the Province and operated by the Commission, has 15.37 miles operated electrically, and 32 miles by steam. This line is being extended to Rouyn, Que., and the T. and N.O. Ry. main line is under construction from the end of the track, 296.6 miles from North Bay, for 30 miles to Coral Falls on the Abitibi River. The T. & N.O.R. operation has always shown a surplus of revenues over expenditures, and in the first year \$100,000 was paid to the Treasurer of Ontario towards meeting the interest on the cost of the line, and varying amounts, \$1,000,000, in one year, have been paid each year since, the total to Oct. 31, 1926,

coal from Drumheller to Toronto by the Canadian National Ry. is estimated by the expert for the provinces of Ontario and Alberta as \$6.08. Commissioner Oliver then analyses at length the detail of the figures submitted. In the case of 12 out of 18 items of cost, the two railways and the provincial expert were not far apart. These 12 items had to do with train movement costs. Those of the Canadian Pacific totalled \$4.014, the Canadian National \$3.908, and the Ontario and Alberta experts \$4.204. He held that the calculation of wage increases should be accepted as part of the cost and discussed at length the other 6 items, reaching the conclusion that the estimates submitted by the railways could not be accepted in full as to cost of miscellaneous transport, superintendence, non-revenue service, maintenance of freight cars and maintenance of ways and structures. The aggregate of these set up by the Canadian Pacific was \$3.973, by the Canadian National \$3.603, and for the provinces \$1.883. He suggested amendments which would make these figures \$2.356, \$2.125, and \$1.883, respectively, to which if the previously accepted train movement costs were added would bring the total out-of-pocket cost to the following figures—Canadian Pacific, \$6.37; Canadian National, \$6.03.2; Ontario and Alberta, \$6.08.7.

In dealing with the unacceptable items, Commissioner Oliver says it was not made clear by what process of reasoning the railways arrived at the conclusion that the displacement of United States anthracite in Ontario by Alberta domestic coal became part of the out-of-pocket costs of transporting Alberta coal to Ontario. The interested provinces would seem to be as fully entitled to set up the increased disbursements to Canadian railway employees that would follow the movement of Alberta coal; the general benefit to Canada in improvement of her balance of trade; the employment of additional miners in Canada, with greater wage disbursements, and consequently increased purchasing power tending to improve the traffic of the railways themselves in its most desirable features. He followed the majority commissioners in disallowing interest and depreciation, provision of profit for all income charges and reserves. Commissioner Oliver's "out-of-pocket" finding of \$6.50 a ton is a blanket rate designed to cover all Ontario points and points in Quebec within 100 rail-miles from Ottawa, and points on the National Transcontinental and branches in Northern Quebec eastward to and including La Tuque. A rate of \$6.75 is recommended for those parts of Quebec not covered by the \$6.50 blanket rate, the \$6.75 rate to extend as far eastward as and including Levis and Diamond Junction.

Mr. Dunning stated that the Government was only just in receipt of the report, which was extensive and quite voluminous, and had then had no time to give it consideration.

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## Timiskaming and Northern Ontario Railway Annual Report.

The Timiskaming and Northern Ontario Railway Commission's annual report for the year ended Oct. 31, 1929, has been submitted to the Prime Minister of Ontario, Mr. Ferguson, over the signature of the Chairman, Geo. W. Lee, as follows:—Due to the gradual changing conditions of general business throughout the country, the operation of the road for the past fiscal year has resulted in restricted opportunity and this is reflected in reduced traffic earnings for the period. This condition has been met by increased economy in service and operation, minimizing to the fullest extent the reduction in traffic et al. The very comprehensive measure of relief to farmers and settlers generally inaugurated by the Ontario Government in 1928 has been maintained by this Commission during the current year, resulting in the purchase of railway ties, etc., for present and immediate future requirements.

The year just ended has witnessed a highly satisfactory growth in the mining industry of northern Ontario, and while in many cases individual mines have proved somewhat disappointing and some retrogression is noted, on the whole the progress has been highly gratifying and new properties are approaching the producing stage. Looking forward, the mining industry appears to be assured of increasing production and expansion, and the intensive campaign of exploration of recent years has opened up new fields for the industry, which promises in time to record further advances along the line. How long this yearly expansion will continue is impossible of prediction, but as the vast unexplored pre-Cambrian territory is opened up, there is every reason to anticipate steady progression and new wealth in this line of endeavor.

The extension of the main line north of Cochrane has been completed to approximately 95 miles beyond that point, and the recent exploration and drilling activities in the coal deposits near Blacksmith Rapids, on the Abitibi River, undertaken by the Ontario Government under the supervision of W. S. Dyer, have disclosed a field of commercial lignite in a proved area of two to three miles. The average thickness of the several seams explored is 20 ft. in depth, indicating about 20,000,000 tons of lignite per mile, definitely locating at present date between 50,000,000 and 60,000,000 tons. Indications are that this coal underlies much of the Blacksmith Rapids basin, which is about 625 square miles in extent, and is found in what are called cretaceous basins, which roughly correspond to the wet muskegs of the coastal plains in size and extent, and the combined area of these cretaceous basins already located is estimated as 2,000 square miles. Needless perhaps to say that the potential wealth thus disclosed will have far reaching effects in the near future. In addition there have been found in the basin of the Moose River high grade clay deposits in the vicinity of the Mattagami and Missinabi Rivers. This clay is suitable for high grade china, floor tiling and vitrified products generally. Certain geological formations in the Moose River district are noted by Mr. Dyer as being very similar to the oil-bearing section of southwestern Ontario, and in the States of New York, Ohio and Indiana, so that oil and gas discovery is probable in this Moose River district. The possibilities are such that Ontario may have an industrial North in the future. The economic position of the country is fundamentally stronger than some recent events would

indicate. Unfavorable weather in the northern agricultural districts during the greater part of the spring months mitigated to a large extent the possibility of average crops, and industrial operations slackened in most cases due to these conditions. The newspaper industry experienced slightly better conditions than anticipated in the early part of the year, but the business as a whole is still undergoing adjustment in price and output due to over expansion and over production. Construction and mining continue among the strongest supports of the business structure. It is conceded to a certain extent that the great rise in security prices during the past five years, and which ended in Oct. 1929 so abruptly, contributed largely to the great prosperity of the country. This influence has now been largely withdrawn, and to this extent the stock market will be responsible for slowing down the wheels of industry. The slackening of the pace is not serious, but nevertheless it has occurred, and despite the fact that a minor recession of business is undoubtedly visible, we are not warranted in supposing that a serious industrial depression must ensue. This is but a pause in our economic progress, and its duration should be comparatively short, due to the strong economic position of the country and its legitimate expansion. Nothing that has occurred in this regard need undermine our confidence in our continued and increased prosperity.

The continued policy of branch line construction and main line extension have resulted in bringing the mining, farming, lumber and general industries, served by the Commission, into close proximity with the financial and business centers of the province and the United States, while the operation of most modern steel trains serves the requirements of the travelling public to the fullest extent. The T. and N. O. R. is prepared to continue its policy of extension and expansion to meet the growing requirements of the territory served.

During the year the Commission paid \$240,000 to provide for matured interest on its debenture bond issue of \$6,000,000. Insurance against loss by fire has been carried for \$3,400,000. The railway is in excellent physical and financial condition.

	1929	1928
Revenue, transportation	\$4,642,799.24	\$4,993,274.01
Revenue, incidental	327,482.89	345,984.07
	\$4,970,282.13	\$5,339,258.08
Decrease 1929, 6.91%..	358,975.95	
Expenditures, operating	\$3,627,828.89	\$3,822,252.91
Other expenditures	314,673.07	313,875.71
	\$3,942,401.96	\$4,136,128.62
Decrease 1929, 4.68%..	193,726.66	
Net earnings	\$1,027,880.17	\$1,203,129.46
Decrease 1929, 14.5%..	175,249.29	

The gross revenue from all sources in 1929 decreased \$368,975.95 or 6.91%, compared with 1928, and gross expenditure decreased \$193,726.66 or 4.68%, resulting in a decreased net revenue of \$175,249.29, or 14.5%, compared with the preceding fiscal year. This decrease during 1929 was directly attributable to the gradual but general slackening of business conditions throughout the country, which, in common with other railways, was necessarily reflected in the T. & N.O.R. earnings. The consequent reduced freight and passenger traffic is, in our opinion, not an indication of permanent retrogression of the affairs of the northern country served by the T. & N.O.R. but shows an adjustment of business conditions preceding a general advancement in all lines of en-

deavor in the near future, as the conditions of the territory as a whole enlarge and expand.

Editor's note.—Tables appended to the report show in the balance sheet under assets the cost of the road as \$27,791,303.83; cost of equipment, \$5,101,233.98; Nipissing Central Ry., \$4,679,953.46; total, \$37,572,491.27; miscellaneous items bringing the total invested up to \$39,574,890.06. Under liabilities the provincial loan account is shown as \$30,207,934.92; funded debt matured, \$6,000,000; these amounts being the same as at the end of the previous fiscal year; other items bringing the liabilities up to \$39,353,425.92. The profit and loss credit balance was \$221,464.14, compared with \$298,476.42 at Oct. 31, 1928. The Commission paid the Ontario Government \$1,100,000 in connection with the operating surplus for the year ended Oct. 31, 1929, against \$1,300,000 for the year ended Oct. 31, 1928.

The Nipissing Central Ry., managed for the Ontario Government by the T. & N.O.R. Commission, operated 6.70 miles of electric railway owned by that road, and 6.94 miles of electric railway leased from the T. & N.O.R. Commission, also 71.08 miles of steam railway, a total of 84.72 miles, all these figures including sidings. The N.C.R.'s separate accounts show the cost of the road and equipment as \$2,388,871.76. The deficit on the N.C.R. steam lines for the 12 months was \$31,101.41, against \$49,121.06 for the previous 12 months. The deficit on its electric lines for the 12 months was \$8,133.91, against \$31,333.03 for the previous 12 months.

### Level Crossing Elimination in Quebec.

The Quebec Government, which carried out works for the elimination of 16 level crossings of railways in the province during 1929, plans to eliminate the following 26 level crossings during this year:—

CANADIAN NATIONAL RYS.—Overhead crossing at Trois Pistoles, St. Simon; tunnel at Rimouski; 2 crossings in St. Jean and Notre Dame du Mont Carmel parishes; a bridge across the railway in Tache Tp.; at Melbourne; 2 crossings in Figury Tp., Abitibi County; at Amqui; at Val Brilliant; at Matapedia.

CANADIAN PACIFIC RY.—Two crossings in the neighborhood of Pointe du Lac; in Pointe aux Trembles district; at Yamachiche; at Charlemagne; widening of existing tunnel at Caughnawaga; 2 crossings at Montebello; overhead crossing at Cookshire.

NAPIERVILLE JCT. RY.—Tunnels under railway at Napierville and La Basse.

QUEBEC CENTRAL RY.—At Thetford Mines; at St. Francois; and a bridge across railway at Notre Dame des Pins.

The Timiskaming and Northern Ontario Railway Commission took over on Jan. 1 the operation of the restaurants, news stands and train news services along its lines, which had been relinquished by Arthur Stevens, who opened up the business at Timagami station in 1905. It is stated that the principal reason why he gave up the business is that Cochrane Municipality placed an assessment of \$10,000, afterwards reduced to \$5,000, on the section of the station building in which he did business, over and above the business assessment of \$2,500 previously made. The matter of the assessment is before the courts. (Press report.)

South African Government Railways' gross-earnings from April 1 to Sept. 30, 1929, increased £486,929.

Aug. 17 51

the Coppermine River; and Luke Foxe and Thomas James, who in 1631 explored the Foxe channel and Hudson and Kelsey was a Hudson's Bay explorer; Franklin, the heroic explorer who met a tragic fate on the Arctic Sea; Selkirk, founder of River Colony; Thompson, surveyor and map maker; Dane who discovered Churchill; Hudson, the English sea captain who discovered the great bay bearing his name.

The Manitoba Minister stated that the province has had some really difficult problems to solve in the development of the north, foremost among them being water supply and sewage disposal. A great deal of study has been given to these matters by the Minister, the Railway Minister and the Director

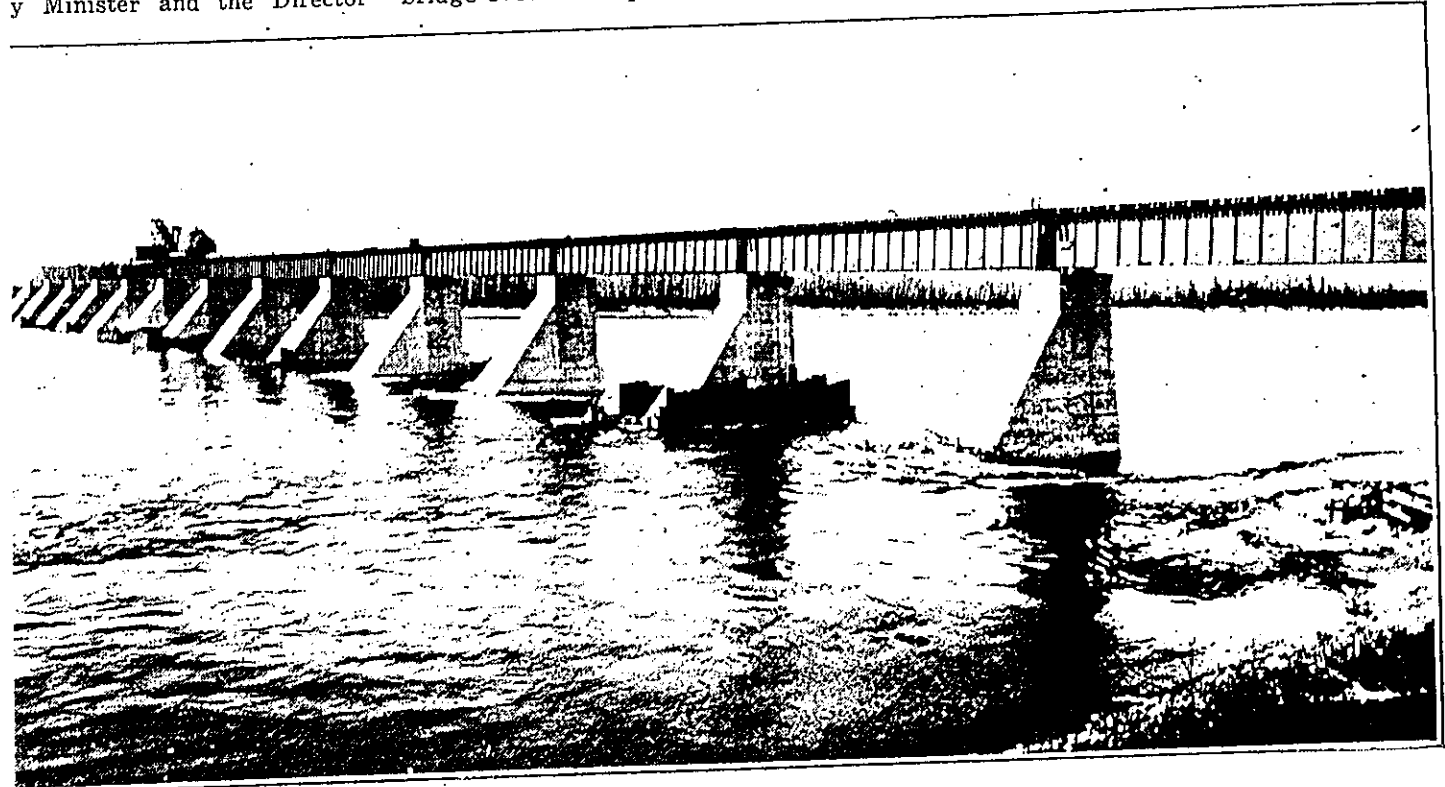
of gratings, and the sewers vented through the house stacks. The Minister is reported as saying that fireproof construction of all public buildings will be insisted upon, and that all residential buildings are to be of semi-fireproof construction, these precautions being necessary on account of the danger of water shortage in winter. Heating of the town by a central heating system is planned, although it may not be introduced at first.

The Minister is reported as stating that precaution will be taken to prevent anything in the nature of a boom at Churchill and that efforts will be made to make growth gradual and orderly. He is reported as not looking for a large population, and is recognizing that the town will be seasonal in its activity.

Pacific Great Eastern Ry.—A contract has been awarded James Wiley, Vancouver, for dismantling the P.G.E.R. bridge over the Capilano River. A Van-

project will depend largely on the outcome of the Peace River railway conferences to be held between the Dominion Government and the transcontinental railways in Ottawa.

Timiskaming and Northern Ontario Ry.—We were advised officially, June 29, with regard to the progress with construction on the extension to Moose Harbor, on James Bay, as follows:—"Coral Rapids is approximately at mile 97 north of Cochrane, and track has been laid 46 miles north of that point, or to mile 143, where the railway crosses the Moose River. South of Coral Rapids the track has been well ballasted, and is in good operating condition. Between Coral Rapids and Moose River, sufficient ballasting has been done to permit the operation of trains, but this track still requires a final lift which will, in all probability, be given during this season. The bridge over the Moose River having been completed, work between the



Moose River Bridge, Timiskaming and Northern Ontario Railway, showing the setting of the tenth span.

s. They believe that they have passed the doubtful stages and will soon bring their work to a successful conclusion. While for the present water will be derived from the Dominion, piped from a series of canals inland, the Minister considers this source inadequate, and the province will later bring its supply from the Moose River, about 8 miles upstream beyond the reach of the tide. The plan is to lay the pipe along the bank of the river, where the run-off below the ice will keep it from being affected by the extremely low temperature. Experiments to learn the nature of subsurface temperatures have been conducted; it has been learned in spite of the fact of the subsoil being perpetually frozen, it is much

covered press report states that the contractor is to retain the material in the bridge, which was to be removed by July 31. The report said:—"The railway management decided to remove the bridge, fearing that the next high water would wash out the weakened pier and sweep the entire structure away".

The British Columbia Government decided late in June on a province-wide programme of unemployment relief, Premier Tolmie having announced that the government is prepared to go ahead with the contemplated works just as soon as the Dominion Government signified its intention of contributing a share of the cost. The programme is said to involve work on 4 trunk highways on the mainland, and improvements to highways on Vancouver Island, and a report said:—"At the same time, it was made known

river and the proposed terminus at Moose Harbor is well under way, grading having been completed to mile 165 and clearing having been completed to the end of the line at Moose Harbor, at mile 188. Between mile 165 and the end of the line, the work has been covered by stationmen, and grading will be rushed to completion. It is expected that tracklaying on the north side of the river will be started about Aug. 1, and it will be proceeded with continuously until the terminus is reached.

"The bridge over the Moose River is 1,836 ft. long, and the superstructure is carried on 16 piers and 2 abutments. The average height of the piers is about 50 ft., the highest being 56 ft. The base of each pier is 20 x 58 ft., the bridge seat on each being 9 x 16 ft. Concrete used in the piers and abutments totalled



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onto University.—W. T. Jackman, pre-  
viously Professor of Rural Economics,  
University of Toronto, has been appoint-  
ed Professor of Transportation. This  
professorship, the first of its kind, will  
be connected with the political science  
department when the University re-opens  
in September. Prof. Jackman's lectures  
will cover a wide field and will deal with  
transportation in numerous aspects,  
including economics, rates, competition,  
among various forms of transportation,  
etc. He is reported as stating that the  
formation of a transportation depart-  
ment at the University is a matter  
for the future, but that during the past  
few years he has been giving lectures  
on transportation subjects when teach-  
ing political economy, and that from 25  
to 40 students have attended the lec-  
tures.

Aluminum Paint for Refrigerator  
Cars.—Canadian National Rys. is experi-  
menting with aluminum paint for re-  
frigerator car exteriors, to determine its  
value in increasing refrigeration effi-  
ciency. Two cars have been so painted  
at Winnipeg shops. Special thermom-  
eters are fitted to enable the recording  
of interior temperatures without open-  
ing the doors, and accurate records of  
the ice consumption are to be kept, to  
compare them with that in refrigerator  
cars painted the standard red. Experi-  
ments have shown that aluminum paint  
is a very efficient heat reflector, and  
that car roofs painted with it have an  
exterior temperature 10° lower than  
roofs painted in red. (Press report).  
The Canadian Pacific Ry. has five freight  
refrigerator cars with exteriors finished  
with aluminum paint.

Morrissey, Fernie and Michel Ry.—  
At the annual meeting of shareholders  
of the Crownsnest Pass Coal Co., of which  
Morrissey, Fernie and Michel Ry. is  
a subsidiary, held June 14, it was report-  
ed that the company's net profits for the  
past year were \$166,881, and, including  
balance brought forward from 1929, the  
amount available for dividends was  
\$282,513, from which dividends of \$279,-  
529 were paid, leaving \$2,984 at the  
credit of profit and loss. During the  
year \$118,917 was spent on improve-  
ments and betterments, of which \$847  
was spent on the railway. The direc-  
tors are:—W. R. Wilson, President; A.  
H. MacNeill and L. C. Gilman, Vice  
Presidents; A. Haydon, James T. Maher,  
Charles Bocking, G. W. Howland, Alfred  
Rogers and Erasmus C. Lindley.

Newcastle Island Development.—The  
creation of a summer resort at Newcastle  
Island, near Nanaimo, B.C., by Cana-  
dian Pacific Ry., as described in Cana-  
dian Railway and Marine World for May,  
pg. 280, and June, pg. 381, having been  
completed, it has been in full operation  
since June 20, when it was opened offi-  
cially by Capt. C. D. Neroutsos, Man-  
ager, C.P.R. British Columbia Coast  
Steamship Service. Many large excu-  
sions have already been made to it from  
Vancouver and Victoria, including one  
of nearly 1,000 persons under the aus-  
pices of the Vancouver Daily Province,  
one of about 1,800 under the Oddfellows,  
and one of about 2,200 under Vancouver  
Civic Federation. Frequent steamship  
service is provided between Vancouver  
and Victoria and the island.

changed to three days, and  
bound, now being operated Mondays,  
Wednesdays and Fridays, and no. 18,  
southbound, Tuesdays, Thursdays and  
Saturdays. No. 17 leaves North Bay  
10.45 a.m. and arrives Cochrane 9.30  
p.m.; no. 18 leaves Cochrane 7.40 a.m.  
and arrives North Bay 5.50 p.m. G. W.  
Lee, Chairman, T. and N.O.R. Commis-  
sion, is reported as having stated that  
the change in train service was made  
on account of the reductions in passen-  
ger traffic revenue caused by motor ve-  
hicle competition.

Lachine-Caughnawaga Bridge.—It was  
reported from Montreal, recently, that  
preliminary work on the construction of  
a vehicular and pedestrian bridge over  
the St. Lawrence River between Lachine  
and Caughnawaga, Que., had started, in-  
cluding sounding and testing of the soil  
and rock at the bridge pier sites. The  
bridge will be approximately 1,000 ft.  
east of the Canadian Pacific Ry. bridge  
and parallel to it; the north approach  
will be at the foot of Lafleur Ave., Ville  
Lasalle, and the south approach 1,000  
ft. from the present railway bridge in  
the Caughnawaga Indian Reserve.—Re-  
cent Dominion legislation to provide for  
construction of the bridge, in addition  
to previous Quebec legislation, was dealt  
with in our July issue, pg. 449.

A Toronto Passenger Club party of  
over 100 local, and out of town members  
from Buffalo, Cleveland, Detroit and New  
York, with ladies and a party from The  
Travellarians, a women's passenger club,  
left Toronto June 27 at 1.30 p.m. by a  
Canadian National Rys. special train for  
Muskoka, where they were the guests of  
Muskoka Hotel and Navigation Company  
at the Royal Muskoka Hotel for the week-  
end, a dance, golf and other sports being  
indulged in. After touring the Muskoka  
Lakes the party returned to Toronto on  
the evening of June 28.

Freight Car Condition and Supply.—  
Canadian railways.—cars on lines, July  
15, 197,680, compared with 196,667 on  
June 1; cars in bad order, July 15, 15,359,  
or 7.8% of total, compared with 13,950,  
or 7.1% of total, on June 1; surplus cars  
on hand, 42,923, compared with 36,591  
on June 1. United States Class 1 rail-  
ways.—cars on lines, June 15, 2,207,868;  
cars in bad order, 172,805, or 7.8% of  
total, compared with 7.7% on June 1.  
Surplus cars, June 30, 599,282, compared  
with 628,554 on June 23, 1931, and 465,-  
464 on June 30, 1930.

Weekend Passenger Fare Reductions.—  
Canadian Passenger Association has an-  
nounced that the reduced weekend pas-  
senger fares, good between all stations  
in Canada on trains between Friday noon  
and midnight of the Monday following,  
which were placed in effect on May 1  
to continue to July 31, are to be con-  
tinued until Oct. 31. Full particulars  
of the reductions were given in our May  
issue, pg. 291. The reduced round trip  
fare is one and a quarter times the single  
fare.

Transportation Club of Toronto.—  
Members and their wives were guests  
of Toronto Harbor Commission on an  
inspection trip of the waterfront im-  
provements July 29, being taken round  
the harbor on the Canadian National  
Rys. s.s. Dalhousie City.

Canadian Pacific Express Co. has  
opened regular agencies at Wirral, N.B.,  
Christie Lake, French River, Grassett,

Stuart, of London, H. Bruce Stuart, and E. Stuart, of Montreal.

James Algernon Temple, M.D., C.M., M.R.C.S., England, and LL.D., father of R. H. M. Temple, K.C., General Counsel, Canadian National Rys., Montreal, died at Toronto recently, aged 89.

Thomas Turnbull, who has retired from the position of Engineer, Maintenance of Way, Western Region, Canadian National Rys., Winnipeg, was, from 1881 to 1889, transitman on location and resident engineer on construction on various parts of the Canadian Pacific Ry.; 1889 to 1891, with Newfoundland Government, in charge of location party and construction work on Halls Bay Railway; 1891 to 1897, Assistant Engineer, Maintenance and Construction, Western Division, C.P.R.; 1897 to 1900, Chief Engineer, west of Winnipeg, Canadian Northern Ry.; 1900 to 1901, on contract work bridging on Canadian Northern Ry.; 1901 to 1902, reconnaissance work for Dominion Government; 1902 to 1904, inspecting surveys for Dominion Government; 1904 to 1910, Assistant Chief Engineer, C.N.R.; 1910 to 1912, Assistant Chief Engineer, Hudson Bay Railway; 1912 to 1913, Chief Engineer, Hudson Bay Railway; 1912 to 1913, Chief Engineer, Edmonton, Dunvegan & British Columbia Ry.; 1913 to Jan. 6, 1919, Assistant Chief Engineer, Canadian Northern Ry., Winnipeg; Jan. 7, 1919, to Dec., 1931, Engineer of Maintenance of Way, Western Lines and Western Region, successively, Canadian National Rys., Winnipeg. Following his retirement he was presented with a grandfather clock, and a smoking cabinet for himself, and an engraved silver tray for his wife, the presentation being made by H. A. Dixon, Chief Engineer, Western Region, C.N.R., on behalf of the Engineering Department staff.

Thomas James Wrennick, previously Assistant Superintendent, part of Stratford Division, Southern Ontario District, Stratford, who was transferred to the position of Assistant Superintendent, Durham, Fergus, Kincardine, Newton, Owen Sound, and Southampton Subdivisions, Stratford Division, at Palmerston, Dec. 1, 1931, was born at Shannonville, Ont., Oct. 7, 1878, and entered transportation service Sept. 25, 1895, since when he has been, to March, 1896, messenger, Grand Trunk Ry., Belleville, Ont.; March, 1896, to March, 1897, call boy, G.T.R., Belleville; March, 1897, to Sept., 1898, switch tender, G.T.R., Belleville; Sept., 1898, to March, 1899, yard helper, G.T.R., Belleville; March, 1899, to Sept., 1901, Yard Foreman, G.T.R., Belleville; Sept., 1901, to Sept., 1906, Night Yardmaster, G.T.R., Belleville; Sept., 1906, to April, 1907, General Yardmaster, G.T.R., North Bay, Ont.; April, 1907, to Aug., 1918, Yardmaster, G.T.R., Hamilton, Ont.; Aug., 1918, to Nov. 24, 1925, Terminal Superintendent, G.T.R. and Canadian National Rys., successively, Black Rock, N.Y.; Nov. 25, 1925, to Nov. 30, 1931, Assistant Superintendent, part of Stratford Division, Southern Ontario District, C.N.R., Stratford.

### Hamilton and Barton Incline Railway.

In the municipal voting in Hamilton, Ont., Dec. 7, 1931, a bylaw to provide for purchase by the city for \$50,000 of the incline railway which has been operated since 1890 by Hamilton and Barton Incline Ry. Co., from the head of James St. to the top of the escarpment, was defeated by a large majority. On Dec. 9, Mayor Peebles announced that the city would make efforts to have the incline railway remain in operation. The company had announced a few weeks previously that operation would be stopped, owing to mounting deficits. Subsequently, the mayor proposed that Hamilton Street Ry. cease operating buses from downtown to the top of the escarpment, that a new bus service, to serve the top of the escarpment only, be started, and that there be a system of transfers or 3-part tickets by which a passenger could transfer from the escarpment bus line to the incline railway and from the latter to Hamilton Street Ry. cars, or vice versa. This scheme was discussed by the city board of control and the incline railway directors Dec. 14. Following the discussion, the Mayor stated that all present had considered it practicable, but that the Hydro-Electric Power Commission of Ontario, as operator of Hamilton St. Ry. and of the bus line between downtown and the top of the escarpment, would have to agree to the scheme before it could be made operative.

The Mayor of Hamilton announced Dec. 18, 1931, that he had taken up his plan with G. E. Waller, Manager, Hamilton Division, Ontario Hydro-Electric Rys., and that they had gone to Toronto to confer with Hydro-Electric Power Commission officers regarding the proposed arrangement, the latter apparently being

favorable to giving the plan a trial. All efforts to have incline railway service continued have, however, failed, a Hamilton dispatch of Dec. 23, 1931, having stated that it would close at midnight Dec. 26, 1931. The Mayor was quoted as saying that as the majority of the escarpment residents appear to prefer the bus service to and from the city no further efforts, to keep the incline railway in operation, would be made.

United States Railways' Financial Results.—U.S.A. class 1 railways' operating revenues in Oct., 1931, were \$363,205,648, or 24.9% less than in Oct., 1930; operating expenses were \$261,246,920, a decrease of 19.9% from Oct., 1930, and the Oct., 1931, net railway operating income was \$64,020,077, equivalent to annual return of 1.87% on property investment, compared with \$112,386,243 in Oct., 1930, equivalent to annual return of 3.35%. In the first 10 months of 1931, the net railway operating income, \$472,306,294, was equivalent to annual return of 2.05%; the net railway operating income for the same part of 1930, \$773,287,277, was equivalent to annual return of 3.43%. Eastern U.S.A. railways, in the first 10 months of 1931, earned at the annual rate of 2.3% on property investment, compared with 3.83% in the same part of 1930; the southern railways earned at the annual rate of 1.34%, compared with 2.63%, and the western railways at the annual rate of 1.99%, compared with 3.21%.

Timiskaming and Northern Ontario Ry. Service Extended.—A mixed train made a trip Dec. 22, 1931, from the terminus of the James Bay extension at Moose Harbor, south, to accommodate residents and construction employes who wished to go out for Christmas.

### Grain Carried to Head of Great Lakes and Pacific Coast.

Dominion Bureau of Statistics, Agricultural Branch, reports the number of cars of grain unloaded at Fort William and Port Arthur, Ont., in Nov., 1931, and in the four months ended Nov. 30, 1931, the first four months of the 1931-1932 crop year, as follows:—

	Nov., 1931		4 months to Nov. 30, 1931		Total
	C.P.R.	C.N.R.	C.P.R.	C.N.R.	
Wheat	8,231	13,221	21,452	36,881½	57,828
Oats	698½	1,155½	1,854	2,503½	3,817½
Barley	142	174	316	1,030½	1,782½
Flax	133½	167	290½	329½	593
Rye	55	119	174	410½	551
Total	9,260	14,826½	24,086½	41,146½	64,547

The number of cars of grain unloaded at Vancouver, B.C., in Oct., 1931, was as follows:—

	C.P.R.	C.N.R.	B.C.E.R.	G.N.R.	Total
Wheat	3,174	2,015	.....	.....	5,189
Oats	40	73	.....	.....	113
Barley	2	5	.....	.....	7
Rye	1	.....	.....	.....	1
Mixed grain	1	.....	.....	.....	1
Total	3,218	2,093	.....	.....	5,311

† British Columbia Electric Ry. † Great Northern Ry.

The number of cars of grain unloaded at Vancouver during the three months ended Oct. 31, 1931, the first three months of the 1931-1932 crop year, was as follows:—

	C.P.R.	C.N.R.	B.C.E.R.	G.N.R.	Total
Wheat	5,284	3,244	.....	* 12	8,540
Oats	87	177	.....	.....	266
Barley	4	12	.....	.....	16
Rye	1	11	.....	.....	20
Mixed grain	2	1	.....	.....	3
Total	5,386	3,445	.....	.....	8,845

\* U.S.A. wheat.  
Receipts of grain at Prince Rupert, B.C., served by Canadian National Rys. only, from Aug. 1, 1931, the beginning of the 1931-1932 crop year, to Dec. 11, 1931, were 852,802 bush., an increase of 694,131 compared with the same part of the 1930-1931 crop year. Receipts of grain at Victoria, B.C., from Aug. 1, 1931, to Dec. 11, 1931,

Big Valley Terminal.—The Board of Railway Commissioners has refused an application by the Brotherhood of Railroad Trainmen et al for compensation in



## Official Opening of Temiskaming and Northern Ontario Railway Extension to James Bay.

The recently completed extension of the T. & N.O. Ry. to Moosonee, near James Bay, which is described on the first two pages of this issue, was opened officially by the Prime Minister of Ontario, Mr. Henry, July 15, in the presence of some 150 invited guests, augmented by a number of local people. The main body of the party left Toronto, July 13, at 10.45 p.m., by a special Canadian National train of 12 cars, including a number of business cars of the T. & N.O.R., Canadian National, Canadian Pacific, and Toronto, Hamilton and Buffalo Rys., several C.N.R. compartment, composite, club, and sleeping cars, a C.N.R. dining car and a baggage car.

North Bay was reached early on the morning of July 14, where the party was augmented by a number of railway officers and officials and others from that place, and from Montreal and Ottawa, with several business cars, and from there the train was run in two sec-

in Appeal, Supreme Court of Ontario, who was Ontario Commissioner of Public Works when the railway was started, and who turned the first sod at Trout Lake, near North Bay, Sept. 2, 1902; by E. C. Drury, who as the then Prime Minister of Ontario, turned the first sod at Cochrane, for the James Bay extension, in Oct., 1921, and by the Prime Minister of Ontario, Mr. Henry. Each of them was presented by Mr. Lee with a precious metal replica of the spike. This was followed by speeches by Mr. Henry, and the following other members of the Ontario Government, the Attorney General, Lt. Col. Price; the Minister of Highways, Mr. Macaulay; the Minister of Public Welfare, Dr. Ross, and a minister without portfolio, Mr. Poisson, also by J. A. Bradette, M.P. for Temiskaming North; J. E. Lawson, M.P. for York West; Sir William Hearst, ex-Prime Minister of Ontario, and Johnnie Fletcher, an Indian chief, who spoke in

Col. J. I. McLaren, Commissioner; W. H. Maund, Secretary-Treasurer; R. H. Parmenter, Solicitor; S. B. Clement, Chief Engineer; W. A. Griffin, Superintendent; A. J. Parr, General Freight and Passenger Agent; S. H. Ryan, Assistant Superintendent, Canadian National Rys., W. A. Kingsland, General Manager, Central Region; W. T. Moodie, General Superintendent, Northern Ontario District; H. C. Bourlier, General Passenger Agent; R. E. Perry, Assistant Freight Traffic Manager; A. C. O'Neill, Division Freight and District Passenger Agent, Canadian Pacific Ry., Major General Hon. S. C. Mewburn, C.M.G., one of the directors; H. J. Humphrey, Assistant to the Vice President; H. C. Grout, General Superintendent, Ontario District; T. Hambley, General Superintendent, Algoma District. Others in the party included F. Albert Labelle, Deputy Chief Commissioner, Board of Railway Commissioners; J. W. Pugsley, Secretary, Dominion Rail-



At the official opening of Temiskaming and Northern Ontario Railway Extension to James Bay. The left hand illustration shows, from left to right, the members of the T. & N.O.R. Commission, Col. J. I. McLaren, G. W. Lee, Chairman, and Lt. Col. L. T. Martin, Vice Chairman, also Hon. F. R. Latchford, Chief Justice in Appeal, Supreme Court of Ontario. The right hand illustration shows members of the party assembled in front of Moosonee station waiting for the opening ceremonies.

tions, leaving at 7.30 and 7.50 a.m. respectively. On arriving at Fraserdale, 323.2 miles from North Bay, and 69.6 miles beyond Cochrane, at about 7 p.m., the party left the special trains and were taken on T. & N.O.R. passenger cars over a spur line for about three miles, to the Abitibi River canyon, where they viewed the construction work on the 275,000 h.p. development which had been done by Ontario Power Service Corporation, but which had been suspended pending the securing of funds to complete the work. The journey north was resumed about 9 p.m., and Moosonee, the T. & N.O.R. terminus near James Bay, 433.8 miles from North Bay, and 664.4 miles from Toronto, was reached early on the morning of July 15.

At 10 a.m. the party and a number of local people gathered at Moosonee station for the official opening ceremonies, which were presided over by Geo. W. Lee, Chairman, T. & N.O.R. Commission, who spoke of his 29 years' service with the railway, and of the possibilities opened up by the extension. Three spikes were then driven to secure one of the rails in front of the station, by Hon. F. R. Latchford, Chief Justice

Cree. The speeches were broadcast by CFCH North Bay over T. & N.O., Canadian National and Canadian Pacific Ry. lines throughout Ontario. Most of the rest of July 15 was spent by the party in visiting the historic Hudson's Bay Co.'s Moose Factory post, on an island in the Abitibi River a short distance east of Moosonee, and in watching canoe and outboard motor races by James Bay and Moose River Indians.

The two special trains left Moosonee at 6 and 6.10 p.m., arriving at Timagami early on the morning of July 16. The party were then taken on a trip, which lasted most of the day, on the Perron and Marsh steamboat Belle of Timagami on a delightful tour of Lake Timagami, the scenery of which was much admired. The two special trains left Timagami shortly after 7 p.m., arriving between 9 and 10 p.m. at North Bay, where a number of the party left for their respective headquarters, the majority continuing on to Toronto, which was reached early on July 17.

Railway officers and officials in the party were:—Temiskaming and Northern Ontario Ry., G. W. Lee, Chairman; Lt. Col. L. T. Martin, Vice Chairman;

ways and Canals Department; H. T. Malcolmson, Vice President and General Manager, Toronto, Hamilton and Buffalo Ry.; W. J. Grant, ex District Freight Agent, Canadian Pacific Ry.; J. O. McKerrow, General Traffic Manager, Abitibi Power and Paper Corporation; Acton Burrows, Canadian Railway and Marine World. S. F. Baker, Travelling Passenger Agent, Canadian National Rys., North Bay, Ont., accompanied the party throughout the trip from Toronto to Moosonee, and return, and rendered valuable assistance in many ways.

Freight Car Condition and Supply.—Canadian railways:—Total cars on lines, June 15, 200,848, compared with 201,068 on June 1; cars in bad order, June 15, 15,942, or 8.4% of total, compared with 15,942 on June 1, or 8% of total of cars on lines on that date; surplus cars on hand, June 15, 43,730, compared with 45,767 on June 1. U.S.A. class 1 railways:—total cars on lines, June 1, 2,141,231; cars awaiting or undergoing repairs, 230,820, or 9.9% of total, compared with 9.2% on May 1; surplus cars on hand, June 14, 1932, 767,419, compared with 750,574 on May 31, 1932, and with 626,050 on June 14, 1931.

partment, Calgary; April 11, 1919, Solicitor for Alberta, Calgary; Nov. 1, 1934, Assistant General Solicitor, Montreal.

Wm. Walsh, who was transferred from the position of General Car Foreman, Canadian National Rys., at Toronto, Nov. 1, to that of District Car Foreman, Northern Ontario District, at North Bay, died suddenly on a street in North Bay, Nov. 7, while on his way to his new office. He was born in Manchester, England, May 25, 1885, his appointments in C.N.R. service having been:—May 22, 1916, Car Foreman, Trenton, Ont.; May 1, 1918, Car Foreman, Capreol, Ont.; May 16, 1923, General Car Foreman, Toronto; Nov. 1, 1934, District Car Foreman, North Bay. He was a Protestant.

Frank J. Watson, who retired from the position of Commission Traffic Representative, Canadian National Rys., Montreal, Dec. 31, 1931, visited England recently with his wife.

E. J. Wearing, who retired from the position of European Express Agent, Canadian National Rys., on pension, Sept. 30, was entertained at luncheon at the British Empire Club in London, Oct. 23, by a large party of his former associates in the service and was presented with a silver salver by P. A. Clews, European Manager, C.N.R.

James Miller Woodman, who retired from the position of General Superintendent, New Brunswick District, Canadian Pacific Ry., at Saint John, Oct. 31, was born at St. Marys, Ont., May 16, 1866, and served as a brakeman, yardmaster, conductor and trainmaster until 1910, when he went into insurance business in Indiana. He entered C.P.R. service, Jan. 6, 1912, as Superintendent of Terminals, Winnipeg, his subsequent appointments having been:—Feb. 9, 1917, Superintendent, Montreal Terminals; Oct., 1918, General Superintendent, Quebec District, Montreal; April 19, 1920, General Superintendent, New Brunswick District, Saint John. Mr. Woodman will continue to live in Saint John.

Frank A. Young, who was appointed General Manager, National Terminals of Canada, Ltd., Montreal, Nov. 1, was born at Winnipeg, April 10, 1883, and entered transportation service in 1901, as junior in Traffic Department, Canadian Northern Ry., Winnipeg, his subsequent appointments having been:—1909, Traveling Passenger Agent, C.N.R., Toronto; 1910, Commercial Agent, C.N.R., Chicago, Ill.; 1912, Division Freight Agent, C.N.R., Toronto. He was out of transportation service, 1913-1916, returning in 1916, since when he has been:—Feb. 1, 1916, General Agent, Canadian Northern Ry. and Canadian National Rys., successively, New York, N.Y.; Aug. 1, 1920, Travelling Special Representative, Canadian Government Merchant Marine, New York; April 1, 1922, General Passenger Agent, C.N.R., London, England; Sept. 1, 1925, General Eastern Passenger Agent, C.N.R., New York; Nov. 1, 1934, General Manager, National Terminals of Canada, Ltd., Montreal.

**Steel Rails Ordered.**—A Springhill, N.S., press dispatch of Nov. 11 credited the President of Dominion Steel and Coal Corporation with having announced that an order for 8,000 tons of rails for the South African Government Railways had been received. This order is in addition to the one for 2,500 tons mentioned on page 512 of this issue, and makes a total of 36,341 tons ordered by the South African Government from Dominion Steel and Coal Corporation, beginning with 1931.

### Reduced Train Service, Temiskaming and Northern Ontario Railway.

Under Temiskaming and Northern Ontario Ry. timetable effective June 24, mixed trains were operated three times a week in each direction between Cochrane, where the line crosses the Canadian National Rys. (National Transcontinental) line, 253.6 miles north of North Bay, and Moosonee, the terminus on the Moose River, near its entry into James Bay, 186.2 miles north of Cochrane. Train 101 left Cochrane, Mondays, Wednesdays and Fridays, at 10 p.m., arriving Moosonee on following days at 7.10 a.m., and train 102 left Moosonee, Mondays, Wednesdays and Fridays, at 6 a.m., arriving Cochrane 1.15 p.m.

Supplement 2 to timetable 74 effective Nov. 11 has reduced train service to Moosonee materially. Now, there is only one through train a week between Cochrane and Moosonee, viz., northbound, mixed train 101, leaving Cochrane Wednesday 9 a.m., leaving Island Falls Jct., 43.1 miles north of Cochrane, 12.20 p.m., leaving Fraserdale, 69.2 miles north of Cochrane, 1.33 p.m., and arriving Moosonee 6 p.m., and southbound, mixed train 102, leaving Moosonee Friday, 8 a.m., leaving Fraserdale 12.27 p.m., leaving Island Falls Jct. 1.40, and arriving Cochrane 5 p.m.

One mixed train a week is operated in each direction between Cochrane and Fraserdale, no. 105, leaving Cochrane Saturday 9 a.m., leaving Island Falls Jct. 12.20 p.m. and arriving Fraserdale 1.33 p.m., and no. 106, leaving Fraserdale, Saturday 2 p.m., leaving Island Falls Jct. 3.10 p.m. and arriving Cochrane 6.20 p.m.

One mixed train a week is operated in each direction between Cochrane and Island Falls Jct., no. 103, leaving Cochrane, Tuesday 9 a.m., and arriving Island Falls Jct. 12.20 p.m., and no. 104, leaving Island Falls Jct., Tuesday 1 p.m., and arriving Cochrane 4 p.m.

Calculation shows that the mixed train mileage per-week between Cochrane and Moosonee prior to Nov. 11 was 6 x 186.2, or 1,117.2 miles. Now, it is 2 x 186.2, plus 2 x 69.2 plus 2 x 43.1, or 597 miles, the saving by the service reduction being 520.2 mixed train miles a week.

Timetable 74, effective May 13, provided for only one mixed train a week in each direction between Cochrane and Moosonee, an additional one a week between Cochrane and Fraserdale, and an additional one a week between Cochrane and Island Falls Jct. The three round trips a week between Cochrane and Moosonee did not become effective until June 24. Therefore, the effect of supplement 2 to timetable 74 is to restore the Cochrane-Moosonee service to what it was prior to June 24.

### Saint John Wants More Through Freight.

When the Canadian National Rys. Chairman of the Board of Trustees, Mr. Fullerton, another Trustee, Mr. Labelle, and the President, Mr. Hungerford, were in Saint John, N.B., recently, an informal memorandum, embodying reasons as to why the port should receive more import and export freight traffic, and prepared by Mayor Brittain and a committee of the Saint John Board of Trade, was presented to them, the Mayor hav-

ing stated at the time that he would be glad to send a small delegation to appear before the C.N.R. officers at either Montreal or Ottawa, with a carefully prepared brief. Mr. Fullerton was reported to have replied that the best course would be for the city to forward its brief, which could be taken up by the trustees and the President with C.N.R. operating and other officials, and to send a delegation later. It was reported from Saint John, Nov. 3, that a formal brief had been forwarded, copies having been sent to Messrs. Fullerton and Hungerford, to the Dominion Minister of Railways and Canals, Dr. Marston, and to the Minister of Pension and National Health, Dr. Murray Laren.

### Temiskaming and Northern Ontario Railway Commission Chairmanship, Etc.

The Prime Minister of Ontario, Mr. Hepburn, announced, Nov. 29, that Malcolm Lang, of Haileybury, formerly M.L.A. for Temiskaming, who, as stated in Canadian Railway and Marine World for November, pg. 482, had been appointed a member of the Temiskaming and Northern Ontario Railway Commission, had been appointed Chairman, succeeding the Prime Minister, who had acted in that capacity temporarily since the cancellation of the appointment of G. W. Lee, and that Mr. Lang's salary would be \$10,000 a year, as provided by statute, pending further legislation.

The Prime Minister also announced that the T. & N. O. R. Commission will remain under his department, that in addition to his withdrawal from it, A. G. Slaght, K.C., of Toronto, who was appointed to it in August, will withdraw; that Armand Racine, a Windsor lawyer who investigated T. & N. O. Ry. affairs, will remain on the Commission for a time; that Charles Gallagher, Mayor of Schumacher, who was appointed Vice Chairman in October, will continue in that position, and that the Commission is ultimately to be composed of three members.

**Canadian National Rys. Winnipeg Building.**—Ottawa press dispatch Nov. 20.—The Dominion Government has purchased from the Canadian National Rys. the old industrial building in Winnipeg adjacent to the railway terminal there, on the corner of Main and Water Streets. The purchase price was \$175,000. The industrial building will be razed and a seven story building will be erected in its place. It will be an office building, one floor of which will be rented to the railway to house its officials occupying the present structure.

**United States Railway Car Loadings.**—The Association of American Railroads advises that there were 534,525 cars loaded with revenue freight on U.S.A. railways in the week ended Nov. 17, a decrease of 18,183 from the corresponding week in 1933 but an increase of 11,902 over the corresponding week in 1932. Loadings in 1934 to Nov. 17 were 27,632,202 cars, compared with 26,047,078 in the corresponding part of 1933 and with 25,203,352 in the corresponding part of 1932.

**Quebec Taxes, Canadian Pacific Ry.**—The City Treasurer of Quebec received a cheque, Nov. 6, from the C.P.R., for \$282,000, for the company's taxes. The C.P.R. is the largest taxpayer in the city.

	Gross Earnings		Working Expenses		Net Earnings		Increase
	1936	1935	1936	1935	1936	1935	
January	\$9,323,822	\$8,266,644	\$3,711,250	\$3,052,330	\$612,572	\$204,314	\$408,258
February	9,280,594	8,656,020	8,413,197	7,805,875	867,397	850,145	300,498
March	10,679,577	9,515,608	9,331,943	8,468,372	1,347,634	1,147,236	17,252
April	10,580,236	9,986,543	9,242,778	8,573,945	1,337,458	1,412,598	375,140
May	11,222,507	9,913,933	9,772,218	8,770,024	1,450,289	1,143,914	306,375
	\$51,086,736	\$46,333,753	\$45,471,286	\$41,680,546	\$5,615,450	\$4,658,206	\$957,244

d Decrease.

C.P.R. approximate gross earnings in June were \$10,058,000, an increase of \$769,000 over those of June, 1935.

Minneapolis, St. Paul and Sault Ste. Marie Ry., a C.P.R. subsidiary, had, in May, a net income deficit, after all charges, of \$393,767.42, compared with one of \$396,154.67 in May, 1935. In the first five months of 1936, there was a net income deficit, after all charges, of \$2,337,812.61, compared with one of \$3,006,660.37 in the same period in 1935.

Wisconsin Central Ry., which is in receivership,

with E. A. Whitman, acting General Manager, M., St. P. and S.S.M.R. as receiver, and which is operated by the M., St. P. and S.S.M.R. as agent for the receiver, had, in May, a net income, after all charges, of \$11,492.35, compared with one of \$35,414.93 in May, 1935. In the first five months of 1936, there was a net income deficit, after all charges, of \$765,410.56, compared with one of \$1,035,762.56 in the same period in 1935.

**New Locomotives, Canadian Pacific Ry.**  
—The first of the five lightweight, semi-streamlined locomotives ordered by Canadian Pacific Ry. from Montreal Locomotive Works was taken over by the purchaser at the M. L. W. shops on July 27, with appropriate ceremony, including a luncheon and addresses by Sir Edward Beatty, G.B.E., K.C., LL.D., President, Canadian Pacific Ry. Co.; W. G. Dickerman, President of the building company; J. N. Burke, a Canadian Pacific veteran, and Mayor Houde of Montreal. The addresses were broadcast over a country-wide network, as were also a description of the locomotive and orchestral music.

## Northern Type Passenger Locomotives, Temiskaming and Northern Ontario Railway

Two units, with 4-8-4 wheel arrangement, built by Canadian Locomotive Co., Kingston, Ont., were delivered recently, for assignment to service on trains 46 and 47, on the North Bay-Timmins run.

The preference for the Northern (4-8-4) type locomotive for passenger service on Canadian railways was exemplified by Canadian National Rys. in the securing of the 6100 class locomotives now operating on that property, and in the adoption of a similar wheel arrangement on the same property in

Tube length	21 ft. 0 in.
Driving wheelbase	18 ft. 6 in.
Loco. wheelbase	42 ft. 10 in.
Loco. and tender wheelbase	82 ft. 3 in.
Height, rail to top of stack	15 ft. 2 in.
Tube heating surface	3,407 sq. ft.
Arch tube and syphon heating surface	91 sq. ft.
Firebox heating surface	279 sq. ft.
Superheating surface	1,665 sq. ft.
Grate area	70.3 sq. ft.
Weight in working order, leading truck	62,650 lb.

inspirator. Other equipment includes a Westinghouse air horn, Pyle National type M-06 P turbo-generator, Wakefield mechanical lubricator, World Huron arch tube and washout plugs, cut-off control gauge, McAvity flange lubricator, Nicholson thermic syphons, Dunlopillo cushioning material for cab seats and

439.8 miles, when it ordered two locomotives for passenger service from Canadian Locomotive Co., Kingston, Ont. These two units have now been delivered, and advice from A. H. Cavanagh, General Manager, T. and N.O.R., under date of July 7, was that they were being assigned to trains 46 and 47, operating between North Bay and Timmins. This run is 258.8 miles, made up of the 225.7 miles from North Bay to Porquis Jct. and the 33.1 miles from Porquis Jct. to Timmins.

The two locomotives have been numbered 1100 and 1101. They have chief dimensions, etc., as follows:—

Gauge	4 ft. 8½ in.
Boiler pressure	275 lb.
Boiler diam., first course	76½ in.
Boiler diam., largest course	86 in.
Diam. leading truck wheels	33 in.
Diam. driving wheels	69 in.
Diam. trailing truck front wheels	36 in.
Diam. trailing truck rear wheels	48 in.
Cylinders, diam. and stroke	22½ x 30 in.
Firebox length and width	120½ x 84½ in.
Tubes and flues:	
2¼ in. diam.	45
¾ in. diam.	149

As the tractive effort and adhesion factor figures stated above indicate, these locomotives are equipped with booster; the T. and N.O.R., it will be recalled, was among the earliest users of the Franklin Railway Supply Co. locomotive booster in Canada, and that it regards the device favorably is evidenced by the fact that it has utilized them in its latest power.

Another feature of these locomotives is their utilization of roller bearings in all truck boxes; these are of SKF manufacture. Inspection of the list of specialties discloses that these two units represent the last word in modern equipment. As the weight and tractive effort figures would indicate, they are stoker fired, being equipped with the Standard Stoker Co.'s type BK stoker. The air brakes represent the latest development, being the Westinghouse no. 8 E.T. schedule. The superheater is the Superheater Co.'s type E. Boiler feed is by the Superheater Co.'s C-F feedwater pump, located on the trailing truck, and by a World Hancock L.N.L. 6,500 gall.

The tender, with cast steel water bottom frame, is carried on General Steel Castings Corp., Ltd., 6-wheel cast steel trucks, with 36 in. diam. wheels. Water capacity is 11,000 Imp. gall. and coal capacity is 20 tons. A track sprinkler is included in the equipment.

**Service Resumed in Northern B.C.**—Following floods in the territory drained by the Skeena and other rivers, in the north-central B.C. interior, which washed out much Canadian National Rys. track on the line to Prince Rupert, the through freight and passenger services had to be suspended. However, rehabilitation of the flooded section was completed earlier than had at first seemed possible, and advice from the Canadian National Rys. Publicity Department, July 17, was that, following the rebuilding, practically, of some 100 miles of track, through freight and passenger service had been resumed. East of the flooded area, local railway service had been maintained throughout.