CANADIAN RAILROAD HISTORICAL ASSOCIATION
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MONTREAL, CANADA

NEWS REPORT NO. 53 FEBRUARY 1955

NOTICE OF MEETING

The regular monthly meeting of the Association will be held in room 920, Transportation Building, 159 Craig Street West, on Wednesday, February 9th, 1955 at 8:00 PM. Regular business will be transacted. The entertainment will be provided by the Vice President, Mr. O.S.A. Lavallee, who will deliver a talk illustrated by coloured slides taken on his recent trip to Europe. The subject of the illustrated talk will be "Switzerland and its Rail and Water Transportation Systems". Mr. Lavallee spent sufficient time in Switzerland to make an extensive coverage of the more spectacular scenic and railway engineering attractions, and the pictures will take us over the Bernina, Albula, Oberalp and Furka passes, through the valleys of the Rhine and the Rhone, to the summit of the famed Jungfrau Railway, and to the larger cities of Montreux, Lausanne, Lucerne, Zurich and Basel. Members are invited to attend and guests will be welcome, as usual.

ASSOCIATION NEWS

As is the custom, the annual elections were held at the January annual meeting, and resulted in certain changes in the Executive of the Association. New officers elected for the 1955 season are:

Honorary President	--	Dr. Victor Morin.
" Vice President	--	A. Duperron, Chairman, Montreal Transportation Commission.
" "	--	Charles E. Fisher, President, Railway & Locomotive Historical Society.
" "	--	Donald Gordon, President, Canadian National Railways.
" "	--	Edward G. Hooper, President, National Railway Historical Society
" "	--	W.A. Mather, President, Canadian Pacific Railway Company.
" Legal Counsel	--	Leonard A. Seton.
Executive President	--	Sanborn S. Worthen
" Vice President	--	Omer S.A. Lavallee
" Treasurer	--	Anthony Clegg.
", Secretary	--	John Saunders.
Director	--	R. M. Binns
"	--	R. Douglas Brown
"	--	Kenneth F.G. Chivers
"	--	Walter F. Doran.

Chairmen of standing committees:

Rolling Stock	--	Forster A. Kemp.
Editorial	--	Omer S.A. Lavallee
Membership	--	Walter F. Doran.

SPECIAL RELEASE

MONTREAL & SOUTHERN COUNTIES RAILWAY TO QUIT.

January 28 -- In a surprise move yesterday, Canadian National Railways announced plans for the imminent conversion of Victoria Bridge at Montreal into a four-lane highway bridge, in addition to the two CNR main lines, rather than a two-lane structure as at present. Widening of the highway facilities will be made at the expense of the Montreal & Souther Counties Railway, whose service across the bridge will be abandoned.

During the conversion, commuter service will be provided by a shuttle service on the Canadian National main lines, and when the highway is opened, the service will be given by busses. Canadian National expects the conversion to cost $2,300,000, and it will triple the capacity of the bridge in terms of motor vehicles. Since the Canadian National owns the bridge and collects tolls, they expect revenues to triple, as well. Also it is expected that commercial interurban autobus services will be able to use the bridge for the first time. Heretofore, such services have used the Jacques Cartier and Honore Mercier spans. Eventually, a lift span will be built at the east end of the bridge, at a cost of an additional $4,000,000 by the Saint Lawrence Seaway authority. This lift will cross a lock in the Seaway canal bypassing the Lachine Rapids, and when the bridge is open for the passage of ships. motor traffic will be carried along the canal embankment, and over an alternative bridge at the upstream end of the lock. Due to the nature of the locking operation, of course, it will not be possible to have both bridges open at once, and there will be no traffic tie-up when vessels are using the Seaway canal lock. Included in the $4,000,000 cost for the lift bridge, is a "clover-leaf" highway approach setup at the east end of the bridge.

As far as the Montreal & Southern Counties Railway is concerned, it is expected that the cessation of service over the bridge will be but the initial move in a series of steps designed to abandon the railway entirely. Without its Montreal connection, the suburban system would lose its economic justification. The service between M&SC Junction, Marieville and Ste.Angele will probably be provided by diesel-electric trains as is the present Granby service, but the CNR has made no announcement as yet. The bus service over the bridge will serve the St.Lambert and Mackayville areas. No date has been given for the actual abandonment of rail service between McGill Street in Montreal and Saint Lambert, which must occur before any work can be done to the bridge. Since the CNR's announced intention is to have the change made by the end of the year, and the work is expected to take between six and seven months, it is obvious that the latest possible date could not be much later than the change of time at April 24th. Conversely, it could be much sooner. Our readers will be kept informed of further details.

CANADIAN RAILROAD HISTORICAL ASSOCIATION, INC.

News Report No. 53 - February 1955.

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CANADIAN NATIONAL ANNOUNCES CHANGES IN TRANSCONTINENTAL PASSENGER TRAIN SERVICES

On January 25th, Canadian National Railways announced that a new fast transcontinental passenger train service will be introduced in the summer timetables. Present running time will be considerably reduced, though it is understood that the actual schedule will be determined by the question of convenient arrival and departure times at the principal cities. One indication given by the railway will be that passengers on the regular train will be enabled to enjoy the grandeur of the Fraser Canyon by daylight. The new service, it is understood, will supplement the present Continental Limited, and the only effect it will have on the present train is that the Montreal and Toronto sections will be consolidated into one train west of Capreol.

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FURTHER DETAILS ON NEW CANADIAN PACIFIC COAST SERVICES

On the same date as the foregoing Canadian National announcement, Canadian Pacific released the schedule of the new transcontinental train service. Sixteen hours will be cut from the present westbound schedule, which will allow Vancouver to be reached from Montreal in 71 hours and 10 minutes. Eastbound time will be cut by 12 hours and 30 minutes, to give a running time of 70 hours and 20 minutes. Service between Toronto and the coast will be cut by 15 hours and 35 minutes to a total elapsed time of 67 hours and 55 minutes, while the eastbound trip will be effected in 66 hours and 45 minutes. 13 hours and 5 minutes faster than at present.

The most recent releases refer to the train as "The Canadian" rather than the "Royal Canadian" as previously announced. The reason for the change has not been officially disclosed, however. Schedule has been given as follows:

No.1 (11 Toronto-Sudbury)				No.2 (12 Sud-Toronto)
EST 1:00 PM	L	Montreal (Windsor)	A	9:50 PM
" 1:06 "	S	Westmount	S	9:42 "
" 1:13 "	S	Montreal West	S	9:35 "
" 3:10 "	A	Ottawa (Union)	L	7:40 "
" 3:20 "	L	"	A	7:30 "
" 10:55 "	A	Sudbury	L	12:10 "

EST	4:15 PM	L	Toronto (Union)	A	6:15 PM
"	10:30 "	A	Sudbury	L	12:15 PM
EST	11:35 PM	L	Sudbury	A	11:30 AM
"	1:20 "	S	Port Arthur	S	10:00 PM
"	1:35 "	A	Port William	L	9:45 "
CST	12:50 "	L	"	A	8:30 "
"	9:25 PM	A	Winnipeg	L	11:50 AM
"	9:40 "	L	"	A	11:35 "
MST	3:25 AM	S	Regina	S	3:50 "
"	4:15 "	A	Moose Jaw	L	3:00 "
"	4:30 "	L	"	A	2:45 "
"	12:40 PM	A	Calgary	L	6:25 PM
"	12:55 "	L	"	A	6:10 "
"	3:10 "	A	Banff	L	4:00 "
"	3:15 "	L	"	A	3:55 "
"	4:15 "	S	Lake Louise	S	3:10 "
"	5:10 "	A	Field	L	2:20 "
PST	4:15 "	L	"	A	1:15 "
"	9:10 AM	A	Vancouver	L	8:30 "

1954

CANADIAN PACIFIC RAILWAY LOCOMOTIVES SCRAPPED IN 1954.
O.S.A. Lavallee

Last year was a bad year for the steam locomotive on the Canadian Pacific Railway. During the year, seventy locomotives were scrapped, the most in any year since 1940 when 78 engines were removed from the list. The average number of engines scrapped each year between 1949 and 1953 was 32. The list of engines, which is reproduced hereunder, includes the first engine of the G4 class to be scrapped, No.2713. Two classes disappeared as a result of the year's total, No.3011 ending the J3 class in addition to being the last Mogul (2-6-0) on the system. No.44 was dismantled also, and was the last original Quebec Central engine to remain in service, no class designation having been assigned to these engines after the QCR came under the control of the CPR. Worthy of note also is the disappearance of No.6950, one of the three W1 class 0-10-0 switchers, which are unique in Canada. The advent of the diesel switcher has resulted in the decimation of the 0-6-0's of class U3.

Shop Loco	SL-4 (6216)
No class	44
D4 class -	430
	454
	455
	458
D6 class -	550
D9 class 0	573
D10 class -	613
	628
	636

D10 class -	678
	680
	691
	700
	701
	751
	754
	761
	791
	793
	800

C10 class -	803
	828
	903
	960
	1008
	1031
	1090
G1 class -	2221
G2 class -	2522
G4 class -	2713
J3 class -	3011

M4 class - 3420	S2 class - 5809	U3 class - 6260
3421	U3 class - 6213	6266
3423	6221	6267
3435	6222	6270
3441	6228	6278
3443	6230	6286
3445	6231	6302
3487	6232	6303
3503	6239	V3 class - 6909
3508	6244	6910
3515	6249	W1 class - 6950
N2 class - 3758	6251	
R3 class - 5783	6254	Total: 70 engines.

No.6226 was converted and renumbered to Shop Locomotive SL-5 during 1954.

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THE PRIMITIVE ERA IN RAILROADING

- R.G. Harries

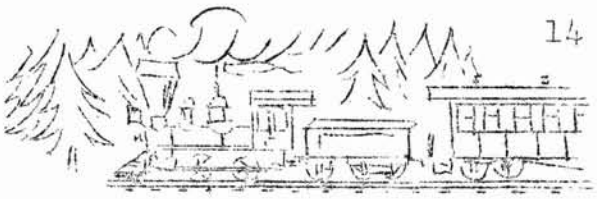
The following account of a train journey between Quebec City and Montreal, via the Grand Trunk Railway, is taken from a book entitled "Looking Back" by Richard Hemsley. Mr. Hemsley, who was born in England, came to Canada in 1867 and became one of Montreal's most respected citizens and a leading jeweller. Says Mr. Hemsley of the trip from Quebec in July 1867:

" On the journey to Montreal, our train left the track three times, which I learned was not unusual. Getting on again seemed very simple. A piece of cordwood was laid on the track and by a little shunting, we quickly slipped on again. All locomotives are woodburners. The rails were made of soft iron, and would spread as much as eight inches, caused by the pounding of the wheels. Steel rails were a later invention.

Just before crossing St.Francis River Bridge, the conductor went through the train warning passengers not to put their heads out of the windows as a man had his head taken off by so doing the day before ."

CNR ABANDONMENT

Permission has been granted by the Board of Transport Commissioners to the Canadian National Railways to abandon that portion of its line between mileage 0 and 41.3 of the Algonquin Subdivision, Allandale Division, lying between Falding, junction with the Bala Subdivision, and Scotia Jct., where connection is made with the Huntsville Subdivision. Thus, another section of the former Ottawa, Arnprior & Parry Sound Railway (Canada Atlantic Railway -- later Grand Trunk) passes into oblivion, a small segment in Algonquin Park having been left derelict after a washout several years ago.



CHRISTMAS GIFT -- 1854 STYLE

by Omer S.A. Lavallee

The face of Ottawa has changed in a hundred years. The small settlement which grew up around the mouth of the canal built by John By, and originally named after him, bore no resemblance to the city which we now know as the Capital of Canada. They called it Bytown, and the name remained in currency until, in anticipation of becoming the capital of the Province of Canada, the name was changed to agree with the name of the river which tumbles over the Chaudiere Falls and rounds Nepean Point, past the townsite, on its way to the Saint Lawrence and the sea.

The name was changed on New Year's Day, 1855; while this might have been the dominant subject of conversation among the inhabitants at the end of 1854, they had something of more immediate importance and significance to discuss -- the railway was coming to Ottawa.

Bytown in 1854 depended upon water transportation, to unite it with the centres of population in the Province. This is somewhat of an anomaly in that Bytown was decidedly an inland settlement, but it was a product of the canal fever which seized the authorities in the second quarter of the nineteenth century and which did not abate until, in 1840, the public debt for canals (in excess of $200,000,000) amounted to more than $100 for every man, woman and child in Upper and Lower Canada. Bytown was on two of the routes of communication, or perhaps on one long one, depending upon the point of view. First, the Ottawa River, a direct transportation channel to the Saint Lawrence, flowed past the settlement, and though the river was barred by a series of rapids near Carillon, half-way to Montreal, two short canals had been constructed to overcome the obstruction. Second, Bytown was at the head of the Rideau Canal system, which connected it with Kingston, on the Saint Lawrence. The canal, constructed for military considerations was really the "raison d'etre" for the settlement, and it is possible, had the canal not been constructed that the site of Ottawa might be considerably distant from its present position, if it indeed would have existed at all.

This was the transportation picture in 1850 when a group of responsible citizens got together with the common intent of promoting a railway from Ottawa to the nearest point on the Saint Lawrence River -- Prescott. Accordingly, the Legislature of the Province of Canada passed an Act on August 10th, 1850, incorporating the Bytown & Prescott Railway Company for this purpose; funds were to be raised by the issue of stock and by means of mortgage bonds carrying the usual exorbitant rates of interest (by our modern point of view). These securities were to be sold to the municipalities along the line of the projected railway,

and to other interested parties.

The traffic reasons behind the selection of Prescott as a terminal contemplated the transportation of lumber, then and now an important industry. Wood was cut in the virgin stands of timber in the upper Ottawa valley, assembled into rafts and floated down the Ottawa for eventual transport to European and United States markets. By providing a connection to Prescott, it was felt that the loads would originate in Ottawa, and upon arrival at Prescott, they could be conveyed down river to Montreal by ship, for foreign reshipment. Loads for United States destinations -- which constituated an important market -- could be taken across the river to Ogdensburg, New York, and sent from there, by way of the Northern Railroad of New York, which already connected this town with Lake Champlain and other lines in New England. All in all, the traffic prospects for the projected line were very good, if the original project was adhered to. This was not to be, however.

For some reason which remains unexplained to the onlooker more than a century later, the directors allowed themselves to be persuaded by one of the stockholders, a certain Thomas McKay, that the Bytown terminus should not be above the Chaudiere Falls, as planned, but rather at a point close to the mouth of the Rideau River, where that stream tumbles over a ledge in a picturesque cascade, into the Ottawa River. (The Rideau, or "curtain", Falls). While we have the perspective of time from which to review the situation, it should have been apparent that the traffic prospects would be much greater if the timber could be loaded directly into the cars from the log rafts, and that it was expecting rather a lot to think that the timber brokers would go to the additional expense of transporting the lumber by land over the several miles separating the Chaudiere Falls from the terminal in New Edinboro', in Sussex Street. While slower, it was still cheaper to ship the timber from the Falls to Montreal and the US Markets, by boat in the Ottawa River. McKay's interest can be explained by the fact that he owned a mill just across the street from the site of the Sussex Street station, and while this may have suited his personal needs admirably, there is certainly no justification for the Directors of the railway to take the course they did. It was financial suicide and if many of them lost every cent they had invested in the undertaking, they had only themselves to blame. However, we are getting ahead of our story.

The sale of stock proceeded quite well, £33,500 being subscribed by the municipalities to be served while some £20,000 was received from sales to private citizens. The total amount realized was only about £43,000, however, owing to some difficulty encountered in making collections. The first sod was turned in September of 1851, and in the two years following, five engines and over a hundred cars were ordered, costing £45,000. £25,000 of this expense was met by the payment of stock in lieu of cash, but the balance was in currency. In may of 1853, the B&P ordered 54,000 tons of iron rails from the Ebbw Vale Iron Company, in Wales, at £10/10s. a ton -- payment was made in

sterling bonds of the Company at par, bearing 6% interest. The first cost of the entire line and equipment was £250,000.

When the Bytown & Prescott was in the final stages of construction, in the fall of 1854, the water transportation route via the Ottawa River to Montreal was given strength by the opening of the Montreal & Bytown Railway's first section, between Carillon & Grenville, paralleling the canal. This served as a portage route for the steamer traffic and expedited matters considerably over the old, painstaking, canal trip. While the Montreal & Bytown was projected as part of a system linking the Montreal area with the Great Lakes by way of Bytown, it was destined never to exceed its original length between Carillon and Grenville, and, after struggling on for nearly sixty years (as detailed in our Bulletin No.18) it died the ignominious death of a portage road.

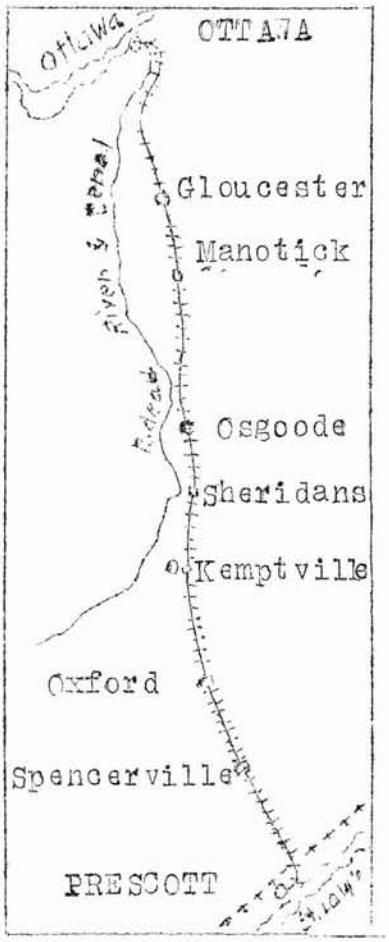
During 1854, the Bytown & Prescott ran short of its Welsh iron rails. This occurred when construction had reach Billings, just a few miles short of Bytown. Nothing daunted, Robert Bell, the ingenious promoter, caused wooden rails to be laid for the last few miles, as a temporary measure, so that the railway could be opened to gain more public confidence. Like many another early endeavour, the little railway was the victim of a certain amount of public disdain; it was imperative to the promoters that the railway reach Bytown as soon as possible, so that it might begin to earn some money. Someone with a spirit of showmanship, probably Bell himself, for that matter, hit upon the idea of running the first train over the line on Christmas Day of 1854. It would be a delightful and useful Christmas gift for the growing town, and would serve to earn some additional support when it was badly needed.

Accordingly, the lightest engine, a small 12-ton 0-4-0 engine named "Oxford" (after one of the towns en route), was selected to pull the initial train, which left Prescott during the morning of Christmas Day, December 25th, 1854. When they reached Billings, the train proceeded gingerly on to the temporary wooden track, which consisted of 3x4" maple scantlings reinforced with strips of hoop iron. Just before 5 o'clock on that Christmas afternoon, the banks of the lower Rideau echoed the first notes ever heard of a locomotive whistle, and the wood smoke from the"Oxford" mingled in the tree branches. The railway had come to Bytown ! The citizens were jubilant as the little train drew to a stop; even the directors and guests who arrived on the train didn't mind too much when they had to be ferried across the Rideau River to Cumberland Street, so that they could proceed on foot to the new station where the usual festivites were indulged in, including a banquet. The decision to make this first run on Christmas Day had caught the Rideau bridge only in the course of preparation, and quite incomplete, when the "Oxford" drew up with Ottawa's first railway train.

It was a great day for Bytown, and for the Ottawa valley.

One week after the arfival of the train, the railway name was outdated by the assumption of the new civic name - Ottawa. Steps were taken immediately to have this remedied, and as a result, in May of 1855, the Legislature passed a bill changing the company name to the "Ottawa & Prescott Railway Company".

, For a few years, the railway existed on the proceeds of the meagre traffic which was offered. Very little lumber traffic was handled as a result of the bad judgement in locating the Ottawa terminal site, which we have recalled already. Even though the Grand Trunk Railway was built through Prescott in 1855 and opened between Montreal and Toronto in 1856, this failed to become a promising connection due to the difference in gauge. The GTR was built to the so-called "Provincial Gauge" of 5'6" in accordance with the infamous Broad Gauge Act of 1851. The B&P however had been incorporated before the act was enacted and it was built, as a consequence, to the now-standard gauge of 4'8½". Ultimately, this was remedied, but not until after the worst befell the Ottawa & Prescott, as we shall see later. Despite a deferred maintenance program as a result of the small earnings, the good construction of the line enabled it to carry on in fair fashion. Travellers in 1855 and 1858 wrote that it was pleasant, smooth and safe. Inevitably, the low returns, combined with the economic depression of 1857, resulted in a default in interest payments, and the principal creditor, the Ebbw Vale Iron Co. seized the road on behalf of itself and other creditors. The Court of Chancery appointed a receiver in 1858, and with the exception of a brief interval, this Receivership continued in effect until 1865. Charges and counterchanges were made. Finally, aided by a relief act passed by the Government, the holders of the first mortgage including the Ebbw Vale Iron Co., forced the sale of the railway at auction, and purchased it themselves. In one stroke, this action wiped out the entire share capital, the second and third mortgage obligations, and an extensive amount of floating indebtedness. The new owners set to work to rehabilitate the line, as the Inspector of the Board of Railway Commissioners had ordered the line closed until certain extensive repairs were made. Finally, in December 1867, after service had been suspended for two years, the new owners obtained a charter to operate the line as the Saint Lawrence & Ottawa Railway, from the new Dominion of Canada Legislature. Things began to look up when the Company sought to remedy the original error in terminal location in Ottawa by building a branch to the Chaudiere Falls. This extension was opened in 1871, and it gradually supplanted the old Sussex Street station as the Ottawa terminal.



An additional favourable factor was the adoption of standard gauge in 1871 by the Grand Trunk Railway, when the Broad Gauge Act was repealed. The supporters of the wide width had to give in to the narrower gauge - to afford more convenient connection with northern United States railroads, which were mostly 4'8½". After nearly twenty years of existence, the Prescott line was able to effect direct interchange of cars with the Grand Trunk at Prescott, and was no longer considered as an "Ugly Duckling" but instead was found to have been on the right track -- literally and figuratively -- all along, at least as far as its gauge was concerned.

OTTAWA & PRESCOTT RAILWAY - 1855-1867				LOCOMOTIVES		
OXFORD	Hinkley (515)	1854	0-4-0	11½x20"	46"	StL&O#1
KEMPTVILLE	" (516)	"	"	"	"	
				scrapped before 1860		
ST.LAWRENCE	" (526)	"	4-4-0	14x22"	54"	StL&O#2
OTTAWA	" (525)	"	"	"	"	" #3
BYTOWN	" (541)	"	"	14x20"	66"	" #4
		renamed "COLONEL BY" in 1855				
PRESCOTT	"	1857	4-4-0	14x20"	66"	StL&O#5

New motive power and rolling stock completed the rejuvenation. One of the most famous of Canadian engines -- the "Lucy Dalton" was among the engines purchased new in 1873 from Taunton. This locomotive later served on the Canadian Pacific Railway (it was the first to enter North Bay), where it has been the subject of many an old-time railroader's reminiscences.

The St.L.& O. Ry. had a curious possession in its No.11, the "Chaudiere". This was a tiny 4-4-0 tank locomotive which had been built in England in 1862 by Slaughter, Gruning & Co. When delivered to its owners, the North London Railway in that year, few people would have credited the possibility that it would eventually find its way from service on a busy suburban railway in the metropolis of the world, to a backwoods Canadian line, in the course of its thirty-year life. Originally, North London Railway #30, it was renumbered 101 in 1874 and in 1876 it was sold, presumably for scrap and coincidentally enough, to the Lake Vale Iron Co. Evidently the new owners thought otherwise, fixed it up and put it on board an ocean vessel bound for Canada, because the iron company still held its controlling interest in the Saint Lawrence & Ottawa. It was inherited by the Canadian Pacific when that Company leased the St.L.& O. as part of its eastern expansion program in 1884, and was not scrapped ujtil 1890.

By the late 1870's, Ottawa had obtained connection by way of a few more railways -- the Q.M.O.& O. eastward on the north shore of the Ottawa -- the Brockville & Ottawa or Canada Central by way of Carleton Place. Both of these lines are now incorporated in the Canadian Pacific system along with the old Bytown & Prescott. Other lines came along later.

The Prescott to Ottawa railway whose story we have told is still in use as the Prescott Sublivision and the Sussex Street Subdivision, Smiths Falls Division, of the C.P.R. The line from Prescott into Sussex Street is 55.8 miles long, this being the original line of railway opened in 1854. It has degenerated into one of the lesser railway routes in importance serving the capital. Nevertheless, last Christmas Day it celebrated its centenary, and though disused now in this age of motor travel and atomic propulsion, the spur along the Rideau to Sussex Street is steeped in the remembrance of that Ehristmas of 1854 when the tiny "Oxford" and its primitive train brought to an infant Ottawa that greatest of all civilizing forces -- the railway.

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SAINT LAWRENCE & OTTAWA RAILWAY 1867-1884 LOCOMOTIVES

1st 1	"Oxford"	Hinkley (515) 1854 Ex Ottawa & Prescott. Scrapped 1875.	0-4-0	11½x20"	46"	
2nd 1	"	Portland (327)1875 1884: re CPR #328.	0-4-0T	13x18"	42"	
2	"St.Lawrence"	Hinkley(526) 1854 ex O&P. 1884: re CPR #327	4-4-0	14x22"	54"	
1st 3	"Ottawa"	Hinkley(525) 1854 ex O&P. Scrapped 1875.	4-4-0	14x22"	54"	
2nd 3	"Portland"	Portland 1884: re CPR #325.	4-4-0	15x24"	60"	
1st 4	"Col.By"	Hinkley (541) 1854 ex O&P. Scrapped 1875.	"	14x20"	66"	
2nd 4	--	Portland Rebuilt GTR 1882. 1884: re CPR #323	4-4-0	16x22"	"	
1st 5	"Prescott"	Hinkley 1857 ex O&P. Scrapped 1875.	4-4-0	14x20"	"	
2nd 5		Portland Rebuilt GTR 1882. 1884: re CPR #324	4-4-0	16x22"	66"	
6	"Thos.Reynolds"	Kingston(53)1866	4-4-0	15x22"	60"	✱
7	"Calvin Dane"	" (54) "	"	"	"	✱
8	"Lady Lisgar"	Taunton(520)1871	"	17x24"	"	✱
9	"Lucy Dalton"	" (596)1873	"	"	"	✱
10		Kingston 1879	"	15x24"	"	✱
11	"Chaudiere"	Slaughter, Gruning & Co. 1862 Ex North London Ry.	4-4-0T	17x24"	64"	✱

✱- 1884: re# CPR nos.330, 329, 321, 322, 326, 320 respectively.

We regret, due to space limitations, that the concluding part of Mr.Kemp's story on the CPR's last sternwheeler, "Moyie", begun in January, must be held over until the March issue.

NOTES & NEWS

Despite the CNR's plan, announced on page 10, to remodel the Victoria Bridge, there is a considerable amount of agitation, particularly among the communities facing Montreal on the south shore of the river, to have a vehicular tunnel constructed linking the Canadian metropolis with the principal highways on the opposite shore. This would be an ideal proposal for consideration by the Canadian National Railways, whose trains will suffer interruptions as the proposed life span at the eastern end of the Victoria Bridge is opened to allow the passage of vessels. Not the least of the railway's problems if such a tunnel were considered, is to bring the tracks from Central Station down to a suitable level between that point and the tunnel site, considering that the distance is less than two miles. In this instance, a spiral would have to be constructed in the Pointe St.Charles area, though no such difficulties will be encountered on the St.Lambert side of the river.

The first train operated over the Canadian Pacific Railway's Nephton Subdivision on January 18th. This line, built during 1954, links the CPR Montreal-Toronto secondary line near Havelock, with nephtaline deposites at the northern end.

London & Port Stanley Railway has sold four of its interurban motor and trailer cars -- equipment obtained originally from Milwaukee. Two of the cars, a motor and a trailer were sold to the Illinois Electric Railway Museum in Chicago for $270 each.

The new 43-mile CNR branch line linking Terrace BC with the new aluminum development at Kitimat is to have a mixed train service on Tuesdays and Fridays. Scheduled to commence on January 14th train will leave Terrace at 8 AM arriving Kitimat at 11 AM. Returning, leave Kitimat at 2 PM arriving Terrace at 5 PM.

Dominion Bridge Company has been awarded contract to build the superstructure of the new Pacific Great Eastern Railway bridge over the Capilano River in North Vancouver. Work will start during the month of February.

In concluding a contract with the Hilton hotel group in the United States to operate the new Queen Elizabeth hotel in Montreal when it is completed, Canadian National Railways appear inadvertently to have initiated a major controversy. The railway has been subject to much criticism from newspapers and hotel-groups, who feel, perhaps not without reason, that Canadian talent should be given a chance at management of what will be the largest hotel in the British Commonwealth when it is completed several years hence.

The seventh
in a series on the
CANADIAN NORTHERN RAILWAY
by A.Clegg.

CANADIAN NORTHERN RAILWAY

Toronto, Ontario,
January 8, 1909.

Expansion of the Canadian Northern!!! I can hardly keep up with it! We are now into another branch of the transportation business -- the electric interurban system in the Niagara Peninsula of Ontario.

Last year Mackenzie and Mann made arrangements to acquire the electric lines of the Niagara, St.Catharines and Toronto Railway, operating some thirty miles in the vicinity of Niagara Falls and St. Catharines. These lines include one of the oldest operating electric railways in the country ---- the St. Catharines, Merriton and Thorold Street Railway, which was electrified in 1887. The N. S. & T.Railway was incorporated on August 11, 1899, to operate the Niagara, Hamilton and Pacific Railway; The Niagara Falls, Wesley Park and Clifton Tramway Co; and the Port Dalhousie, St.Catharines and Thorold Street Rail way (the last named of which had absorbed the original St.C.,M.,& T.) It also has the authority to construct a line through Hamilton and to Toronto, together with various branches, and no doubt this is the real reason for the Canadian Northern's interest in the isolated interurban. Just last May the line was extended from Thorold to Welland and construction is now in progress towards Port Colborne.

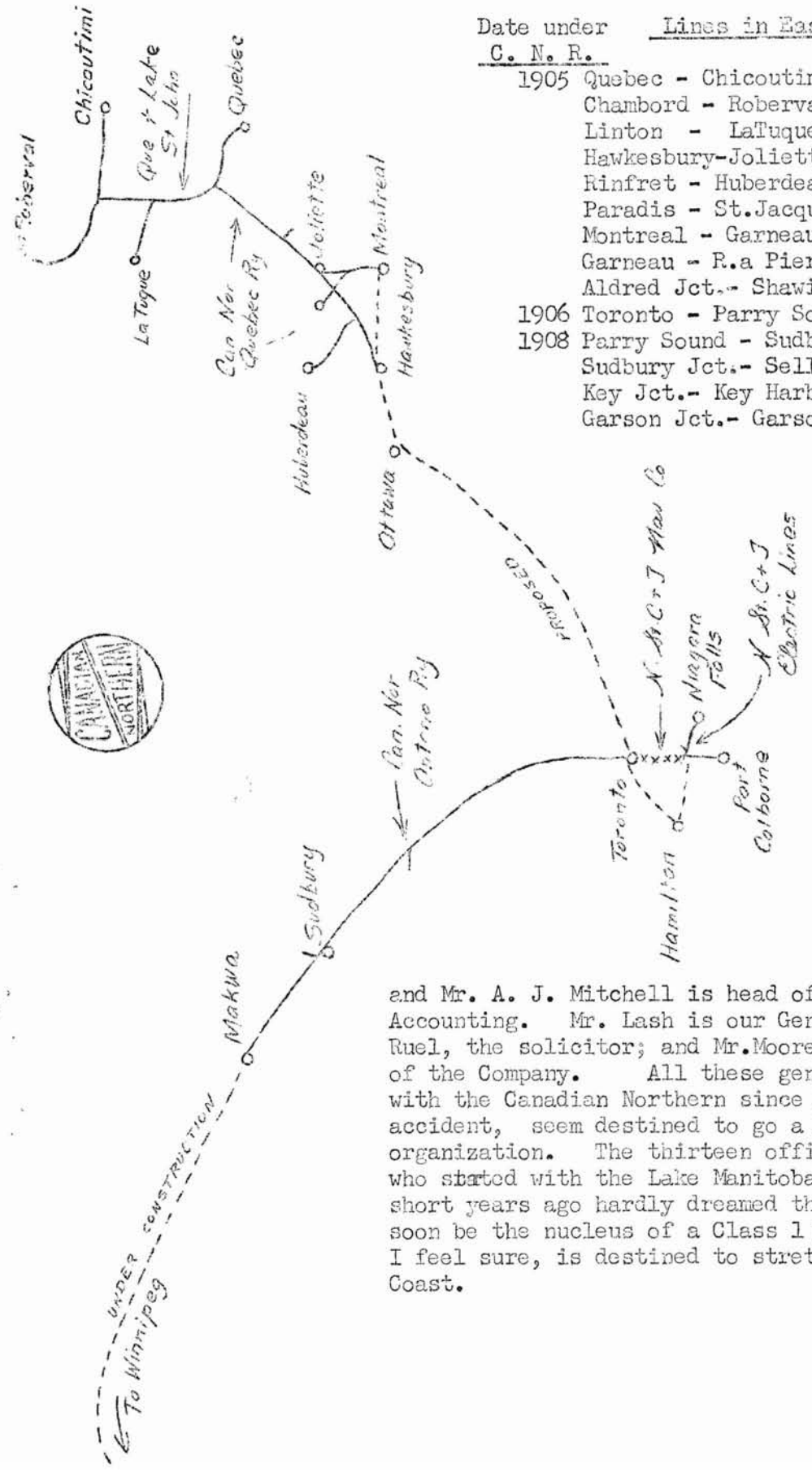
In addition to a flourishing passenger traffic, the NS&T Ry.operate a freight transfer and switching business; & the subsidiary N.S.&T.Navigation Co. runs two Lake Ontario steamships in conjunction with the electric cars from Port Dalhousie to the Falls.

Including the thirty miles of track making up the Niagara lines, the Canadian Northern System now has a total of 4,360 miles of track. Last year we opened the 222 mile Brandon - Regina section in Western Canada, as well as a 25 mile extension from Rossburn to Russell. To describe in greater detail the C. N.'s tremendous progress during the past few years would be tedious, -- but one event of utmost importance has been settled. We are heading for the Pacific! The exact line of route to be followed west of Edmonton has not been made known as yet, but it seems fairly certain that we shall be making use of Yellowhead Pass, which has by far the best gradients for transmountain railway traffic.

The projected line around the Great Lakes is also taking shape, and trains are now operating from Toronto as far as Sudbury. At last the James Bay Railway is no longer an orphan, but has been incorporated into the Canadian Northern Ontario Railway. The country in this section of Canada is becoming famous for the production of nickel, producing something in the order of eighty per cent of the world's supply. A sketch map of our eastern lines is attached.

The staff at Headquarters is growing to keep pace with the rail lines. Mr. D.B. Hanna is still with us as Third Vice - President,

Date under C. N. R.	Lines in Eastern Canada. (Quebec & Ontario)	
1905	Quebec - Chicoutimi	227.0 miles
	Chambord - Roberval	12.3
	Linton - LaTuque	39.6
	Hawkesbury-Joliette	67.4
	Rinfret - Huberdeau	45.3
	Paradis - St.Jacques	6.7
	Montreal - Garneau	90.5
	Garneau - R.a Pierre	39.8
	Aldred Jct.- Shawin'n Falls	3.4
1906	Toronto - Parry Sound	149.2
1908	Parry Sound - Sudbury	117.7
	Sudbury Jct.- Sellwood	28.6
	Key Jct.- Key Harbour	6.2
	Garson Jct.- Garson Mine	3.7



and Mr. A. J. Mitchell is head of the Finance and Accounting. Mr. Lash is our General Counsel: Mr. Ruel, the solicitor; and Mr.Moore, the Secretary of the Company. All these gentlemen have been with the Canadian Northern since 1904 and barring accident, seem destined to go a long way in the organization. The thirteen officers and employees who started with the Lake Manitoba line just twelve short years ago hardly dreamed that they would so soon be the nucleus of a Class 1 Railroad, which, I feel sure, is destined to stretch from Coast to Coast.