

GREAT
NORTHERN
RAILWAY.

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Great Northern Railway Report.

The report for the calendar year 1917 is the first for a full twelve months since the date of the ending of the fiscal year was changed from June 30 to Dec. 31. The directors' report states there has been no change in the capital authorized to be issued, which remains at \$250,000,000, of which \$249,478,250 has been issued. The unissued stock includes 17½ shares held to acquire 14 shares of St. Paul, Minneapolis & Manitoba Ry. stock, of which 10 shares are in the company's treasury and 4 are still outstanding, and 5,200 shares of the last issue of \$19,000,000 which have not yet been offered for subscription. Of the bonds outstanding, \$163,140,515.16 are in the hands of the public, \$39,813,393.93 held by mortgage trustees, \$500,000 held in pension fund, and \$17,716,000 held in the company's treasury. There were issued during the year first and refunding mortgage gold bonds, series A., 4½%, for \$3,567,000, in accordance with the terms of the mortgage against the acquisition of the following securities:—\$707,393.93 St. Paul, Minneapolis & Manitoba Ry. Pacific extension mortgage 4% bonds; 26,500 shares of capital stock of Vancouver, Victoria & Eastern Ry. & Navigation Co.; 850 shares capital stock of the Crows Nest Southern Ry.

The company's investment in Canadian companies has been increased as follows: By purchase of capital stock of V.V. & E. Ry. & Navigation Co., \$2,650,000; purchase of capital stock of Crows Nest Southern Ry., \$85,000; purchase of capital stock of Midland Ry. of Manitoba, \$250,000; by advances to Brandon, Saskatchewan & Hudson Bay Ry., \$1,300.93; to Manitoba Great Northern Ry., \$2,479.40; to Nelson & Fort Sheppard Ry., \$8,828.83; to Red Mountain Ry., \$1,671.24; making a total of \$2,999,280.90. From this is to be deducted \$1,779,760.48, repaid the company on account of advances made in previous years, leaving the net increase on investment in Canadian companies for 1917 at \$1,219,520.42. The proceeds received from the sale of their share capital by the Canadian companies named, was used in making repayment to the G.N.R., in paying cost of construction and additions and betterments during the year, or is being held for payment of cost of future construction, additions and betterments.

The President's report shows that 9.71 miles of additional sidings, spurs and other tracks were laid in connection with the controlled lines in Canada; that 240,544 cubic yards of material were moved in filling the terminal grounds at False Creek, Vancouver, B.C.; and that the new passenger station at Vancouver was put in use. The work in progress at Vancouver includes not only the new passenger station, with express wing, but also

a bright freight house, power house, fuel oil plant, locomotive house, turntable, sand house, ice house, etc. Among the improvements on the company's lines are the building of a 200 ft. extension to the dock at Burrard Inlet, Vancouver, and a 200 ft. extension to the warehouse thereon.

Following are the results of operation:

Revenue from transportation	\$86,479,067.60
Revenue from operation other than transportation	2,119,666.04
Gross operating revenue	\$88,598,734.64
Operating expenses	59,282,156.31
Net operating revenue	\$29,316,578.33
Railway taxes accrued	6,202,952.08
Operating income	\$23,013,626.25
Other income	8,031,140.95
Gross corporate income	\$31,044,767.20
Deductions from income	8,004,594.98
Net corporate income	\$23,040,172.22
Dividends	\$17,462,959.50
Appropriations	5,385,635.00
	22,909,069.00
Balance to profit and loss	\$ 131,103.22

The consolidated general balance sheet shows the company's investments in Canadian lines as follows:—

Midland Ry. of Manitoba	\$2,400,000.00
Manitoba Great Northern Ry.	2,073,449.73
Brandon, Sask. & H. B. Ry.	1,151,943.09
Crows Nest Southern Ry.	4,295,000.00
Nelson & Fort Sheppard Ry.	1,129,407.26
Red Mountain Ry.	312,290.81
Vancouver, Victoria & Eastern Ry.	23,580,000.00
New Westminster Southern Ry.	260,000.00
Total	\$37,202,090.89

The mileage of lines owned by the G.N.R. and its controlled companies is 7,843.64, or, including second, and additional tracks, 8,119.23 miles, and including sidings, spurs and yard tracks, 10,495.60. In addition, the company has trackage rights over 420.35 miles of other companies' tracks. Following are the mileages in Canada:—

	Main line.	Spurs, etc.
Midland Ry. of Manitoba (joint with Northern Pacific Ry.)	2.10	11.11
Manitoba Great Northern Ry.	91.77	9.61
Brandon, Sask. & Hudson Bay Ry.	69.45	1.61
Crows Nest Southern Ry.	74.18	13.92
Nelson and Fort Sheppard Ry.	55.42	3.27
Red Mountain Ry.	9.59	2.84
New Westminster Southern Ry.	15.18	1.31
Vancouver, Victoria & Eastern Ry.	268.66	61.21
(Second track)		7.12
	587.35	121.00

Trackage rights:—

Canadian Northern Ry.—From boundary at Noyes, Minn., to Midland Ry. of Manitoba at Winnipeg	66.57
Canadian Northern & Grand Trunk Pacific Ry. at Winnipeg	1.63
Grand Trunk Pacific Ry. at Portage la Prairie	.99
Canadian Northern Ry., Hope to Camrose, B.C.	37.18
Kettle Valley Ry., Brookmere to Hope, B.C.	53.47

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August 1918

Victoria yard terminal. Yard construction was resumed as early as weather conditions justified, and it was expected to complete the same so as to bring the yard into operation Aug. 1, 1918.

The steel car ferry boat Maitland No. 1, owned and operated by the Toronto, Hamilton & Buffalo Navigation Co., resumed operation about the middle of March, continuing in service through the remainder of the year. The net income for the year amounted to \$10,711.02, or approximately 2.68% on the navigation company's capital stock, all of which is owned by the T.H. & B. Ry. Co. While this net income alone is not sufficient to justify the ownership and operation of the steam-

ship, the other benefits, resulting to the railway company, make such ownership and operation profitable, as the operating income of the branch line extending to Port Maitland amounted to \$57,824.74 for the year. After deducting interest and other fixed charges, the net surplus from the handling of traffic over the branch line was \$16,880.27. The revenue accruing to this company, on business originating on or in connection with the Port Maitland line, over and above the earnings on traffic handled over the branch line itself, amounted in the year to \$131,254.05. The railway company earnings, mentioned, are largely due to the operation of the car ferry steamer.

Canadian Pacific Ry., Troup Jct. to Nelson.
B.C. 5.44
Province of B. C., New Westminster Bridge 1.48
166.51

Canadian Pacific Railway Construction, Betterments, Etc.

New Brunswick District.—It is reported that Grant & Horne, contractors for the erection of the new grain elevator at no. 1 berth, St. John, N.B., have begun work thereon.

We are officially advised that no new elevator is being built at St. John. Grant & Horne, contractors, are doing some maintenance reconstruction on the company's grain conveyor gallery from elevator A to no. 1 berth, and along the face of no. 1 berth, a length of 581 ft. of gallery.

The Board of Railway Commissioners, July 12, authorized the company to appropriate certain lands for an additional main track between West St. John and Fairville, to build the main line at grade across the St. John Ry. at Main St., and also to cross at grade, North St., Union Point Road, Main St., Raynes Ave., Sherbrooke St. and Sand Cove Road, Fairville.

British Columbia District.—The Vancouver, B.C., City Council is negotiating with the company for the construction of a ramp to improve the approach to the C.P.R. station and other public property.

We are officially advised that business between the mainland and Vancouver Island has been increasing very rapidly, and that as barges cannot be taken in or out of Burrard Inlet, except at favorable tides, it has been decided to build a second transfer slip at Vancouver. It will be a three track slip, to be built just east of the present one, with an apron about 70 ft. long, similar to the one built at Esquimalt. It will be built of creosoted piles and lumber and is expected to cost \$70,000. (July, pg. 300.)

Amendment of Rules re Testing Eyesight.

The Board of Railway Commissioners passed general order 240, June 21, as follows:—Re the application of C.P.R. for an order amending clause 20 of general order 94, July 24, 1912, prescribing uniform rules governing the determination of visual acuity, color perception, and hearing of railway employees on steam railways so as to read "minimum" instead

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Other income	8,031,140.95

Gross corporate income	\$31,044,767.20
Deductions from income	8,004,594.98

Net corporate income	\$23,040,172.22
Dividends	\$17,462,959.50
Appropriations	8,385,635.00

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tween Atland and Vancouver.
(Aug., pg. 306.)

Great Northern Ry.—A press report states that plans are being prepared for the construction of a three-car barge landing with trestle approach on Burrard Inlet, at an estimated cost of \$20,000. Application has been made to the Vancouver Harbor Commissioners for permission to build. It is expected that tenders will be asked for at an early date.
(Aug., pg. 306.)

Kenora and English Bay Ry.—The Do-

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ing, treasurer; W. H. Ardrey, Auditor,
J. W. Leonard, General Manager.

Victoria & Sidney Ry.—A press dispatch states that \$200,000 of the company's bonds, which matured Sept. 1, have not been taken up. The railway, extending from Victoria to Sidney, Vancouver Island, 17 miles, is owned by the Great Northern Ry. Co. (U.S.), and has been losing money at the rate of about \$15,000 a year for several years past. The opening of the British Columbia Electric Ry.'s Saanich Peninsula branch two or three years ago, and the recent opening of the Canadian Northern Pacific Ry. from Victoria to Patricia Bay, both parallel lines, have considerably affected the company's local business. If the G.N.R. does not come to the rescue the company will pass into the hands of a receiver and its property will be sold.

a	pg. 350.)	
at	Great Northern Ry.—Traffic on the	00
is	company's line into Vancouver was held	is
n	up recently owing to the sinking of 350	of
s.	ft. of track east of Ardley. There is a	of
or	big sink hole at this place which has given	P
in	considerable trouble since the line was	pe
e-	built. A temporary line has been built	li
it	so that traffic may be carried on and a	pe
ly	large gang of men is endeavoring to fill	
n-	the hole permanently. (Sept., pg. 350.)	R
	Greater Winnipeg Water District.—At	

SPECIAL LINES, SUMAS, B.C.

ratify an agreement between the company and the Northern Pacific Ry. respecting the equal joint possession and use of the company's tracks from the International Boundary at Sumas, to Vancouver, B.C.

Plans for the construction of a large shed on the company's dock at Vancouver, have been deposited with the city's building inspector. The new shed will be 200 x 100 ft., and is estimated to cost \$30,000. (Feb., pg. 57.)

Greater Winnipeg Water District Ry.

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March 1918

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railways.

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The Northern Pacific Ry. announces
that it will start operating a direct
freight and passenger service into the
Great Northern Ry. terminals at False
Creek, Vancouver, on Jan. 1. The ser-
vice will be operated via Sumas, B.C., and
will consist of one passenger train each
way daily, with such freight trains as are
necessary. Heretofore the N. P. R. has
handed over its Vancouver traffic to the
C.P.R.

January 1918
p29

land, Me.

Great Northern Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the line from a connection with the main line at Grand View cut to the station near Main St., Vancouver, mileage 155.32 to 156.56. This is the piece of line built to give connection with the new terminal station on False Creek flats, used jointly by the G.N.R. and the Northern Pacific Ry. (July, pg. 273.)

Hudson Bay Ry.—The House of Com-

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August 1917

Grand Forks & Kettle River.—The Kettle River Valley Ry. scheme, which was rejected by the Railway Committee of the House of Commons last session, has come up in a new form, a bill having been introduced in the B.C. Legislature to incorporate Hon. J. R. Stratton, T. P. Coffee & F. M. Holland, of Toronto; G. H. Cowan, A. J. Kappelle & A. McEvoy, of Vancouver, as the G.F. & K.R. Ry. Co., with power to build a line from the Canadian side of the International Boundary at or near Cascade City along the westerly side of Kettle River to Carson on the same side of the boundary, & with power to build branch lines, etc.

Granville & Victoria Beach.—The Dominion Parliament last session voted a subsidy of \$96,000 towards the construction of 30 miles of railway from Bridgetown to Victoria Beach, N.S. (Oct., '99, pg. 294.)

The Great Northern of Canada has been constructed from Riviere a Pierre, on the Quebec & Lake St. John Ry., to a connection with the Canada Atlantic Ry. at Hawkesbury, 172½ miles; branch to Shawinigan, 4½ miles; total constructed road, 177 miles. The line is all completed, except the bridge across the Ottawa River at Hawkesbury, which will, it is said, be finished, & the through line opened in September. The Lower Laurentian Ry., 39½ miles, has been purchased by, & forms a part of the G. N. Ry. One hundred miles of the latter's track is laid with 70 lbs. steel rails, & the remainder with 56 lbs. rails. The Co has contracts running for 20 years with the Canada Atlantic & the Quebec & Lake St. John for interchange of traffic on a mileage basis. Under the charter of the Chateaugay & Northern Ry. the G.N.R. will build a line between Joliette & Montreal. It will be 36 miles long & will, it is said, be completed next spring, giving the G.N.R. direct entrance to Montreal where it will have its own terminals. (June, pg. 175.)

The Dominion Parliament last session voted \$64,000 towards building a branch not exceeding 20 miles, from or near Joliette towards Ste. Emilie, touching the parishes of Ste. Beatrix & St. Jean de Matha.

Great Northern (U.S.A.)—J. N. Hill, son of President Hill, is at the head of the Dakota & Great Northern Ry. Co., recently incorporated under the laws of North Dakota, with a capital stock of \$2,500,000, to build a line from near Lakota, on the main line of the G.N. northerly through several productive counties to near the International Boundary Line. This line will probably run between the G.N. branches which now terminate at Hannah, N.D., south of La Riviere, Man., & St. John, N.D., south of Killarney, Man.

The largest railway tunnel in the world is nearly completed through the Cascade Mountains, west of Kalispel, Mont. It is the pet scheme of President Hill, & will save the G.N. 12 miles & several hours in the transcontinental run. It will give it a shorter time from the Mississippi & Lake Superior to the Pacific than the Northern Pacific can make. By next Jan. G. N. trains will be passing under the Cascades instead of winding & backing over them. There are now 7 switchbacks over the mountains which the tunnel will wipe out. Eight years ago Mr. Hill put engineers in the field for the final reconnaissance of this tunnel. When he announced his plan many railway men laughed, & said it would bankrupt the road. It is, however, being built almost entirely from the surplus revenues of the road, largely from those of the Montana Central branch. The work since Jan. 1, 1897, has been entirely paid for by earnings above dividends. More than 2 miles is completed, & 1-3 of a mile remains. Almost 1,000 men are at work with the latest & most powerful appliances. The sum paid for labor to date is nearly \$3,000,000, & the tunnel will cost more than \$4,000,000. Aside

from the time & distance saved the tunnel will avoid the difficulty of keeping open for more than 7 months of each year passes where snow often falls to an extraordinary depth. Transcontinental freight will be carried more cheaply, & it is to transcontinental freight destined for the Orient that Mr. Hill looks for the future of his system. He is shaping his affairs to the end that he can carry freight from any part of the eastern U.S. to the Orient at the lowest possible cost, & he is quoted as saying recently, when coming back after an inspection of the tunnel, that in 10 years the traffic for China would require a double track from Duluth to Seattle. His road is now receiving steel rails & other export goods taken by rail from the Atlantic tide-water to the lakes at Buffalo, & thence by his ships to Duluth, consigned for Honolulu & Nagasaki. With the construction of the freighters building at New London, Conn., & new & larger freighters for the lakes, together with the new tunnel, a still lower rate will be made. The new lake freight ships will soon be built. (May, pg. 143.)

A recent press report credits this Co. with the intention of building a line to Phoenix, B.C., to connect with the Greenwood & Phoenix Tramway Co.'s proposed line from Greenwood.

President Hill is credited with stating that he will not build a branch into the mining camp at Republic, Wash., this year, as was his intention, as the outlook is such as to render it necessary for the Co. to cut down expenditures.

August 1900

P239

CPR
WRECK
REVELSTROKE

JANUARY 28th,
1929.

FREIGHT CABOOSE SMASHED

ENGINEER DIES AT THROTTLE

Two Die in Sleep as
Engine Plows Into
Standing Train

His Train Wrecked
Later; B.C. Men
Are Victims

Injured in Wreck
at Airdrie, Alta.

Snowslide Near
Cut Bank

By Canadian Press
-CALGARY, Jan. 28.—Two men were killed and a third was seriously injured as the result of a crash between two freight trains at Airdrie on the C. P. R. Calgary-Edmonton line early Sunday morning.

Railroad wrecks took a toll of four lives in British Columbia Sunday evening and this morning, both accidents occurring near Revelstoke. In addition, an engineer died suddenly at the throttle of his locomotive, hauling one of the trains which were later

H. Goodman, conductor.
S. A. Beldon, trainman. Both of Calgary.

Another trainman, R. S. Mowat, also of Calgary, lies seriously injured at the General hospital.

Goodman, Beldon and Mowat were travelling deadhead to Red Deer. They were in the second caboose of a freight which was standing at Airdrie while the engine took water when a following freight crashed into the standing train.

Both cabooses on the standing train were wrecked. Goodman and Beldon, it is believed, were killed in their sleep.

Railway officials declined to make public the cause of the accident, stating that the investigation had not yet been concluded.

An inquest is to be held by Coroner Dr. T. A. Wright, this evening. Nothing could be done for Goodman and Beldon. Their battered bodies, when picked up from the wreckage of the caboose, offered clear evidence that death had been instantaneous.

Mowat suffered a broken shoulder blade, a long scalp wound, general bruises and severe shock. It was reported at hospital that Mowat's condition was favorable.

Engineer D. Woodland and Fireman J. H. Griffiths, both of Revelstoke, who comprised the crew of a C. P. R. engine, were killed in a derailment accident this morning at Cut Bank, 50 miles east of Revelstoke.

Full details of the mishap had not been received by local C.P.R. officials this forenoon, as the accident happened shortly after 2 o'clock this morning, but immediate steps were taken to clear the line and bring the bodies of the victims in to Revelstoke.

According to the meagre details of the accident as received by local C. P. R. officials, two light engines, coupled together and on proceeding eastward and on rounding a curve, near the west end of the bridge near Cut Bank, ran into a snowslide that had just come down at that point. The front engine was derailed by the impact and both engineer and fireman, who had no chance to jump, were killed.

The second engine remained on the rails and its crew were uninjured beyond a severe shaking up. A wreck train and crew was ordered out from Revelstoke with instructions to lose no time in clearing the line for traffic. The fact that the second engine remained on the rails is expected to be a considerable help in getting the line cleared again.

Woodland is survived by his widow and a large family, also a brother here. His sister and other relatives reside in Cranbrook.

Griffiths is well known throughout this division.

Special to The Vancouver Sun
REVELSTOKE, B. C., JAN. 28.—
Two local young men lost their

February 28
1929

Vancouver
Sun

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Special to The Vancouver Sun

REVELSTOKE, B. C., Jan. 22.

Two local young men lost their lives Sunday evening shortly after 6 o'clock when two C. P. R. freight trains were wrecked at Lauretta, about 14 miles east of here.

The dead were Alfred Abrahamson, 25, son of ex-Mayor G. W. Abrahamson, and Orville Thompson, whose parents live in Seattle and who has a sister, Mrs. T. H. Dempsey, living here. He was to have been married next month to a well-known local girl.

Abrahamson, who was head-end trainman on the eastbound train which left Revelstoke two hours before the accident, was killed almost instantly, according to word received from the scene of the accident. Thompson was missing for some time. His body was later found under some wreckage.

The eastbound train was in charge of C. J. Treat, of this city, while the westbound train was in the care of Angus McFadyen, local alderman. Thompson was head-end trainman on the westbound train. According to word received the engine crews of both trains jumped to safety.

The train which left here was the same which was delayed at Chase, east of Kamloops, Sunday morning when Engineer McLaughlin dropped dead in the cab while the train was awaiting orders at that point.

Passenger train No 1 was delayed until about midnight as a result of the tie-up of traffic at Lauretta.

Thompson is said to have been throwing the switch at the siding when the wreck occurred, a carload of ties toppling over on him. Abrahamson was killed between the engine and tender.

WRECK EXPLAINED

C. P. R. officials declared this morning that the cause of the accident was a misunderstanding as to running orders. The westbound train remained on the main line instead of pulling off onto a "passing" track to permit the eastbound freight to go through. At the time of the collision, the latter was proceeding slowly.

Thompson's mother is Mrs. Mina Adair of Seattle.

COLLAPSES AT THROTTLE

KAMLOOPS, B. C., Jan. 22. — Patrick McLaughlin, age 36, C. P. R. engineer, died at the throttle with tragic suddenness Saturday night. He was taking seaboard freight east and had stopped at Chase when he suddenly collapsed.

He had been 19 years in C. P. R. service and is survived by a wife and two children.

The body was taken to G. B. McPherson's funeral parlors where an inquest may be held.

Vancouver Sun
February 28,
1929

JURY LAUDS C. P. B. ENGINEER

Coroner Probes Tragedy That Cost Two Lives

REVELSTOKE, Feb. 4. — After hearing the evidence of D. Fraser and W. Allison, engineer and fireman on the head-end engine, J. H. Soans divisional engineer, W. Silver Thorne, steel erector, Hamilton Bridge Co., and W. Hutchison, C.P.B.

Bert Woodland and J. H. Griffiths, who were killed when Surprise creek bridge collapsed near Cutbank, 50 miles east of here, brought in the following verdict:

"We find the deceased came to their death at Surprise creek bridge from injuries received when the engine they were driving crashed through the said bridge. We further find that no blame for the said accident can be attached to either the deceased or those with them at the time of the accident."

Engineer D. Fraser for the presence of mind displayed and the efforts he made to render assistance to the deceased.

"We further find that the collapse of the bridge resulted from some unknown cause at the time of the accident when two engines involved in the calamity were passing over the bridge at the moderate speed of six miles per hour, and it would appear to the jury that the time lapsed after the previous minute inspection made November, 1927, was insufficient to ensure the safety of employees and the traveling public."

"Further the jury recommends that all railway bridges have a thorough inspection at closer intervals."

None of the witnesses were able to give a definite reason or venture

an opinion for the cause of the collapse of the span.

Inspector Hutchison declared that he gave the bridge a minute inspection in November, 1927, although it was under the constant supervision of the engineering department of Revelstoke division.

February 4, 1929

COAST TRAINS WILL ALL COME VIA EDMONTON

**C.P.R. to Continue Use of
C.N.R. Rails; New Bridge
Ordered**

WINNIPEG, Feb. 2.—In regard to

caused through the mishap to the bridge spanning Surprise creek near Cutbank, B. C. D. C. Coleman, vice president western lines of the Canadian Pacific railway, who is now in Montreal says:

"Instead of reconstructing the bridge the Canadian Pacific will build an entirely new bridge in a different location on foundations already prepared.

"The construction of this

of traffic for several weeks.

"In the meantime passenger train service will be maintained by use of Canadian National lines between Edmonton and Kamloops.

"It is expected that normal schedules will be maintained between eastern Canada and the Pacific Coast with the exception that passengers to the coast from Toronto instead of reaching Vancouver on the fourth evening will reach there the following morning.

"Trains No. 1 and 2, the Imperial,

first to be routed that way was No. 1 last night, which left Winnipeg via Saskatoon over Canadian Pacific

lines, making the run in little over 24 hours.

"It will then be handled via the Canadian National to Kamloops, leaving there via Canadian Pacific tracks at 10 p.m. the second night and reaching Vancouver next morning.

"East bound Imperial No. 2, will maintain much the same time, leaving Vancouver at 9 p.m. and pulling into Winnipeg at 3:35 the morning of the third day.

"Connections from Calgary will be made at Edmonton from Calgary, and southern prairie points.

"The regular Imperial will operate between Winnipeg and Calgary, leaving Winnipeg 20 minutes after its regular schedule time, carrying sleepers for Brandon, Moose Jaw and Calgary with observation cars.

"Trains No. 3 and 4 will operate on regular schedule between Toronto and Calgary only.

"There is no change in service east of Winnipeg.

VIA KETTLE VALLEY

"Freight traffic," Mr. Coleman announces, "will be handled via the Crow's Nest and Kettle Valley railway route.

"Any surplus freight which cannot be promptly transported through that territory will be de-

cific is now in a position to guarantee regular and satisfactory service on all traffic."

February 2, 1929

C.P.R. TRAIN USES C.N. LINE

Grain Tie-up Declared Improbable

WINNIPEG, Jan. 31.—Following upon reports that a grain tie-up at the coast is probable, due to the main line of the Canadian Pacific railway being blocked at Cutbank through the collapse of a bridge. J. G. Sutherland, superintendent of transportation here, issued the following statement today:

"Full advantage is being taken of alternative route of Canadian Pacific coast via Kettle Valley railway, and if it becomes necessary arrangements will be made with neighboring railways to handle additional traffic necessary to fill the requirements at the coast, or as much of it as they can take care of. The company hope by this means to continue deliveries of grain as well as other traffic at the coast, so that the delay to steamships, if any, will be minimized. Bridge repair work on the main line is now under way and will be rushed to completion."

The first C. P. R. passenger train to leave Vancouver routed over the C. N. R. line via Edmonton was the Imperial Limited which left on Wednesday night at 9 o'clock. This is the only transcontinental C. P. R. train which will leave here during the day, the Toronto express having been taken off its regular schedule. The Imperial Limited goes to Calgary from Edmonton and thence east.

February 3
1929

THE
1917
HALIFAX
DISASTER
SPECIAL
TRAIN
SERVICE.

dangerous portions of the roof of sections 5 and 6 have been removed. Section 4 is being repaired. The "I" beams and columns of this section are straightened, and joists and sheathing are being put in place. The machine shop lower windows are being put in place. Windows are being obtained by salvaging from machine shop and from sections 5 and 6 of locomotive house. The work is about 75% completed. At the bunk house the carpenter work is completed, and the plumbing work is about 75% completed. Sashes are being placed in the office building. Temporary repairs to the stores building are complete and the permanent repairs are now finished. Two bad leaks were discovered in the mains and were repaired and a better supply obtained at the stand pipe.

At the ocean terminals two freight sheds, 600 x 90 ft. each, are being constructed to take the place of sheds which were destroyed by the explosion. They are known as sheds 25 and 28. Grading for tracks near the sheds is finished. Grading for roadway between sheds is finished. Pile driving for shed 28 is completed. Twenty-five per cent. of the floor decking has been placed on the north half of shed 28; 90% of floor grillage has been

has been completed; 125 men are employed on this work. The excavation for foundations of the new garage are complete, and forms for concrete foundation in place; 14 men are employed in this building. At the police office and residence the repairs are well advanced and the building should be shortly completed.

At the torpedo shop a gang is at work taking down trusses and dismantling them, and straightening them to be re-erected; 8 men are employed on the work. Repairs are proceeding on houses 8, 7 and 6. At the small boat slip and shed a small gang is at work dismantling. About one-quarter of the work is completed. At the gymnasium building the brick work is repaired, and half of roof repaired and covered with rubberoid roofing.

Halifax Disaster Special Train Service on the Canadian Government Railways.

Following are particulars of the special trains run on the Canadian Government Railways between Dec. 6 and 11 in connection with the explosion at Halifax, N.S.:

Dec. 6. From College Bridge, 164 miles, 10 cars Amherst fire brigade, 1 car food

Dec. 8. From St. John, 274 miles, 13 cars. Massachusetts and Maine Relief; 8 baggage cars, 1 1st class and 6 sleepers. From Maine 18 doctors, 4 nurses, 6 Maine Government staff and 2 orderlies, 7,100 blankets, 750 cots. From Massachusetts, 25 doctors, 65 nurses, 8 orderlies. This train had also hospital supplies, cots, and blankets for 500 cots complete.

Dec. 8. From St. John, 274 miles, 5 cars. City of New York. 1 doctor, representing medical department U. S. Government; 1 nurse representing civilian relief U. S. Red Cross; 1 representative Quartermaster Store Department, U. S. Government; 1 Red Cross representative in charge of train; 6 U.S. press men; 10,000 blankets, 10,000 sweaters, 7,000 pairs socks, 1 car food, 100 cases civilian clothing, for men, women and children; 40 cases surgical bandages, 100 gals. liquid disinfectant, 10 bales absorbent cotton.

Dec. 9. From St. John, 274 miles, 14 cars. Montreal relief. Food supplies and private car. Picked up cars of food, also coffins.

Dec. 9. From St. John, 274 miles, 8 cars. Providence, R.I., relief. Baggage car, condensed milk and doctor's outfit; baggage car with bread, window sashes,

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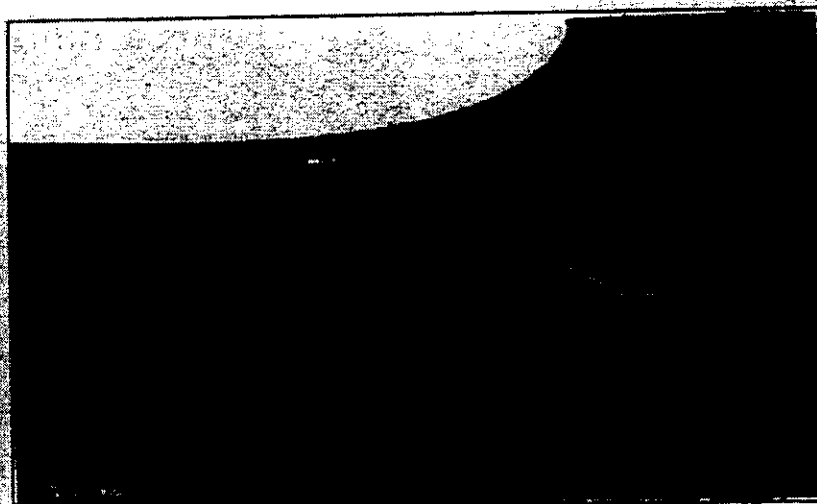
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Canadian Government Railways Locomotive House at Willow Park, after the Halifax Explosion.

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Dec. 6. From Moncton, 185 miles, 8 cars, 1 baggage car, 1 hospital commissary, 2 hospital tourists, 1 first class, 2 standard sleepers and general managers' car. This train had railway officials, doctors, nurses and hospital supplies.

Dec. 6. From Moncton, 185 miles, 9 cars Moncton fire brigade, 2 cars, wrecking crane and outfit, 3 hospital and 1 colonist cars.

Dec. 6. From Moncton, 185 miles, 13 cars, 3 box cars, food supplies from Moncton, 7 first class, 1 sleeper, 1 official with doctors and nurses, 1 car food supplies from Sackville.

Dec. 6. From Moncton, 185 miles, 24 cars; steam shovel, small crane, 1 car track spikes, 1 car stores, lanterns, etc., and other cars with food supplies. With this train were 3 gangs workmen consisting of 3 foremen and 15 men.

Dec. 6. From Sydney and New Glasgow, 5 cars. General Superintendent, doctors and nurses.

Dec. 7. From Pictou, 115 miles, 4 cars. Premier Borden and party of doctors and nurses from Charlottetown. In connec-

glass and clothing; 1 diner, 5 sleepers; 50 doctors, 50 nurses, 1 chauffeur, 1 druggist, 3 lady secretaries, 2 social workers. Dr. Hough in charge. Dr. Marshall in charge of supplies; Miss Baldwin, head of Red Cross.

Dec. 9. From St. John, 274 miles, 6 cars. Bangor, Me., relief. 2 baggage cars, 2 1st class, 2 sleepers, Christian Science Monitor, doctors and nurses, 35 in party, clothing, blankets and other supplies.

Dec. 14. From St. John, 274 miles, 9 cars. Montreal relief. 4 cars window glass, 2 cars beaver board, 2 cars roofing 1 car lumber.

Dec. 10. From Montreal. 830 miles, 11 cars food supplies.

Dec. 10. From Montreal. 830 miles, 24 cars food supplies.

Dec. 10. From Montreal, 830 miles, 5 cars. 3 cars with clothing and provisions, 2 private cars with doctors, nurses and officials of the T. Eaton Co., Toronto. Sir John Eaton was with this train.

Dec. 10. From Montreal. 830 miles, 11 cars. Toronto relief. 1 car building supplies, 3 baggage cars, 6 colonists, 1

with half of shed 28, with platform grillage which is set yet; 75% of floor girder placed on the south half of the columns for shed 28 in length, and 50% of the girders have been nailed in place for lag screws. Six bents of shed 28 have been made progress is being made of the superstructure in way this week.

The transmission line are complete. The telephone disconnection North St. station has been put back into

Government Railways of-
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Dec. 7. From St. John, 274 miles, 5 cars. Massachusetts State Relief, 2 baggage cars, 1 diner, 2 sleepers, with 16 doctors, 15 to 20 nurses, and hospital supplies.

glass and clothing; 1 diner, 5 sleepers; 50 doctors, 50 nurses, 1 chauffeur, 1 druggist, 3 lady secretaries, 2 social workers. Dr. Hough in charge. Dr. Marshall in charge of supplies; Miss Baldwin, head of Red Cross.

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Dec. 10. From Montreal, 830 miles. 20 cars auto trucks and supplies from Ottawa.

Dec. 11. From Montreal, 830 miles. 25 cars supplies, meat, etc., from Ottawa.

Willow Park, after the Halifax Explosion.

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ESQUIMALT
AND
NANAIMO
RAILWAY.

arrangement for a year.

Esquimalt & Nanaimo Ry.—The Board of Railway Commissioners has given judgment in connection with the question of general traffic rights over the Johnson St. bridge, Victoria, B.C. An order in council passed in 1887 directed the company to provide general highway facilities for the public over the bridge, but nothing was done, as there was no imperative necessity to provide for the traffic. Owing, however, to the development of the Songhees Reserve, and surrounding district, the city desires to have traffic facilities provided in connection with the company's proposed replacement of the present structure. The judgment states that all the documents and exhibits refer to plans for a bridge for vehicular and pedestrian traffic, and that provision has only been made for pedestrian traffic, which must be maintained over any new bridge. As to vehicular traffic, there being a conflict between the company and the city as to the plans, the board felt that application should be made to the Public Works Department, the board apparently not having jurisdiction to order the provision of the accommodation sought. The city council has since memorialized the Public Works Department, asking that it will compel the E. & N.R. to carry out the obligation as to the making of provision of facilities for vehicular and passenger traffic, imposed by the order of 1887.

Grand Lake Ry. & Transportation Co.

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JUNE 1918

tors are: J. G. G. Kerry, H. A. Stewart, K.C., H. A. Clark, E. L. Weatherhead, Toronto.

The Esquimalt & Nanaimo Ry.'s bridge across Victoria harbor was considerably damaged by a Dominion Government tug on June 29. Traffic was reopened over the bridge, July 9, after repairs had been made.

In connection with building a bridge at Johnson St., Victoria, which forms part of the Songhees Reserve development works, the company has submitted plans for a temporary bridge, pending the full development of plans for laying out the reserve by the railways and the city. The company already has a bridge at this point which must sooner or later be replaced. The city desires to have a traffic bridge, and proposes that a joint railway and traffic bridge be built. The British Columbia Minister of Railways favors this, but the railway company dissents. The matter has been under discussion for a long time but seems now to be in a fair way of settlement. (April, pg. 193.)

The Grand Trunk Pacific Ry. has notified the Calgary, Alta., City Council that it is agreeable to the building of a spur track to connect the main line with the city market, the company to provide the steel rails, angle irons, etc., the city to pay amortization charges, the chief of which will be on the ties. In a discussion at the city council, an opinion was expressed that the city wished to retain the right to take up the spur whenever desirable, and therefore should be sole owner. Commissioner Graves was directed to make a report. The estimated cost of the spur is \$4,300.

The company has deposited with the Minister of Public Works at Ottawa, under the Navigable Waters Protection Act, plan of wharf and fish curing plant proposed to be erected in Prince Rupert harbor, B. C. (July, pg. 273.)

August
1917

miles. (May, pg. 193.)

Esquimalt & Nanaimo Ry.—A proposal with a view to settling the controversy with respect to the Johnson St. bridge, Victoria, has been submitted to the company and the Board of Railway Commissioners by the British Columbia Government. It is proposed to erect one bridge capable of carrying all traffic, but the details have not been made public. The three plans which have been under discussion at different times for nearly three years are: (1) A joint highway and rail-

September
1917

Rejected Lines, Surveys, and

n- way bridge, being the original scheme. fro
on (2) Two bascule bridges in close proxim- in
to- ity (the railway company's plan shows a not
a- swing span); and (3) To adapt the pre- list
in- sent bridge for highway purposes and erl
om allow the railway to reach the Store St. ric
th yards by a more northerly route. (Aug. an
4 pg. 306.) of
st- Grand Trunk Ry.—The Dominion Par- au
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September 1917

minion Government parks in Alberta and British Columbia. The company's immediate object is to build a scenic railway up Cascade Mountain, Banff, Alta. (Mar., pg. 100.)

English Falls & Hudson Bay Ry.—The Dominion Parliament is being asked to incorporate a company with this title to build a railway from Brereton, Man., on the National Transcontinental Ry., to the English River, at the Ontario-Manitoba boundary, thence northerly to the Hudson Bay, between the mouths of the Albany and Nelson Rivers. The company's office is to be in Toronto. Its authorized capital is to be \$1,000,000, and it may issue bonds for \$30,000 a mile. The provisional directors are: J. G. Kerry, H. A. Stewart, K.C., H. A. Clark, E. L. Weatherhead, Toronto.

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Grand Trunk Ry.—The Brantford, Ont., City Council has adopted a report of its committee on railways, which made four recommendations: (1) That the city waive insistence on the building by the G.T.R. of the Holmedale spur and the Eagle Place switches, and the maintenance of the Colborne St. station as a station and as a stop; (2) That the G.T.R. convey to the city the extension of Clarence St., 66 ft. wide, south through G.T.R. lands; (3) That the G.T.R. convey to the city property for the purpose of enabling the city to extend Northumber-

erection of a brick station at St. Catharines, Ont. The building is to be built on a granite base. The company is erecting a similar building at Berlin, N.H., on the main line between Montreal and Portland, Me.

Great Northern Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the line from a connection with the main line at Grand View cut to the station near Main St., Vancouver, mileage 155.32 to 156.56. This is the piece of line built to give connection with the new terminal station on False Creek flats, used jointly by the G.N.R. and the Northern Pacific Ry. (July, pg. 273.)

Hudson Bay Ry.—The House of Commons, on July 13, voted \$3,000,000, on account of construction of this railway from Pas to Port Nelson, Man., and for terminals and elevators. The Minister said it is expected that the line will be completed to Port Nelson in November, but will not be operated this year. (July, pg. 268.)

Intercolonial Ry.—In respect of the present state of construction of the new deep water terminals at Halifax, N.S., the Minister of Railways said in the House of Commons recently: "To assist in handling the overseas shipment of stores and timber, special efforts were made to complete berths and immense temporary sheds at the new ocean terminals, Halifax. This was a big undertaking, but was satisfactorily completed by Nov. 15, 1916. When war broke out in and around Halifax, which is a striking indication of our overseas development at that point. The grading from Point Pleasant to Fairview has been practically completed. The substructure of the subway at Fairview has been completed and a temporary steel span erected. Two concrete highway arches, one at Mumford Road, and one at Quinpool Road, have been completed, and the foundations finished for Chobucto and Byers Roads and Prince Arthur St." The terminal works include the building of a double track line from Fairview to the terminals and the building of wharves with freight and passenger buildings thereon. These were fully described with plans, in Canadian Railway and Marine World, Nov. 1914, pg. 496.

We are officially advised that the 10,000 tons of 86 lb. steel rails being rolled for the line by the Dominion Iron & Steel Co. will lay about 75 miles of track. These rails will be used on the main line and the released rails will be used for relaying branch lines, sidings and other appropriation work.

Tenders are under consideration for the erection of an extension to the freight shed accommodation at Halifax, N.S. **Michigan Central Rd.**—We are officially advised with respect to a press report as to work being in progress on the rebuilding of the cantilever bridge across the Niagara River at Niagara Falls, Ont., that there is nothing further to be said than was said in February. At that time

enlarging the present bridge or building an entirely new bridge. (July, pg. 273.)

Toronto, Hamilton & Buffalo Ry.—We are officially advised that the company has purchased some acreage at Bridgeburg, Ont., with the intention of utilizing it for a freight yard provided arrangements can be made with the Michigan Central Rd. for running rights between Welland and Bridgeburg. The proposed yard would hold about 2,000 cars. The plans have not been definitely settled, and no contract has yet been arranged with the M.C.R. (July, pg. 274.)

Mikado Locomotives for Grand Trunk Railway.

The 15 mikado locomotives which the G.T.R. is having built, 10 by Canadian Locomotive Co., Kingston, Ont., and 5 by American Locomotive Co., Schenectady, N.Y., are of the 2-8-2 type. G.T.R. class M. The numbers of those being built at Kingston being 485 to 494 and of those at Schenectady, 495 to 499.

The cylinders will be 27 in. diam. by 30 in. stroke, and the 8 driving wheels will be 63 in. diam. The extended wagon top type boiler will be 74 in. diam. at the front end and 83 in. diam. at the dome. The pressure will be 175 lb. a sq. in. There will be a 2-wheel truck at the front end, with 31 in. wheels, and a 2-wheel trailing truck at the back end, with 43 in. wheels. The weight on the driving wheels will be 205,000 lb. and the total weight of the engine in working order 276,000 lb. The driving wheel base will be 16 ft. 6 in., and the total engine wheel base 35 ft. 1 in. The tender wheel base will be 20 ft. 10 in., and coupled with the engine the total wheel base will be 67 ft. 6 in., and the total length of engine and tender over all 78 ft. 11 1/2 in. The tractive power will be 51,637 lb., the total heating surface 3,648 sq. ft., and the grate area 56.5 sq. ft. The tender tank, of water bottom type, will carry 9,000 gal. of water and 12 tons of coal. The trucks will be fitted with equalizers and semi-elliptical springs, friction draft, rigging being fitted at the back end and radial buffer at the front.

The engines will be fitted with Schmidt superheaters, valve gear, reverse gear, Franklin grate shakers, Detroit 5 feed lubricators, with special lubricator for pump, adjustable driving box wedges, metallic packing, Gold steam heat apparatus, sanders, Buffalo brake beams on tender trucks, electric headlights and fixtures. The cylinder and piston valve bushings will be made from Hunt Spiller gun iron.

Carmen's Wages on G.T.R.—On the application of G.T.R. carmen, a conciliation board is being appointed to enquire into the men's claims regarding wages. F. H. McGuigan, formerly Fourth Vice President, G.T.R., has been nominated on the company's behalf, and C. Rodier, K.C., Montreal, will act for the employees.

The Minister of Railways, explaining the votes, stated that the \$5,500,000 is on capital account and is not required to complete any line, but is for general betterments, distributed as follows:

Intercolonial Ry.—Buildings, \$571,000; roadbed and track, \$333,000; bridges, \$365,200; miscellaneous, which includes \$3,000,000 for Halifax terminals, \$4,163,000; total, \$5,428,200.

Prince Edward Island Ry.—Roadbed and track, \$7,600; bridges, \$900; miscellaneous, \$2,200; total, \$10,700.

New Brunswick & Prince Edward Island Ry.—Buildings, \$14,500; roadbed and track, \$64,000; bridges, \$55,600; miscellaneous, \$4,000; total, \$138,100.

International Ry. of N.B.—Roadbed and track, \$5,390; bridges, \$1,010; total, \$6,400.

National Transcontinental Ry.—Buildings, \$118,900; roadbed and track, \$151,100; bridges, \$74,000; miscellaneous, \$22,700; Winnipeg elevator, \$425,000; total, \$791,700.

Lake Superior Branch—Buildings, \$3,800; roadbed and track, \$16,400; bridges, \$87,700; miscellaneous, \$20,000; total, \$128,900.

The Minister said in reference to the N.B. & P.E.I.R. that it is hoped to get the betterments completed this year and to relay line with track taken up from the Intercolonial main line. The government is getting 12,000 tons of rails rolled at Sydney to be laid on the main line to release lighter weight rails for branches, etc. It is desired to get this particular piece of line relaid so that when the Prince Edward Island car ferry terminals are completed the line will be in a position to handle the traffic.

The \$3,000,000 proposed to be expended on the ocean terminals at Halifax will complete the unit at present in hand; the station and train shed to be built in the future is estimated to cost \$1,000,000. The total cost of the Halifax ocean terminal work to the date of the discussion was \$3,406,000.

Asked as to what was being done to avoid the gradient between Sackville and Dorchester, the Minister said: "We have spent considerable money in surveying to get the best route possible, and had it not been for the war I have no doubt we would have made the change before this. We will have to build nearly 100 miles to get around the gradient spoken of. Last winter the line from Truro to Halifax was exceedingly busy. We would be very glad indeed if we could go on with the work, but it is impossible now. I think we have a gradient there that will give satisfaction; it is 0.4% both ways."

In regard to the Intercolonial Ry. Dartmouth to Deans Branch, the Minister stated the amount asked is for the completion of the line. The line had not been in operation sufficiently long to have a full year's revenue reported on, but it is doing very well, better than was anticipated, and is proving a valuable feeder to the I.R.C. A telegraph line has been installed.

Referring to the Prince Edward Island car ferry vote, the Minister stated that it is hoped to take over for operation the

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The Board of Railway Commissioners has authorized the building of a spur line to the Northwest Biscuit Co.'s factory at Edmonton, Alta.

Officers of the company in Vancouver, B.C., are reported to have stated that satisfactory progress is being made with the completion of the terminal station on False Creek flats. It is expected that trains will be operated into the station early in the spring.

It was expected that the freight sheds at False Creek, Vancouver, would be completed by Feb. 28. The connecting tracks from the Great Northern Ry. over the fill, to the C.N.P. Ry. sheds is reported as about finished.

The filling on the reclaimed area of the False Creek flats, Vancouver, is being rapidly gone on with, and is now almost up to the permanent grade for at least half the distance from the south end of the bridge to what was the former shore of the upper False Creek basin.

The bascule bridge over the Selkirk Water, Victoria, connecting with the terminal areas being developed on the old Songhees Reserve, was reported completed Feb. 7. The bridge, when open, gives a clear span of 70 ft. (Feb., pg. 57.)

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WHITBY,
ONTARIO
MILITARY
HOSPITAL
RAILWAY.

proval.

Whitby, Ont.—We are advised that the Dominion Military Hospitals Commission is building, with its own material and labor, some railway tracks on the Provincial Asylum premises at Whitby, Ont., over which it is intended to operate a small locomotive and passenger car for carrying invalided soldiers between the hospital and the G.T.R. main line station. The commission will use a portion of the G.T.R. freight siding which at present serves the hospital buildings.

The Military Hospitals Commission, we are officially advised, has entered into an agreement with the G.T.R. under which the company permits the commission to operate a donkey locomotive and street car over its siding from the Whitby Jct. station, on the main line, to the Military Convalescent Hospital, 0.75 of a mile.

MARCH 1918

MARCH, 1918.]

CANAI

The only track laid by the commission is a siding at the north end, on to which the locomotive and car will be run to leave the G.T.R. siding free for switching purposes. At the south end of the siding a small siding has been laid, running for a few hundred yards over to the hospital. This action was taken owing to the impassable condition of the roads in the locality during the late autumn, winter and early spring, making it practically impossible for motor vehicles to transport invalid soldiers to and from the station. (Feb., pg. 77.)

and Passenger Traffic Notes

WHITE PASS
AND
YUKON
RAILWAY.

The White Pass and Yukon Railway's Navigation Operations.

The White Pass & Yukon Ry.'s report for the year ended June 30, 1917, which was presented at the annual meeting in London, Eng., on Dec. 17, embraced the accounts, etc., of the local companies forming the White Pass & Yukon Route for the year ended Dec. 31, 1916. Following are extracts from President F. C. Elliott's report on the River Division for 1916:—

Through navigation to Dawson was opened on the river at White Horse with the sailing of the Casca on June 6, and closed with the arrival of the Dawson and Nasutin on Oct. 23. Through navigation to points below Dawson opened with the sailing of the Yukon from White Horse for Fairbanks on June 6, and closed with the sailing of the Alaska from Nana Oct. 5 for White Horse, which she reached on Oct. 19.

In addition to the usual amount of work done on the boats to put them in proper condition for service, we constructed permanent ways at Atlin, for the purpose of hauling out and wintering the steamboat Scotia and the barge Atlin. Experience has shown the indispensability and danger of wintering our steamboats in the water at Dawson. Hence the ways at Dawson were put in condition to receive made barges, and arrangements were entered with the Northern Light, Power & Coal Co. to secure the use of its ways, which were put in condition to receive steamboats.

The operating expenses of the River Division, between White Horse and Dawson, and Carcross and Atlin, show an increase of \$47,561.74. The principal items of increase are: Boat maintenance, \$32,379.87; boat service, \$2,563; boat supplies, \$5,652.46; longshoring, \$4,087.07. The increase in maintenance account is due to extensive repairs to steamboats, Dawson, Canada, Nasutin and Gleaner, and the repair work on the different shipyard plants. During last year there was a considerable increase in the cost of repair material, the material used in the White Horse shipyard last season costing approximately \$10,000 more than it would have cost in the previous season. The increase in boat service account is due to boats remaining in commission longer, also to the necessity of importing men to take the places of strikers. We had to pay the transportation of these men from the coast to White Horse and return. Boat

Wreck Commissioner's Investigations and Judgments.

Striking of a Scandinavian.

An investigation was concluded at Montreal, Dec. 1, into the striking of a submerged obstacle by Canadian Pacific Ocean Services' s.s. Scandinavian, in the St. Lawrence River, Nov. 17. The court consisted of Capt. L. A. Demers, Dominion Wreck Commissioner, and Capt. F. Nash and O. Lapierre, nautical assessors. After hearing the evidence, which the court considered as of the greatest importance as regards the reputation of Canada's fairway from Quebec to Montreal, the pilot, master and officers of the vessel were exonerated from all blame for the casualty. The evidence showed that there was a depth of 30 or 31 ft. of water in the channel, and that the vessel was drawing 24 ft. 8 ins. aft. The anchors mooring the buoys are of the stockless type 8 to 4 ft. high from the bottom. The Superintendent Engineer of the Ship Channel stated that he gave instructions to sweep the place or part of the river between buoys 30Q and 92Q, where the vessel is stated to have struck. The sweeper detector was laid up, but a scow with roller appliance was sent on under the supervision of two engineers, and in tow of the tug Frontenac. When they arrived at the spot it was found that owing to the fracture of a part of the machinery no work could be performed. Another scow was requisitioned and the first dragging was made just one week after the casualty, and continued for two days until the scow sprung a leak. Some doubt was created as to the effectiveness of the endeavor to sweep the channel and it was admitted that owing to the ice causing the scow to leak, the staff had to return without completing the work with the thoroughness the occasion demanded. The court commented on the unreliable and unsatisfactory manner in which according to the evidence, the sweeping was done, and considered it elementary for shipping men, owners, agents and underwriters, to trust that throughout the season, up to the time the last vessel had left the St. Lawrence, immediate help would be at hand. The attempt to clear the public that the channel was clear, or not clear, was not conclusive. An evil chance of real effective effort to sweep the channel from bank to bank would have gone far toward helping the court to arrive at a solution of the case and to offset the evil consequences of a report that Lloyd's and broadcast, to the effect that a boulder was struck in the ship channel.

overcome by a volunteer crew, consisting of our Superintendent Engineer and our Fuel Agent, who worked as firemen, and a number of citizens of White Horse, who acted as deck hands. While these troubles did not stop the movement of freight, they contributed to the increased cost of handling, especially the item of longshoring.

The tourist traffic during 1916 assumed proportions making it worthy of special note. The total revenue amounted to approximately \$102,000, which is about double that of 1915, and the latter up to that time was the best tourist year we had had. To meet this increased tourist business we purchased two second hand cars to be converted into parlor cars, thus giving us four parlor cars, and various changes were made in the accommodation on the steamboats Gleaner, White Horse and Casca. At Lake Atlin we were confronted with the utterly inadequate facilities for the accommodation of tourists. Consequently, we proceeded to construct a hotel. The plans were designed, materials purchased and shipped north, but owing to the late opening of navigation and low water, the ground was not broken for the hotel until June 10. However, it was completed ready for guests on July 15. The hotel and its management have been commended by everyone, and some have stayed longer than planned, and have declared their intention of returning for a whole summer's sojourn.

The car ferry steamship Leonard, which has been operated between the Quebec and Lewis shores of the St. Lawrence River, since Sept. 1914, awaiting the completion of the Quebec Bridge, has been removed from that route, as it is no longer required there. The disposition of the vessel is under consideration by the Railways Department, and some reports state that it is probable she will be placed in operation on the Strait of Canso. She was built at Birkenhead, Eng., in 1914, her dimensions being length 336 ft., beam 55 ft., mean draft 15 ft. Trains are carried on a tidal deck above the main deck on three tracks each 272 ft. long. The tidal deck rests on gunmetal masts, working up and down on 10 vertical lifting screws on each side, supported on columns, and the lifting gear is arranged to lift the tidal deck at the rate of 1 ft. to a height of 10 ft.

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We were handicapped all season on account of shortage of good deck hands and firemen between White Horse and Dawson, as many of our regular men had gone to the front. We also experienced considerable trouble and delay through strikes of longshoremen and crews, but only once were we nearly at a standstill, namely, when the Dawson was without a crew at the time she was due to sail from White Horse. However, this difficulty was

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Tide tables and information on currents for the eastern coasts of Canada including the river and gulf of St. Lawrence, the Atlantic Coast, the Bay of Fundy, and Northumberland and Cabot Straits, and for the Pacific Coast of Canada, including Fuca and Georgia Straits and the northern coasts, with data for slack water in the navigable passes and narrows, have been issued in two separate books by the Naval Service Departments tidal and current survey and will be mailed free on request to the department.

real-the pilot, master and officers of the vessel were exonerated from all blame for the casualty. The evidence showed that there was a depth of 30 or 31 ft. of water in the channel, and that the vessel was drawing 24 ft. 8 ins. aft. The anchors mooring the buoys are of the stockless type, 3 to 4 ft. high from the bottom. The Superintending Engineer of the Ship Channel stated that he gave instructions to sweep the place or part of the river between buoys 90Q and 92Q, where the vessel is stated to have struck. The sweeper detector was laid up, but a scow with roller appliance was sent on, under the supervision of two engineers, and in tow of the tug Frontenac. When they arrived at the spot it was found that owing to the fracture of a part of the machinery no work could be performed. Another scow was requisitioned and the first dragging was made just one week after the casualty, and continued for two days until the scow sprang a leak. Some doubt was created as to the effectiveness of the endeavor to sweep the channel; and it was admitted that owing to the ice causing the scow to leak, the staff had to return without completing the work with the thoroughness the occasion demanded. The court commented on the unreliable and unsatisfactory manner in which, according to the evidence, the sweeping was done, and considered it elementary for shipping men, owners, agents and underwriters, to trust that throughout the season, up to the time the last vessel had left the St. Lawrence, immediate help would be at hand. The attempt to assure the public that the channel was clear, or not clear, was not conclusive. An evidence of real effective effort to sweep the channel from bank to bank, would have gone far toward helping the court to arrive at a solution of the case and to offset the evil consequences of a report to Lloyd's, and broadcast, to the effect that a boulder was struck in the ship channel late in the season, practically at the close, with a dozen or more vessels still to pass. In conclusion, the court stated that the evidence was there, and in the face of it, it could not arrive at any other decision than to accept the preponderance of the testimony of the Scandinavian officers, and exonerate them from all blame, and to add that the nature of the obstacle which caused the damage to the hull had not been revealed nor ascertained.

Canadian Marine and Commercial Co., Ltd., has been incorporated under the Dominion Companies Act, with \$500,000 authorized capital and office at Montreal to carry on business as steamship agents, ship brokers and forwarders, and as agents for placing and procuring marine insurance, etc., also to design, build, own and operate steam and other vessels, wharves, docks and other transportation facilities.

ley line from Skeena, B.C., to
the tri-weekly service operated hitherto.

The White Pass & Yukon Ry., for the first time in its history, had to use a rotary snow plough on its White Horse-Cariboo section in January, according to a Vancouver report.

Railway companies generally are
in need of their full

MARCH

1978

CNR
LIFT BRIDGE
VICTORIA,
B.C.

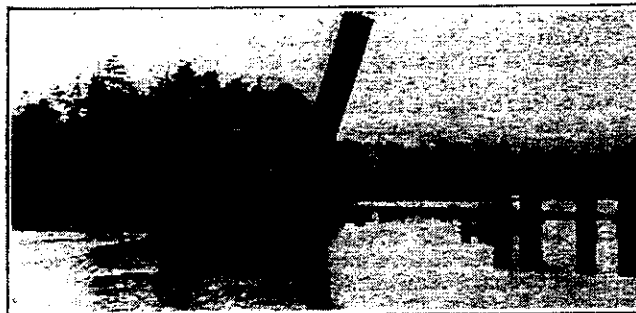
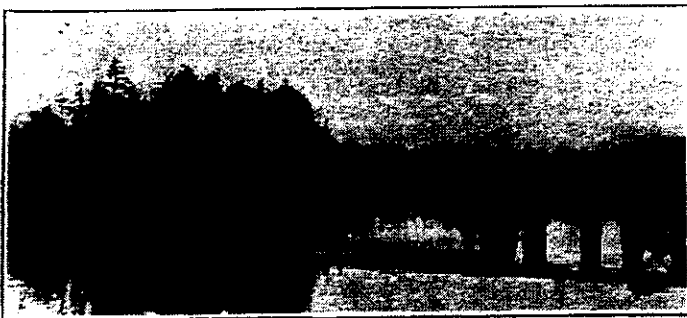
Rolling Lift Bridge on Canadian Northern Railway at Victoria.

A single track, deck girder, rolling lift bridge across Selkirk Water, Victoria, B.C., for the Canadian Northern Pacific

Cook, Resident Engineer, C.N.P.R., Victoria. The cost, including interlocking, was about \$21,000.

Value of Different Sizes of Coal Locomotives.

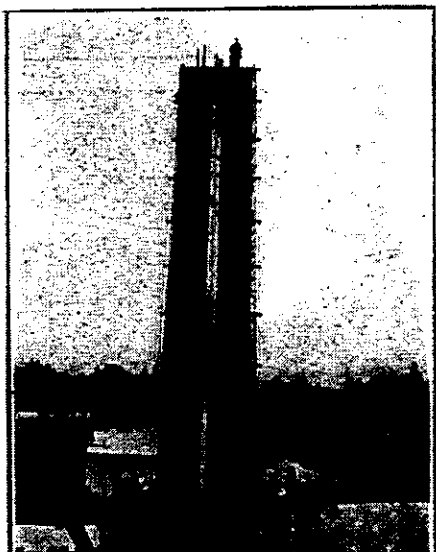
Until recently nearly all coal used in locomotives was mine run, i.e., the unscreened product of the mines. In the past few years, however, increasing



Canadian Northern Ry., Rolling Lift Bridge over Selkirk Water, Victoria, showing bridge closed and also in full open position.

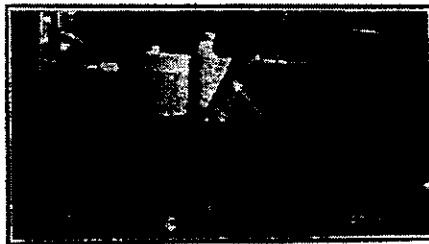
Ry., has been completed recently. The length, centre to centre of end bearings, is 77 ft. From base of rail to high tide, 13 ft., from base of rail to low tide, 23 ft. There is a clear channel of 70 ft., and at low tide 16 ft. headroom. The substructure is of concrete.

The counterweight is composed of concrete and steel punchings, averaging 271 lb. a cu. ft., aggregating 55 cu. yards. All is below the deck and as the bridge rises the counterweight descends slowly to the concrete pit provided. The bridge is operated by hand power and so ar-



Thermit Welding on Michigan Central Railroad.

We have made a great many Thermit welds on locomotive frames in the Michigan Central shops at St. Thomas, Ont., and in every case they have proved successful. While we have endeavored to obtain photographs, it has been difficult to obtain good ones. I would like to call attention, however, to the accompanying illustration of my last weld, made on Nov. 3, on locomotive 7540, which was electric welded on the lower rail, and after breaking again at that point finally caused the top rail to break also. Both these fractures were then welded by the Thermit process, using 125 lb. of Railroad Ther-



Thermit Weld on Locomotive Frame.

mit. This repair was accomplished without keeping the locomotive out of service more than four days.

Another difficult weld which we were called upon to make was on one of our largest freight locomotives, the break being 5 x 14 in., and located just back of the

ties of screened lump coal have been used in locomotive service. This is due partly to the belief that lump coal, when burned on a locomotive, produces enough more steam than mine run to compensate for its greater cost. Considerations, such as the desire to reduce the amount of smoke formed, have led in some instances to the use of coal, which is generally believed to require less skill in firing than mine coal. The introduction of mechanical stokers for locomotives has resulted in the use of increasing amounts of smaller sizes of screenings. Thus far there has been little use of such sizes as egg run, and nut coal on locomotives, although traffic and market conditions occasionally make it feasible and desirable to use them.

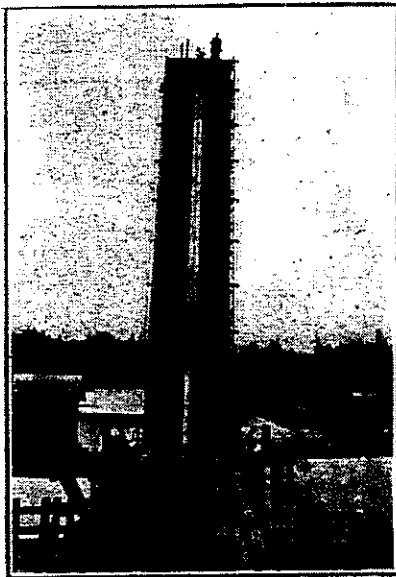
The relative values of several sizes of coal for locomotive use have not been well understood, since most laboratory and road tests have been made with run, or occasionally with lump coal. The data are inadequate and conflicting. A series of tests to determine the relative values of different sizes of coal has been conducted by the University of Illinois Engineering Experiment Station under an operative agreement with the International Railway Fuel Association and the U. S. Bureau of Mines. A Mikado locomotive, weighing 142 tons, belonging to the B. & R.O. Rd., was used, the being made in the locomotive shop at Urbana. The results are published in bulletin 101, entitled, "Comparative tests of six sizes of Illinois coal on a

MAY 1918

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Canadian Northern Ry., Rolling Lift Bridge at Victoria, in full open position.

ranged that an electric motor for operation can be attached when desired. The machinery forms a small percentage of the weight and is considered highly satisfactory. One man can raise or lower the span in about three minutes.

The whole layout is arranged with a view to duplicate the span for second track when required. The bridge was designed in accordance with Dominion Government specification, class heavy loading, under the direction of W. P. Chapman, M. Can. Soc. C.E., Engineer of Bridges, C.N.R., Toronto, by the Scherzer Roller Lift Bridge Co., the erection being done under the supervision of E. F.

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Another difficult weld which we were called upon to make was on one of our largest freight locomotives, the break being 6 x 14 in., and located just back of the right cylinder. We removed 1 in. from the butt of the main cylinder in order to provide room for a riser. This weld was made six months ago, and has given satisfactory service ever since. We find our Thermit welds not only satisfactory, but money savers as well.

Workmen's Compensation in Alberta. In connection with the Workmen's Compensation Act passed by the Alberta Legislature, it is stated that by an arrangement with the railway labor unions, it has been decided that the act will not apply to railway employees, but that their case will be dealt with next year.

Government Railway Employees.—The Minister of Railways informed the House of Commons, Mar. 27, that 20,917 persons were on the Canadian Government Railways pay rolls on Dec. 31, 1917, of whom 1,901 were on steamships and car ferries, and 480 were on military service.

ties of screened lump coal have been used in locomotive service. This increase in the consumption of lump coal has been due partly to the belief that lump coal, when burned on a locomotive, produces enough more steam than mine run coal to compensate for its greater cost. Special considerations, such as the desire to lessen the amount of smoke formed, have also led in some instances to the use of lump coal, which is generally believed to require less skill in firing than mine run coal. The introduction of mechanical stokers for locomotives has resulted in the use of increasing amounts of various sizes of screenings. Thus far there has been little use of such sizes as egg, egg run, and nut coal on locomotives, although traffic and market conditions occasionally make it feasible and desirable to use them.

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The Reid Criminal Libel Case.—When this case, which was taken against Sir William D. Reid, formerly President, Reid Newfoundland Co., by a Newfoundland politician, came before the local magistrate at St. John's, Nfld., recently, it was dismissed, as no case was made out. Action was taken subsequently by indictment before the Supreme Court, and at the sittings in April, the grand jury threw out the bill. The Chief Justice, in instructing the grand jury, stated that, if they found that the letter sent by Sir William Reid to Lord Shaftesbury, did not mean what the indictment said it meant, they could not bring in a true bill, but if they found that the words of the letter were libellous in themselves, they could bring in another bill.

pected to have the branch completed in a year. (May, pg. 186.)

The Magdalene River Ry. was originally projected in 1907, when the Quebec Legislature incorporated the company to build a railway from near Cap a la Ours to the Little Falls of the Magdalene River, and thence to a connection with the Atlantic, Quebec & Western Ry.'s projected inland extension. In 1916 the legislature passed an act confirming the original charter powers. The legislature last session authorized the company to build a line from the prevailing authorized line to the Great Falls on the Magdalene River, and by the valley of the Dartmouth River to deep water in Gaspé Basin, and to connect there with the Atlantic, Quebec & Western Ry. This line of railway need not be completed until 1929, and in connection with its completion, is authorized to operate its line on all wharves, piers or other constructions to deep water in Gaspé Basin, and to build and maintain, if necessary, its own wharves, piers and deep water facilities. The provisional directors were: C. W. Mullin, S. H. Boardman, Bangor, Me.; T. B. Launing, Boston, Mass.; J. O. Drouin, E. Brassard, Montreal. The notices in connection with the recent application were signed by F. Murphy, New Carlisle, Que., as Secretary of the company. (Jan., p. 12.)

National Transcontinental Ry.—Ten-

JUNE 1918

GERMAN
PLOTS
AGAINST
THE
CANADIAN
PACIFIC
RAILWAY.

Illinois, Urbana, Illinois.

German Plot to Destroy Canadian Pacific Railway.

The United States Secretary of State made public on Oct. 10 two cablegrams sent by the German Foreign Office in Jan. 1916 to Count Bernstorff, German Ambassador at Washington, as follows:

"Jan. 3. Secret. General staff desires energetic action in regard to proposed destruction of Canadian Pacific Railway at several points, with a view to complete and protracted interruption of traffic. Capt. Boehm, who is known on your side and is shortly returning, has been given instructions. Inform the Military Attache and provide the necessary funds.

(Signed) "Zimmermann."

"Jan. 26. For Military Attache. You can obtain particulars as to persons suitable for carrying on sabotage in the United States and Canada from the following persons: 1, Joseph MacGarrity, Philadelphia, Pa.; 2, John P. Keating, Michigan Avenue, Chicago; 3, Jeremiah O'Leary, 16 Park Row, New York. One and two are absolutely reliable and discreet. Number three is reliable, but not always discreet. These persons were indicated by Sir Roger Casement. In the United States sabotage can be carried out on every kind of factory for supplying munitions of war. Railway embankments and bridges must not be touched. Embassy must in no circumstances be compromised. Similar precautions must be taken in regard to Irish pro-German propaganda.

"(Signed)

"Representative of General Staff."

Quebec's Interest in Canadian Northern Rv.—The Quebec City Council has in-

November
1917

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STANDARD
CHEMICAL.

SOUTH RIVER,
ONTARIO.

Quebec, is some

Standard Chemical, Iron and Lumber Co.—We are officially advised that this company is building a logging railway in connection with its factory at South River, Ont., to get out cordwood. The line is standard gauge, and is to be laid with 56 lb. steel rails. It is expected to complete seven miles of the line, with about a mile of sidings by the end of this year. The contractors are Chambers, McQuigge and McCaffrey. This line will be extended from time to time as the company's lumbering operations render it necessary. The company has bought a 50-ton climax geared locomotive and sixteen 34 ft. flat cars.

The company proposes to build a logging railway in connection with its plant at Donald, Haliburton County, during 1918.

St. John and Quebec Ry.—We are of-

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The company proposes to build a logging railway with its plant

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December 1917

CPR
SALVAGING THE
ROGERS PASS
LINE.

Canadian Railway and Marine World

December, 1917.

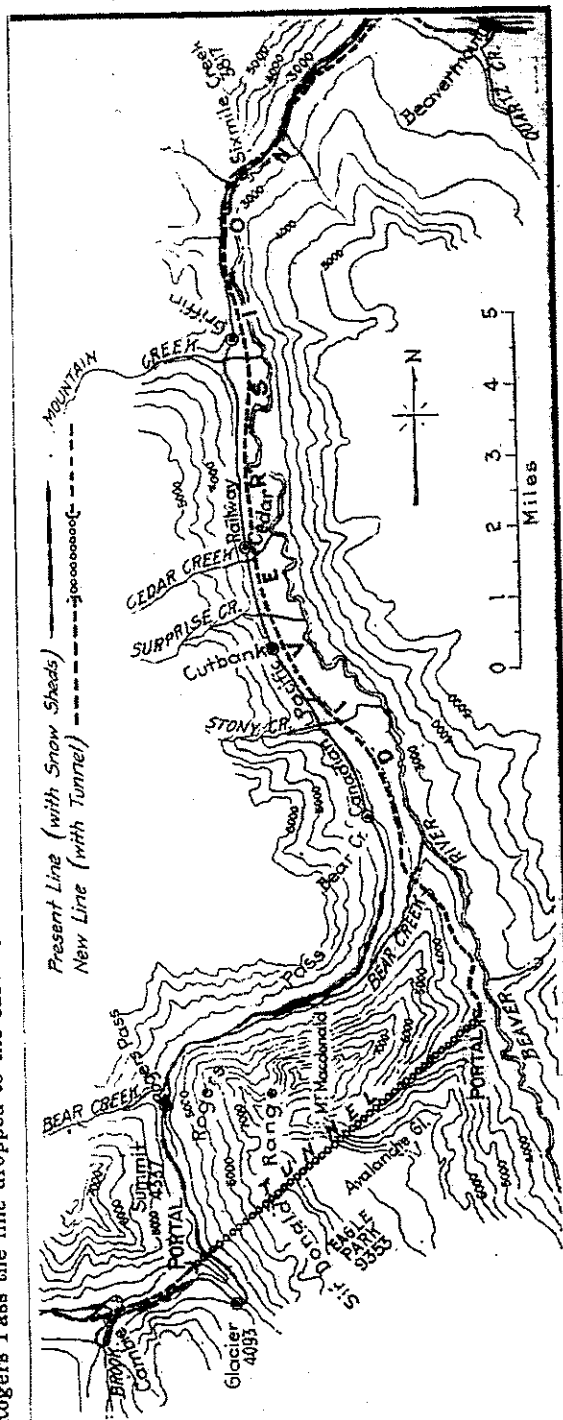
Salvaging the Canadian Pacific Railway's Old Line at Rogers Pass.

The five-mile Connaught tunnel, on the C.P.R. main line through the Selkirk Mountains in British Columbia, was opened for operation in Dec. 1916. Its use made possible the abandoning of the old main line over the Rogers Pass, with a consequent reduction in elevation of more than 600 ft. A large amount of curve was also taken out and the distance considerably shortened. The old main line left the present line about three-quarters of a mile from the new tunnel's western portal, crossed the Illecillewaet River and Eagle Creek, followed the contour around the Cambie and Glacier loops, rising steadily on heavy grades through about two miles of snow sheds until the summit was reached at Rogers Pass. From Rogers Pass the line dropped to the east

to certain specified points on the line, was to be taken to Donald, B.C., in the Columbia River valley, as this was the nearest place having space enough available to store the amount of material which it was estimated was to be saved. The turning point of the work was the necessity of finishing it before the first snow fell, as there was every chance that if part of the line was left unprotected through the winter, with long stretches of snow shed taken out, slides would make it impossible to go in again in the spring of 1918 and bring out the rest of the line. Before work began, in fact, three small slides, one of them about 250 ft. long, were found to have already occurred and had to be cleared before the line could be used for work trains.

part to 3 and 4 in. planks and 12, 14 and 16 in. square timbers from 20 to 30 ft. long. The timber was delivered on flat cars at Donald, the cars being picked up daily at the various points where the derricks were working, by C.P.R. work trains operating over the hill until the track was broken, and afterward on the west slope, down over the Cambie loop and through the tunnel to Donald.

Final decision to salvage the line was made by the C.P.R. late in July, and the last few days of the month were spent in repairing and refurnishing outfit cars, arranging for board and commissary matters and getting equipment ready for the work. It was estimated that snow enough to shut down the work might be expected any time after Oct. 15, and that there



Old and New Lines, Canadian Pacific Railway, at Rogers Pass, B.C.

was not more than 75 work-

November
1917

sharply, and from one mile east of Rogers Pass to Bear Creek ran through practically continuous snow sheds for three miles and joined the new main line just east of Stony Creek.

The abandoned line comprised some 20 miles of track and sidings; 25,000 lin. ft. of snow sheds, and a considerable amount of miscellaneous property, including water and oil lines, telegraph lines, tool houses, water tanks, station buildings and locomotive house equipment at Rogers Pass. Due to the abnormal conditions created by the war, the C.P.R. desired to salvage everything that would justify the expense of recovery. The general plan for the work was, first, the salvaging of snow sheds on each side of the summit, working down the hill both ways from Rogers Pass. The cribbing was to be left, as it was too firmly embedded in the side of the hill to be pulled loose without breaking. In addition to the probability that if taken out it would bring down the hill with it. Track was to be taken up, when the snow sheds were far enough ahead, so that the track gangs would not overtake the snow shed gangs. Miscellaneous structures were to be taken out as most convenient. All material, except such as might be loaded and sent direct

The question of equipment was of first importance, due to the need for rapid work. It quickly developed that practically all the equipment would have to be improvised, as no standard equipment was available in the way of locomotive cranes or other rigs that might be used for wrecking the sheds. It was therefore decided to rely principally on skid derricks, working on top of or alongside the sheds. Eight of these were built, together with a derrick car, which was put together in Vancouver and shipped to the work. Overhead cable ways were considered, but believed to be too slow, particularly as it soon developed that the cribbing would stand if the sheds were removed, so that there was no immediate danger of slides and no need of keeping equipment up out of the way. A track laying machine was also considered for taking up track, but it was thought there was not sufficient work to justify its use.

At the unloading and storage yard at Donald, a small, quick handling, movable derrick, of about 2 tons capacity, was installed, and one larger stationary derrick, with an 80 ft. boom. Two reciprocating steam saws, with bolters, were set up for working the salvaged timber into shape. The sizes of the timber ran for the most

were, therefore, not more than 75 working days which could be safely counted upon. By the first week in August camps had been established at Cambie, Donald and Rogers Pass, and work had begun on the snow sheds at several points on the west slope. Labor, although none too good, appeared plentiful, but it was difficult to get prompt deliveries on much needed equipment. By the second week in August, however, work was well under way on the sheds and some track and locomotive house material had been shipped from Rogers Pass yards. By the third week, 3,700 lin. ft. of snow shed were either partly or wholly wrecked, but it was becoming very difficult to hold labor, due to the higher rates that were being paid in the harvest fields. Men would ship to Rogers Pass, work for a few days and then drift on to the east. Instead of 300 or more men estimated as necessary for progress, the number dropped to 150, and several times to not more than 100. By the end of August, however, 6,500 lin. ft. of sheds were wholly or partially down, two miles of track were up and a considerable amount of miscellaneous material had been loaded. Work was pushed with the small force available and by mid September seven

December 1917

derrick were at work, and all of the snow sheds on the west slope had been salvaged, except one shed above the old Glacier station, which, on examination, was found to be worthless, and was marked for burning. Meanwhile the labor situation was slowly improving, as the harvest season advanced and more men drifted westward. During the next two weeks this improvement was reflected by increased progress, and by Oct. 1, 16,000 ft. of snow sheds had been partly or wholly salvaged.

The main line track was broken at Rogers Pass on Sept. 18, and by the end of the month 11 1/2 miles of track were up, and the west slope was practically clear of material. Outfits were then shipped promptly to the east slope, and every effort concentrated upon getting down the hill ahead of the snow. Derricks were placed as close together as they could be economically operated, and the track gangs followed immediately after the derricks. During the next week four miles of track were taken up, about half a mile of snow sheds were wrecked, and a large amount of piping and miscellaneous material were saved. Small portable

Many happy returns of the day to:—
E. T. Agate, M.Can.Soc.C.E., ex-Assistant Superintendent Lake Superior Division, Canadian Northern Ry., Capreol, Ont., now of Pittsford, N.Y., born there, Dec. 7, 1874.

A. G. Albertson, City Ticket Agent, C. P. R., San Francisco, Cal., born at Copenhagen, Denmark, Dec. 31, 1887.

J. H. Barber, M.Can.Soc.C.E., Engineer, double track, C.P.R., Toronto, born at Cobourg, Ont., Dec. 20, 1856.

N. E. Brooks, M.Can.Soc.C.E., ex-Engineer of Maintenance of Way, Western Lines, C.P.R., now at Sherbrooke, Que., born there, Dec. 25, 1866.

W. W. Butler, Vice President and Managing Director, Canadian Car and Foundry Co., Montreal, born at Danville, Ohio, Dec. 9, 1862.

J. M. Cameron, General Superintendent, Alberta District, C.P.R., Calgary, born at Lochabar, N.S., Dec. 18, 1867.

W. C. Casey, General Agent, Passenger Department, Canadian Pacific Ocean Services, Ltd., Winnipeg born at Mon-

Thornliebank, Scotland, Dec. 20, 1858.

R. W. D. Harris, Trainmaster, Moose Jaw Division, Saskatchewan District, C. P.R., Moose Jaw, born at Victoria, B.C., Dec. 12, 1879.

J. J. Hemmigar, Agent, Great Lakes Transportation Co., Windsor, Ont., born at Topeka, Kan., Dec. 21, 1884.

A. J. Isbester, ex Assistant District Engineer, Port Arthur District, Canadian Northern Ry., Port Arthur, Ont., born at Ottawa, Dec. 18, 1879.

L. S. Landers, Assistant Engineer, Canadian Government Railways, Lewis, Que., born at Farnham, Que., Dec. 15, 1888.

J. T. McGrath, ex-Superintendent of Motive Power and Equipment, Chicago and Alton Rd., Bloomington, Ill., born at Toronto, Dec. 6, 1869.

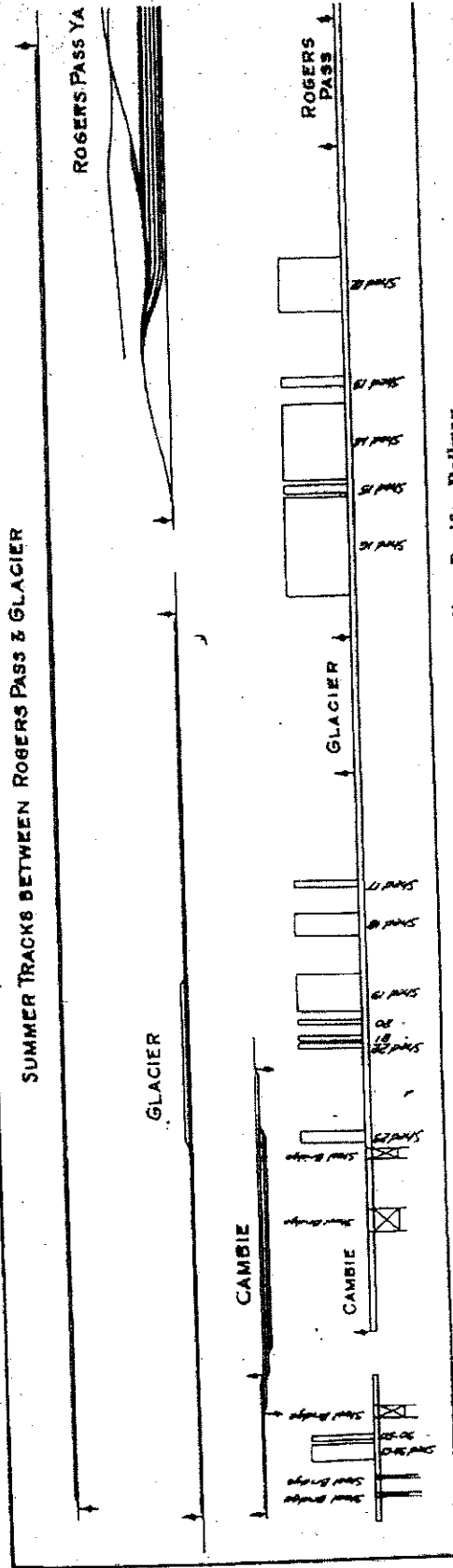
A. T. McKean, Division Freight Agent, C.P.R., Winnipeg, born at St. John, N.B., Dec. 18, 1886.

E. S. McMillan, Road Foreman of Locomotives, G.T.R., Montreal, born there, Dec. 14, 1880.

J. M. MacArthur, Superintendent, Ken-

Birthdays of Transportation Men in December.

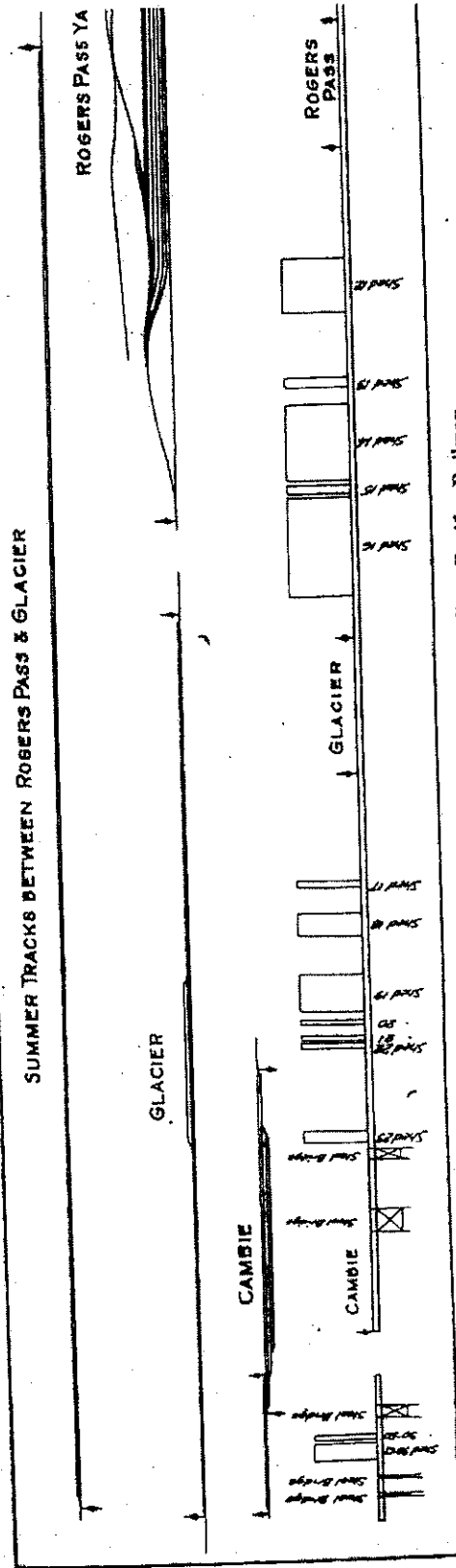
SUMMER TRACKS BETWEEN ROGERS PASS & GLACIER



Reclamation of Rogers Pass Line Material for Canadian Pacific Railway.

large amount of piping and material were saved. Small portable Services, Ltd., Winnipeg born at Mon-

J. H. Macdonald, born at



Reclamation of Rogers Pass Line Material for Canadian Pacific Railway.

houses, salvaged previously, were set up at Glacier and Stony Creek. By Oct. 15, the date originally set as necessary to complete the work, 25,000 ft. of snow sheds, less 5,000 ft. marked for burning, had been salvaged; 18 out of 20 miles of track were up and all miscellaneous work done except a little grubbing and burning. Equipment was loaded during the next few days, camps struck and forces reduced. On Oct. 18, the first snow fell at the pass.

The work was done for the C.P.R. by Sydney E. Junkins & Co., of Vancouver, under the direction of J. G. Sullivan, Chief Engineer, Winnipeg, and H. Rindal, District Engineer, Vancouver.

The accompanying chart will give an idea of the general layout of the work. The bridges will be taken out by another contractor, probably during this year.

11 S. Shinnment of Licensed Articles to

ton, N.B., Dec. 12, 1882.
G. W. Caye, General Purchasing Agent, G.T.R., Montreal, born at Malone, N.Y., Dec. 1, 1866.

G. C. Gahan, Assistant General Auditor, C.P.R., Montreal, born there Dec. 28, 1874.

W. H. Gardiner, City Freight Agent, C.P.R., and District Freight Agent, Esquimalt and Nanaimo Ry., Victoria, B.C., born there Dec. 6, 1859.

A. S. Godeve, member Board of Railway Commissioners for Canada, born at Guelph, Ont., Dec. 15, 1860.

A. J. Gorrie, ex-Superintendent District 1, Transcontinental Division, Canadian Government Railways, Quebec, now with Algoma Steel Corporation, Sault Ste. Marie, Ont., born at Raith, Kirkcaldy, Scotland, Dec. 10, 1868.

W. H. Grant, General Tie and Timber Agent, and acting General Storekeeper, Eastern Lines, Canadian Northern Ry., Ont. Dec. 8.

ora Division, Manitoba District, Kenora, Ont., born at Toronto, Dec. 8, 1885.

A. E. Macdonald, General Claims Agent, Canadian Northern Ry., Winnipeg, born at Woolwich, Eng., Dec. 11, 1870.

L. Macdonald, Division Freight Agent, G.T.R., Toronto, born at Montreal, Dec. 10, 1871.

A. D. MacTier, General Manager, Eastern Lines, C.P.R., Montreal, born at Blairgowrie, Scotland, Dec. 27, 1867.

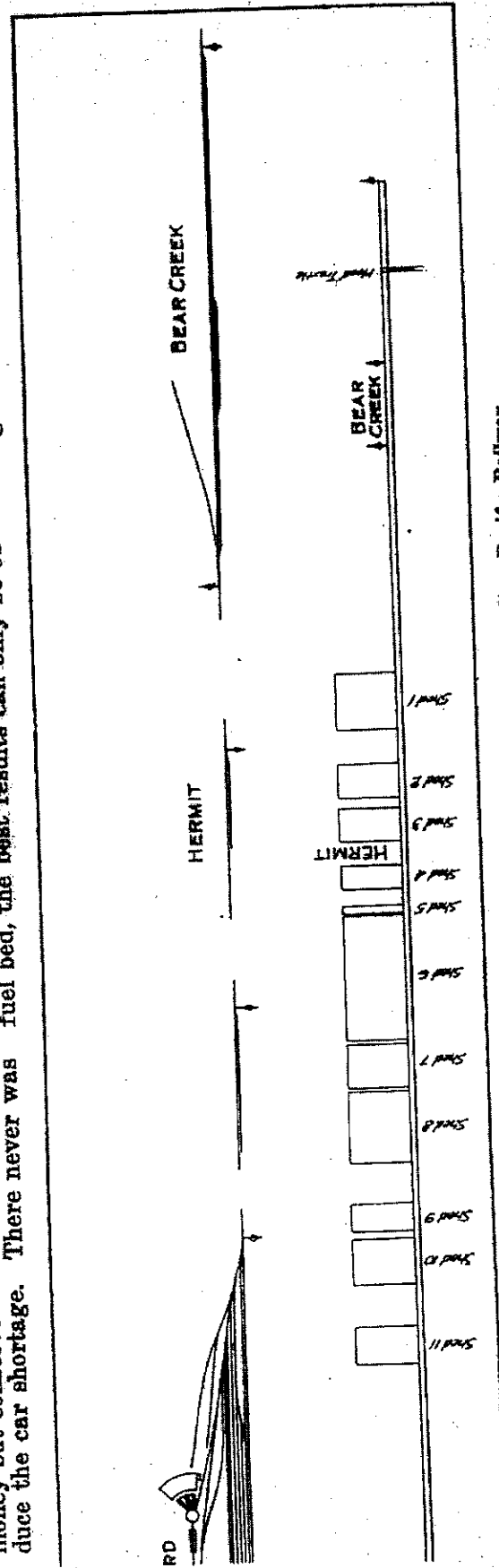
J. C. O'Donnell, Superintendent, Divisions 2 and 3, Central District, Canadian Northern Ry., Winnipeg, born at Cobden, Ont., Dec. 17, 1879.

S. R. Payne, Manager, Ottawa Division, New York Central Rd., Ottawa, Ont., born at Jefferson, Ohio, Dec. 21, 1866.

Alfred Price, Assistant General Manager, Eastern Lines, C.P.R., Montreal, born at Toronto, Dec. 6, 1861.

W. J. Radford, Assistant to General Manager, Toronto Suburban Ry., Toronto, Ont.

the fuel we used, and has to take place at the same time as the fuel bed, the best results can only be obtained through the door, is being deflected down



Reclamation of Rogers Pass Line Material for Canadian Pacific Railway.

to the surface of the fuel and is performed by means of a special combustion.

[DECEMBER, 1917.]

Dismantling Bridges on Old Rogers Pass Line, C.P.R.

In the article on salvaging the C.P.R.'s old line at Rogers Pass, on page 458 of this issue, it is stated that the bridges will be taken out by another contractor, probably during the year. Since that article was printed we have been officially advised that the Hamilton Bridge Co. has been given a contract for dismantling the bridges, all of which are deck plate girders. The mileages mentioned are those on the old and now abandoned line.

Mileage 89.65, first crossing Five Mile Creek (Loop Brook), three 80-ft. and one 30-ft. d.p.g.

Mileage 90, second crossing, Five Mile Creek (Loop Brook), six 90-ft. and one 60-ft. d.p.g.

Mileage 90.45, first crossing Illecillewaet River, two 60-ft. and one 100 ft. d.p.g.

Mileage 90.82, second crossing Illecillewaet River, two 50-ft. and one 80 ft. d.p.g.

Mileage 90.93, third crossing, Five Mile Creek (Loop Brook), one 80-ft. d.p.g.

Creek (Loop Brook), one 80-ft. d.p.g.

Grain in Store at Terminal Elevators, Interior Terminal Elevators and at Public Elevators in the East.

Grain Inspection at Western Points.

The following figures, compiled by the Trade and Commerce Department's inspection branch, show the number of cars of grain inspected on railways at Winnipeg and other points on the Western Division, for October, and for two months ended Oct. 31, compared with the same period in 1916.

	Oct.	2 mths. to Oct. 31, 17	2 mths. to Oct. 31, 16
C.P.R., Calgary	20,172	29,866	27,122
C.N.R.	8,402	15,021	15,056
G.N.R., Duluth	213	409	410
G.T.P.R.	5,064	6,961	4,475
Totals	33,851	52,357	47,924

Railway Lands Patented.—Letters patent were issued during September in respect of Dominion railway lands in Manitoba, Saskatchewan, Alberta, and British Columbia as follows:

	Acres.
Canadian Northern Ry.	18,246
Edmonton, Dunvegan & British Columbia Ry.	349.74
Grand Trunk Pacific Ry.	9.74
Qu'Appelle, Long Lake & Saskatchewan Rd. & Steamboat Co.	806.00
Total	1,182,726

The Electric Railway Investigation in British Columbia.

The report of Adam Shortt of Ottawa who was appointed, following the strike of British Columbia Electric Ry. employees in July, to make an investigation into the whole transportation situation in the territory served by the company, was made public Nov. 19. He states that in Victoria and Vancouver, and between Vancouver and New Westminster, jitney traffic should cease to operate on routes where the electric railway operates; recommends that there be no change of fares in the city areas but that transfers be not granted as between city and interurban cars; that one-man cars be operated as far as possible in all outlying districts; that the skip-stop system be worked on interurban lines, and that there be a higher speed limit in the city. The report also deals with the company's electric light and power franchises. The commissioner finally recommends that a Public Utilities Commission be created for the province.

Quebec Railway, Light, Heat, and Power Co's Appointments.

The following appointments have been made, with offices at Quebec:
E. G. GIASSON has been appointed

CANADIAN
RAILWAY
GATEWAYS.

**Canadian Railway
AND
Marine World**
ESTABLISHED 1894.

Devoted to Steam and Electric Railway,
Marine, Express, and Telegraph, also Railway and
Canal Contractors' Interests.
Official Organ of various Canadian Transportation
Associations.

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made payable to Canadian Railway and Marine World.

NOTICE TO ADVERTISERS.

ADVERTISING RATES furnished on application.
ADVERTISING COPY must reach the publishers by
the 10th of the month preceding the date of publication.

TORONTO, CANADA, JULY, 1918.

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**The Railway Gateways Between Canada and the
United States.**

Newspaper comment on a shipment of Chinese eggs received at Ogdensburg, N.Y., recalls to the student of railway work in Canada the fact that many of the most important gateways between this country and the U.S. are practically unknown to the general public, and even many railway men are not familiar with all of them. The observant reader, not knowing that Ogdensburg is one of these important gateways, wonders why Chinese eggs should be reported from that point instead of from New York or San Francisco, or some other well-known port of entry to the U.S. As a matter of fact, they land in Vancouver from China. Ogdensburg (opposite Prescott, Ont.) merely happens to be the end of their journey through Canada.

There are 34 railway gateways between Canada and the U.S. That does not mean mere points at which the boundary line is intersected by the railway lines, but points of exchange or clearance between Canadian and U.S. carriers. Out of these 34 gateways, 14 may be said to be main entrances and the balance of slightly less importance. The 14 main entrances are: Vanceboro, Me.; Island Pond, Vt.; Newport, Vt.; Rouse's Point, N.Y.; Malone, N.Y.; Niagara Falls, Windsor, Saranina and Sault Ste. Marie, Ont.; Emerson, Man.; Portal, N.D.; Kingsgate, Huntingdon and Vancouver, B.C.

Vanceboro exchanges chiefly Canadian potatoes and pulpwood, for U.S. coal and general merchandise. It links the Canadian Government Railways, C.P.R., and Maine Central.

Island Pond, Vt., is a G.T.R. point, for general export—chiefly grain and munitions just now, and imports of general merchandise. U.S. interstate traffic passing over Canadian lines also crosses here.

Newport, Vt., is a very heavy focus of traffic, exports chiefly of flour and live stock, and imports of general merchandise. This is an important l.c.l. handling point,

tion in the handling of trade between Russia, China and Japan on the one hand and the U.S. on the other. Incoming trains of silks, lily bulbs, rattan, curios, antiques, from the celestial republic, and gunnies and sheepskins from Australia—all stop at this point. Fifteen cars of Chinese lily bulbs in one train passing through Portal, are on record. In addition to this trans-Pacific traffic there is also an important exchange of cattle, forest products and general merchandise.

Kingsgate, B.C., opposite Eastport, Idaho, is the western end of another short cut across Canada for U.S. interstate traffic. The eastern ends of this connection (so far as Canada is concerned) are Coultis, Alta., and North Portal, Sask. Much westbound traffic from Chicago for points on the U.S. west coast crosses at Coultis and North Portal and traverses Canadian territory as far as Kingsgate, and vice versa. Otherwise the traffic there consists of coal, ores and forest products southbound, and imports of general merchandise.

Vancouver and Huntingdon, B.C., like Windsor and Sarnia, Ont., are ports of general import and export.

Of the remaining 20 lesser gateways, several on the St. Lawrence River and Lakes Ontario and Erie are served by railway ferries, similar to the ferries on the Detroit and St. Clair rivers. These ferry points are Prescott-Ogdensburg; Cobourg-Charlotte; Port Maitland-Cleveland; Port Dover-Cleveland; Port Burwell-Ashtabula; and Port Stanley-Cleveland. The remaining 14 gateways are: Sherbrooke, Que.; Fort Frances on the C.N.R. opposite International Falls, Minn.; Coultis, Alta. (already mentioned) opposite Sweet Grass, Mont.; New Gate, B.C.; Creston, B.C.; Bonita, B.C. (opposite Boundary, Wash.); Peterson, Grand Forks, Midway, and Chopaka, B.C.

Railway Finance, Meetings, Etc.

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279		Newport, Vt., is a very heavy focus of traffic, exports chiefly of flour and livestock and imports of general merchandise.	
295		This is an important l.c.l. handling point, where the cars of l.c.l. are made up.	
281		Rouse's Point, N.Y. (G.T.R., Q.M. & S., and D. & H.) exchanges Canadian forest products for U.S. coal.	R
290		Niagara Falls (including of course Black Rock, Victoria Park, Bridgeburg and Niagara Falls) is common to G.T.R. and C.P.R. and handles all classes of traffic. The same is true of the Windsor-Detroit and Sarnia-Port Huron connection.	G Ma the ing tax lea M Ma the yes Gro Ope Net Inc Tot Fix Sur
300		Sault Ste. Marie is noteworthy for the heavy paper, lumber, steel and ore, grain and flour traffic. One of the features of the gateway before the war was the danger of congestion due to speculation in flour. So long as flour prices remained high, the flour cars were kept moving east, but if the market dropped or looked weak, the shippers made Sault Ste. Marie a holding point—detaining the cars there so as to be able to divert them at a moment's notice to the most favorable market. This port, like Detroit, is also affected by U.S. interstate traffic crossing to Newport, Vt.	Pa fre cei pa re Ar me ag
303		Portal, N.D., opposite North Portal, Sask., may never have been heard of in London or Berlin, but in the days of heavy export from Canada and the U.S. to Russia, it was the place where the Canadian railways accepted cars destined for the piers at Vancouver. In one day there have been as many as 800 cars of freight at Portal for Canadian roads to forward to Russia. This has always been a key posi-	an at el Bo B W ne W
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The Grand River Railway.

The Grand River Ry. is the title under which the Galt, Preston & Hespeler St. Ry. is being operated, the railway being an electric subsidiary of the C.P.R. The new name has only been assumed recently, although authority to use it was granted by the Dominion Parliament in 1914.

The history of the companies involved in the amalgamation may be briefly summarized as follows:—The Galt & Preston St. Ry. was incorporated under the Ontario law by letters patent on Nov. 20, 1890, to build an electric railway between Galt and Preston. The title was changed to the Galt, Preston & Hespeler St. Ry. by subsequent letters patent, April 10, 1895, when the extension to Hespeler was built, and the line was subsequently operated as the Galt, Preston & Hespeler St. Ry. The Preston & Berlin Ry. is a later Ontario incorporation.

The Berlin, Waterloo, Wellesley & Lake Huron Ry. was incorporated by the Dominion Parliament in 1903, to build a railway from Berlin to Waterloo, Wellesley, Glen Allen, Listowel and Goderich, Ont. In the following year parliament gave the company power to build an additional line from Wellesley to Stratford, St. Marys, Clinton and Bayfield on Lake Huron, and authorized it to enter into agreements under the provisions of the Railway Act, with the Galt, Preston & Hespeler St. Ry., and with the Preston & Berlin Ry. At a later period the Guelph & Goderich Ry., incorporated by the Dominion Parliament to build not only a line from Guelph to Goderich, but also branch lines in somewhat the same territory, became active, and there were many surveys made by one or both companies, under C.P.R. auspices, for a line from the G. & G. Ry., through Listowel and Stratford to St. Marys, to make a connection with another local C.P.R. subsidiary, the St. Marys & Western Ry. Beyond the building of the line from Guelph to Goderich, nothing was done until 1914, when the Dominion Parliament authorized the B.W.W. & L.H. Ry. to change its title to that of the Grand River Ry. Whatever agreements were made between the B.W. & L.H. Ry., the G.P. & H. Ry. and the P. & B. Ry., under the act of 1904, these two lines continued to be operated under the same management, and to retain for public purposes their own independence. A change became apparent upon the publication of the Dominion statistics of electric railways for the year ended June 30, 1915, in May, 1916, when the G.P. & H. Ry. and the P. & B. Ry. disappeared from the reports and their mileage of 17.81 was given as the Berlin, Waterloo, Wellesley & Lake Huron Ry. The old titles still continued to be used for operating purposes, and it is only quite recently that the title Grand River Ry. has been made use of.

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In connection with the transfer of the Galt, Preston & Hespeler St. Ry. Co.'s property to the Grand River Ry. Co., several changes have been made in the officials, who are now as follows: President, Sir George Bury, Vice President, C.P.R.; Vice President, M. M. Todd, heretofore President, G.P. & H. St. Ry.; Secretary, H. C. Oswald, Assistant Secretary, C.P.R.; Treasurer, W. H. Lutz, heretofore Secretary-Treasurer, G.P. & H. St. Ry.; General Accountant, A. McL. Campbell, heretofore of C.P.R. Audit Department, Montreal. The following officials have been given the same positions in the Grand River Ry. service as they had heretofore with the G.P. & H. St. Ry., viz.: M. W. Kirkwood, General Manager; C.

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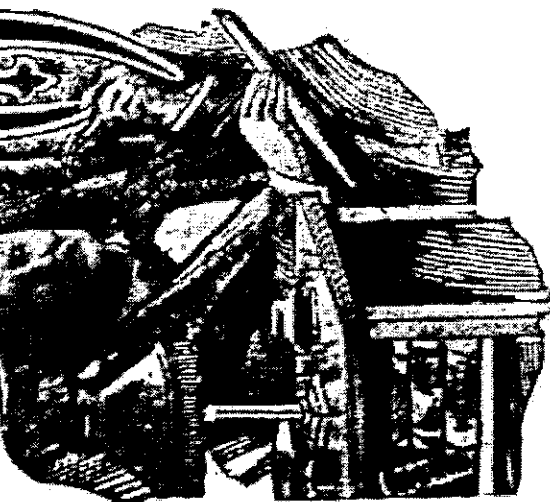
MARCH 13

1915

Hamilton Spectator

THE HAMILTON

Saturday Usings

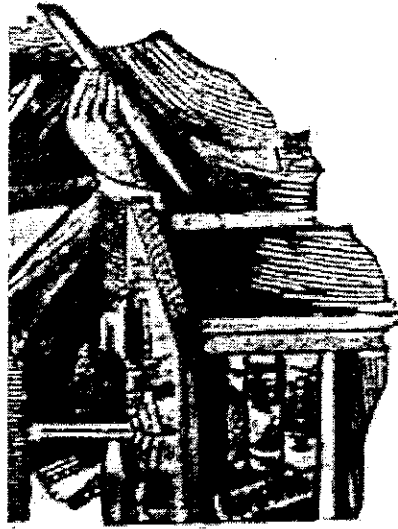


It is not often that great sacrifices are made in this world, but when one happens it is done so quietly and unobtrusively that it is rarely heard of. There are very few to imitate the example of the Saviour, who gave up his life to redeem even the unrepentant. But this old Muser is not going to run off on a tangent and get himself into a discussion with some ignorant Aleck who always has his pen sharpened and ready to fire in a

A friend in need is certainly a friend indeed. The two friends separated, and without any flourish of trumpets the one in work went to the manager of the counting room in which he was employed and told the story of his unfortunate friend. The young fellow proposed to the manager that if it could be so arranged he would take a six months' holiday and have his friend take his desk in the office, and at the end of the time he would resume his official duties. The manager cheerfully assented to the proposition, and would have given employment to both if the business justified him in so doing. He commended his young clerk for his manly act and promised him not only his place on his return, but if business became brighter an increase in salary. To make a long story short, the out-of-work took his friend's desk in the office and the young hero, who was capable of such a sacrifice, hired out to a farmer and spent the six months as a farm laborer. He did not make any blow about it, but answered all inquiries as to the change with the re-

liam street, and the clang of the bell seemed to sound clearer and faster than usual. "It must be a big fire," thought the firemen as they rushed to the engine-house, there to learn that it was worse than any fire—it was a train of passengers that had gone down through the canal bridge and scores of passengers drowned. The firemen were directed to go down to the railroad bridge and render such help as they could. It was a wild race to the canal, thousands of people, old and young, men and women, rushing to the scene. Mothers and fathers, wives and children, who expected the return home of some loved one by that evening train, were frantic in their grief.

The story of that night of disaster has oft been told in the city papers on occasional recurrence of its anniversary, so we will briefly repeat it. The train was on time and was nearing its destination when, through some mishap, the swing bridge that crossed the canal was moved a few inches not perceptible to the careful engineer, John Turnbridge, who was guiding his train, as he thought, in safety to its destination, causing the engine to leave the track and go bumping onto the timbers the wheels cutting through the timbers and weakening them so that they could not support the weight of the engine and cars. The fireman and the express messenger saved themselves by jumping from the train, but the heroic engineer stood up to the post of duty, hoping to check the engine and save



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of the counting room in which he was employed and told the story of his unfortunate friend. The young fellow proposed to the manager that if it could be so arranged he would take a six months' holiday and have his friend take his desk in the office and at the end of the time he would resume his official duties. The manager cheerfully assented to the proposition, and would have given employment to both if the business justified him in so doing. He commended his young clerk for his manly act and promised him not only his place on his return, but if business became brighter an increase in salary. To make a long story short, the out-of-work took his friend's desk in the office and the young hero, who was capable of such a sacrifice, hired out to a farmer and spent the six months as a farm laborer. He did not make any blow about it, but answered all inquiries as to the change with the reply that he was learning new experiences as a tiller of the soil. When the six months of voluntary servitude on a farm had expired the young fellow returned to his clerical duties, healthy and robust, and his friend was fortunate in getting a position. Both of them are now employed on full time and the friendship that began at school is now stronger than ever.

Help us to help each other, Lord,
Each other's cross to bear,
Let each a friendly aid afford,
And feed a brother's care.
Hamilton's Damon and Pythias have set an example worthy of imitation. Such boys must make great and good men. Their names ought to be published, but it might be displeasing to them.

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 industrious and of excellent habits,
 and both were fortunate in their
 working positions while the wheels
 of industry kept whirling. In the
 early part of the last year one of the
 boys was laid off because work in
 the establishment in which he was
 employed had reduced its clerical
 force, and the manager could hold
 out no hope of when the angel of
 industry would return. It was a great
 hardship for him, for he had a mother
 to support and she was a widow, and
 he was her only dependence. It was
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Fifty-eight years ago yesterday
 (March 12, 1867), the first great rail-
 way accident in Canada occurred when
 the evening train from Toronto was
 crossing the Desjardins canal bridge.
 The cars were filled with a happy
 crowd of passengers who were re-
 turning to their homes in this city

jumping from the train, but the heroic
 engineer stood up to the post of duty,
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 It stopped short, never to go again,
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HAMMILLON, after whom the town was called. It tells the story of the early settlement, and gives the present Hammillontians an idea of what the town was one hundred years ago and later. In these chapters we have gone somewhat into the early history of the town, and this selection may add new light.

George Hammill made the first survey of town lots in what is now the city of Hamilton (previous to that, called Burlington) in 1818. This survey comprised that portion of the city bounded by King, James and Hunter streets and westerly line of the Springer farm—about half-way between Catharine and Walnut streets. In 1820 there had been but three or four buildings erected in these lots, and these stood on King street. The Grove Inn stood on the ground now occupied by the Terminal station. This name was given to the inn on account of a grove of oak trees which lined the center of King street, from James to Mary streets. Some years after they were all cut down by the pestilence. The most notable building in this first survey was the old log jail built in 1817-18. It was near the southwest corner of the square bounded by John, Main and Catharine streets and Maiden Lane. This square had been added to the Gore district for the site of the jail and courthouse in 1816. The jail was built of hewed logs to the height of ten feet, and on the top of this was erected a frame building for a court-house. The prison was divided into four rooms—two for criminals, one

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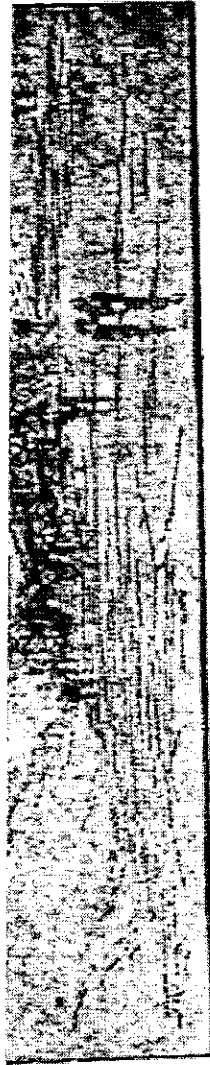
That miniature engine on that monument out in the cemetery is never allowed to become faded by sunbaking or an storm, but is kept bright and fresh by being regilded every two or three years. It stands as a perpetual reminder to the memory of a humble engineer who sacrificed his life that he might save others. The clock that is on exhibition in Mr. Lee's window was oft handed down from one member of the Lee family to another, and finally it was presented to the Museum. Some day we may hand it over to the Museum when Hamilton has such a lock one for the storage of ancient relics all connected with the city.

Richard Hartnett was the conductor of the train, and Henry Drighart was the express messenger. The latter is still living, aged 81 years, and is a successful contractor in Toronto.

In looking over items of historical interest connected with Hamilton we found some reminiscences of George Hamilton, after whom the town was called. It tells the story of the early settlement, and gives the present Hamiltonians an idea of what the town was one hundred years ago and later. In these sketches we have gone somewhat into the early history of the town, and this selection may add new light.

George Hamilton made the first survey of town lots in what is now

was more fortunate in more ways than one, for his parents were not dependent upon him, and he paid his way at home the same as a stranger would. The two boys met one day, and in exchanging confidences the one out of work told his friend of his unfortunate condition. Now here is where the great heart of the boy friend shone out in all the beauty of true brotherly love. You, no doubt, have read the story of Damon and Pythias, where the one became a hostage for the return of his friend, who was about to be executed, that he might see his wife and child once more ere he died. Damon entered the prison while Pythias sped on his journey to see his loved ones and bid them farewell forever. You remember the story further where Pythias' servant slew his master's horse so that he could not return to his doom. The time drew apace, but Pythias secured another moment and barely arrived in time as they were leading Damon to the block for execution. Damon never for a moment doubted his friend, but knew that something had happened to delay his return. Damon's life was saved, and Pythias, for his loyalty, was pardoned and restored to his wife and child. The conditions may not be just the same, but they show what sacrifices are possible in the teachings of the doctrine of the brotherhood of man.



**THE DESJARDINS CANAL BRIDGE AFTER THE ACCIDENT,
MARCH 12, 1837**

after a day spent in business or pleasure in Toronto. There were probably about one hundred passengers in the coaches, and of that number between sixty and seventy went down to a watery grave. What an age that seems to look backward; almost sixty years ago! It is like a dream of the past. More than sixty families were bereaved of loved ones. Are any of the passengers of that ill-fated train left to tell the story of their experience on that terrible March evening as the train went down, crashing through the sea? To this old Muser the picture of that train, sloping from the track down to the water below, oft comes up as a vision. We remember it well, for with other members of the old fire department we spent nearly the entire night in helping to rescue the bodies of the victims of the disaster. It was after six o'clock on that cold March night that the fire alarm pealed out its dismal notes from the belfry of the old police station on King Wil-

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as trustees, extending the time for payment of certain one year 5% gold notes.

Pacific Great Eastern Ry.—The annual meeting of shareholders was held at Victoria, Sept. 19, A. H. Sperry, General Manager, presiding in the absence of the President, Brigadier-General J. W. Stewart, C.M.G., on active service. Several other officials and directors were absent for a variety of causes connected with the recent action by the British Columbia Government in relation to the company's affair. The directors' report was received and adopted, and the officers and directors were re-elected. The government was not represented at the meeting, as it holds that the directors are not legally entitled to hold the shares, that they were illegally elected, and that all the proceedings at the meeting were illegal. These claims are made in the writ which the government issued against the company, and upon which proceedings are pending. The report points out that the government decided to have an audit of the company's financial relations with the former government. The investigation, according to the report, led to some of the officials removing themselves from the investigating committee's jurisdiction rather than submit to a prying enquiry into their personal affairs. The report also states that, "paralyzed by the effects of the war and further embarrassed by the ill timed action of the government in bringing suit against your sponsors and directors for their failure to complete this contract, of which the cataclysm of war is the cause, but one course is open, which is the policy being pursued, viz., to mark time until the advent of normal conditions and the settlement of all litigious disputes."

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Ry.—See St. John & Quebec Ry.

Pacific Great Eastern Ry.—Following are extracts from the directors' report presented at the annual meeting in Victoria, B.C., recently: "You have been fortunate in obtaining a disinterested expert report upon the location and construction of the railway by two eminent engineers at the head of their profession in Canada, who, after a close inspection of the whole line, affirm that the location is the best that could have been secured; that the construction is of the highest standard desired, and that the work has been honestly and economically carried out. You will be gratified at this justification of the confidence reposed by your directors in the ability and integrity of your Chief Engineer. Paralyzed by the effects of the war and further embarrassed by the ill timed action of the B.C. Government in bringing suit against your sponsors and directors for their failure to complete this contract, of which the cataclysm of war is the cause, but one course is open, which is the policy being pursued, viz., to mark time until the advent of normal conditions and the settlement of all litigious disputes."

The bridge over the Capilano River, west of North Vancouver, was carried away by a flood, Oct. 1, for the fourteenth time since the railway was opened to

Dundarave, B.C. Temporary repairs have been made and traffic was resumed within a couple of days.

The Finance Minister and the Provincial Secretary for British Columbia spent several days early in October in a trip of inspection over the P.G.E.R. to Clinton and over a section of the partially constructed line thence to Prince George. The matter of future construction is under consideration by the B.C. Government.

In Nov., 1916, the P.G.E.R. placed a contract in the U.S. for 21,000 tons of steel rails. It was stated, Oct. 17, that the B.C. Government had decided to finance this contract, in order that the increase in value of the rails may accrue to the company and so increase the value of the assets which the government is claiming under its mortgage.

Quebec Bridge.—Work on the bridge

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Quebec Bridge.—Work on the bridge had sufficiently progressed to permit the crossing of a work train, Oct. 17. The train consisted of a locomotive and two flat cars and the passengers included C. N. Monsarratt and R. Modjeski, of the Bridge Commission, and G. F. Porter, construction engineer for the contractors. It is expected that everything will be ready for the running of freight trains over the bridge by the middle of November, and that the official opening for regular traffic will take place next spring. (Oct., pg. 400.)

St. John & Quebec Ry.—In addition to providing for an extension of time for building the Gagetown-Westfield section of the line, the New Brunswick Legislature passed an act last session providing for the removal of the Northern New Brunswick & Seaboard Ry. tracks and their use on the Gagetown-Westfield section of the S.J. & Q.R. The government may pay for the rails in cash or make other arrangements for compensating the N.N.B. & S.R.

The N.N.B. & S.R. is a mineral carrying railway, built in 1911 by the Canada Iron Corporation from Nipisiguit Jct., on the Intercolonial Ry., to the company's iron mines, 16.9 miles. The mines and railway have not been operated for some two or three years. The present owner of the property is Canada Iron Foundries, Ltd. (Oct., pg. 394.)

until the Tye-Cauchon plan has been fully considered by all parties concerned. (Sept., pg. 351.)

Union Station for Victoria, B.C.—A press report states that plans are being prepared for the erection of a union station at the Kitsilano Indian Reserve, Victoria, for use by the C.P.R.'s subsidiary, the Esquimalt & Nanaimo Ry., and the Canadian Northern Ry., and that the estimated cost of the building is put at \$1,000,000.

United States Railroad War Board's Report on Traffic Conditions.

The U.S. Railroad War Board issued the following statement recently: Reports just compiled for the board indicate that the travelling public in general and the shippers in particular are giving the finest kind of co-operation to the railways in the handling of the increased traffic that the war has produced. What this co-operation means may be gleaned from these facts: Since May 1 the railways, aided by the loyalty and understanding of the public, have been able to reduce their passenger service by approximately 25,000,000 miles. This has released thousands of train crews and locomotives for use in the freight service and cleared thousands of miles of track, thereby facilitating the movement of coal, food products, and supplies needed by the government.

In addition to the foregoing saving of equipment and trackage, the shippers, big and small, have rallied so splendidly to the slogan, "Make one car do the work of two," that a saving of close to half a million freight cars has been accomplished. This saving of freight cars has enabled the railways to move approximately 25% more freight since war was declared than during the same period last year. Intensive loading and a general increase in the size of the "trade units" used by the various industries has rendered possible the saving of car space. Cotton, for instance, which was formerly moved in units of 50 bales, now moves only in units of 65 and 75. As there are 18,000,000 bales to be moved by rail each season, the increase in the trade unit in

plies is constantly increasing, while the securing of new equipment is virtually impossible. From now on, 2,500 cars a day will be required by the government to move food and supplies to the men in training at the National Army, National Guard, and other encampments, while the demand of the allies for cars to carry export goods to the seaports will be practically doubled. All of this additional traffic must be moved by the railways, although they have only 3% more equipment than they had at this time last year.

Gross Railway Earnings June 1 to Sept 30.

	1917.	1916.	1915.
C.P.R.	\$107,168,000	\$97,783,000	\$87,081,000
C.N.R.	29,815,200	26,780,400	16,943,200
C.T.R.	49,307,934	47,040,020	35,901,794
	\$186,291,134	\$171,573,420	\$120,045,994

Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those of 1916, from July 1, 1917:

	Gross Earnings	Expenses	Net Earnings	Decrease
July	\$2,844,900	\$2,340,000	\$ 504,900	\$ 232,500
Aug.	3,405,200	2,812,000	593,200	478,800
	\$7,250,100	\$5,152,000	\$2,108,100	\$ 711,300
Inc.				
Decr.	\$ 289,000	\$ 502,800		\$ 771,800

Approximate earnings for September, \$3,841,700, and for three weeks ended Oct. 21, \$2,591,200, against \$3,187,000 for September, and \$2,644,800 for three weeks ended Oct. 21, 1916.

Canadian Pacific Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, compared with those of 1916, from Jan. 1, 1917:

	Gross Earnings	Expenses	Net Earnings	Net Increase
Jan.	10,159,907.86	7,726,829.86	2,433,078.00	\$41,076.37
Feb.	9,064,276.76	7,098,237.94	1,966,038.82	\$208,598.94
Mar.	11,846,542.96	7,909,235.16	3,937,307.80	\$16,867.46
Apr.	12,855,519.60	8,190,541.06	4,664,978.54	\$41,241.66
May	14,255,149.68	9,903,484.84	4,351,719.79	\$179,486.88
June	13,556,979.49	9,641,073.49	3,915,906.00	\$236,373.09
July	12,877,850.55	9,417,853.33	3,460,007.22	\$287,064.51
Aug.	12,414,587.25	8,564,998.76	3,849,588.49	\$1,850,248.86

o- the Intercolonial Ry., to Beersville, N.B.,
c- 14 miles. (Oct., pg. 438.)

he **Pacific Great Eastern Ry.**—A press re-
he port states that 8 miles of track have
ed been laid on the extension of the line be-
ill yond Clinton, B.C., since work was re-
til sumed. Other work done includes the
n- distribution of 25,000 ties, the stringing
he of 19 miles of telephone line, the com-
an pletion of bridge 132, a 340 ft. structure,
ge. and the making of considerable progress
ile with bridge 133. A contract is reported
nd to have been let locally for the erection
vy of a station and freight shed at the
his Seventy-Mile crossing of the Cariboo
a Road. (Oct., pg. 438.)

ltv **Quebec & Saguenay Ry**—A press re-

session of by the government. (Aug., 1914, press re
ure of the former owners. (Aug., 1914, applied
pg. 372.) obtain
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Pacific Great Eastern Ry.—We are offi-
cially advised that the British Columbia
Government has let the contract for com-
pleting a 42 mile extension of the line
beyond the present track end near Clin-
ton, B.C., to the Northern Construction
Co., Vancouver. The work to be done
consists of track laying for 42 miles, 6
miles of grading, putting in a few trestle
bridges, and other work, all the other
work having been done before the gov-
ernment took over the railway from
Foley, Welch & Stewart.

According to press reports, the lowest
tenderer was McKinnon, Cooper, Drabble
& Co., Vancouver, at \$300,000; the next
lowest Cotton & Co., Vancouver, at \$308,-
000, and the next Palmer Bros., Vancou-
ver, at \$349,000; but for one reason or
another no contract was arranged with
either of them. These three bids were on
the unit principle, while the remaining
bids were on the cost-plus principle. An
examination of these by A. F. Proctor,
Chief Engineer, showed that the Northern
Construction Co. estimate would work out
at \$319,000, with 5½% commission, but
no commission would be paid on any
amount over \$319,000. The company is
to furnish all the plant required, and will
be allowed 25% upon all savings effected
upon estimates. A. R. Mann, President
Northern Construction Co., will be in
charge of the work. It is not likely that
any sub-contracts will be let.

The Premier of British Columbia is re-
ported to have said in Vancouver, Sept.
12, that work had been started by the
Northern Construction Co. on the line;
that 90 men were then at work, and that
it was expected to have steel laid on the
42 miles from Clinton by Dec. 31. (Sept.,
pg. 390.)

The Quebec & Saguenay Ry. is being
built from the Gulf of St. Lawrence to the Gulf of St. Paul.

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Railway Development, Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Northern Ry.—The Dominion Parliament has granted an extension of five years for the building of this projected railway from Edmonton to Alaska Landing, Alta. The company was incorporated in 1908 to build a railway from Edmonton along the valley of the North Saskatchewan River to Tp. 59, Range 4 west of 5th Meridian, thence north easterly past Smoky Lake to Lac la Biche, and thence northerly to the Athabasca at the confluence with the Clearwater River. (Jan., pg. 16.)

British Columbia and White River Ry.—The Dominion Parliament has extended for five years the time within which this projected railway may be built. The route authorized in the act of incorporation is from Bear Creek, where it is to cross the International Boundary between Alaska and British Columbia to the Chilkat River, thence northwesterly to the Alsea River, through the Shalew valley to Lake Klusane, along the Donjek valley to the White River, thence to the International Boundary between the Yukon Territory and Alaska between the 62nd and the 64th parallels of latitude. The provisional directors named in the act of incorporation, passed 1911, are: C. M. Marpole, G. E. MacDonald, Angus McDowell, Jas. Ironside, Vancouver, B.C., and J. Hosmer, Seattle, Wash. (Mar., pg. 100.)

Calgary & Fernie Ry.—The Dominion Parliament has extended for five years the period within which the company may build its projected railway between Calgary, Alta., and Fernie, B.C. (Feb., pg. 50.)

Canadian Western Ry.—The Dominion Parliament has extended for five years the time within which the company may

build a bridge, being the original scheme. (2) Two bascule bridges in close proximity (the railway company's plan shows a swing span); and (3) To adapt the present bridge for highway purposes and allow the railway to reach the Store St. yards by a more northerly route. (Aug. pg. 306.)

Grand Trunk Ry.—The Dominion Parliament has granted an extension of five years for building of the Lachine, Jacques Cartier, and Maisonneuve Ry. The projected route of the line is from the G.T.R. in Lachine parish, passing in the rear of Mount Royal to Hochelaga Ward, Montreal, or to Maisonneuve, with power to extend the line from the starting point to Dorval in one direction, and to the northern end of the Montreal Island in the other. This is a G.T.R. subsidiary, the company having been incorporated in 1909, and declared a work for the general advantage of Canada in 1911. The company has experienced considerable difficulty in securing its right of way, largely on account of the number of street crossings. It is reported that all difficulties have been cleared up, and that construction may be started next year. (Aug. pg. 306.)

Work is reported to have been started at Campbellford, Ont., on the Belleville-Peterborough line, on the preliminary work of raising the railway bridge over the Trent Valley Canal, which involves strengthening the line as it approaches the bridge, and building a new bridge a short distance from the present one. The new bridge will be of steel on concrete piers. It is expected to complete the work this year.

Grand Trunk Pacific Branch Lines.—The Dominion Parliament has extended

from the National Transcontinental Ry. in Kenora District, west of Superior Jct., northerly and westerly, crossing the English River west of Lac Seul, thence northerly and westerly in the District of Patricia, thence westerly and southerly to and in Manitoba to Winnipeg. The office of the company is to be in Toronto; the authorized capital is \$1,000,000, and the company may issue securities for \$50,000 a mile. The provisional directors are: W. Miller, A. LeR. Williams, E. Miller, C. Flatt, and A. A. MacDonald, Toronto. (June, pg. 224.)

Minden, Ont.—A press report states that the project to build a railway into "Minden, Ont.", has been revived. E. A. Rogers, clerk of the municipality, being interested. The G.T.R. has a line from Lindsay to Haliburton, the nearest point to Minden being at Galt, about 9 miles off, while the Canadian Northern Ry., the old Irondale, Bancroft and Ottawa Ry., connecting with the G.T.R. near Kilmount, is about 12 miles off. The country is a difficult one for railway construction.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—A press report states that a contract has been let for the erection of a 1,150,000 bush grain elevator at North Minneapolis, Minn., and for a 2-story brick and reinforced concrete station at Stevens Point, Wis. (Mar., pg. 101.)

Pacific Great Eastern Ry.—A press report states that C.P.R. engineers have been inspecting this line, looking into its condition, and its possibilities for traffic. The report added that the C.P.R. might acquire the line. The Premier of British Columbia is reported to have stated that the C.P.R. had not made any approaches to the government on the matter. (July, pg. 278.)

St. John and Quebec Ry.—A press report states that the New Brunswick Government has cancelled the contract let February to Nova Scotia Construction for building the northern section of the line from Centreville to a connection with the C.P.R. at Anson, N.B.

The history of the letting of contract on the line is being investigated by a commission, which has resulted in an admission by A. R. Gould, President of the company, that prior to its being let over by the government, he had paid J. K. Fleming, the then Premier, \$1,000 in connection with the negotiation of the contract; and that there were agreements for payments, or actual payments in connection with other construction contracts let. A. R. Gould and associates have entered action to recover about \$350,000 from the Government and the cancellation of the general contract and the taking over of the undertaking. (July, pg. 274.)

Toronto, Hamilton and Buffalo Ry.—A press report states that work has started on laying out for yard and terminal purposes the 50 acres acquired recently by the company at Bridgeport, Ont. The work being done is probably only a preparatory character, as we are advised recently that plans for laying the area had not been settled. (Aug. 306.)

Western Dominion Ry.—The Dom

Notre Dame, 19 miles from Moncton.
(July, pg. 285.)

Pacific Great Eastern Ry.—A press
report from Victoria, July 12, states that
orders have been given by the British

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July 1918

Projected Lines, Surveys, Constr

The Columbia Government for laying of rails on the right of way graded northwesterly from Clinton, B.C. The report says 29 miles of grading are ready for the track: that 50 cars of rails have been delivered, and that 30 more cars of rails are on the way. It is also expected to complete about six or seven more miles of grading and lay track on it this season.

It is reported that for the accommodation of trade between North Vancouver and Squamish, plans and specifications are being made for a nine car barge, and that tenders will be asked for its construction. The railway at present rents a barge from the C.P.R. at \$60 a day. (June, pg. 241.)

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July 1918

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of terminals were completed during 1917, and the car ferry steamship Prince Edward Island was placed on the route in the beginning of Oct., 1917. All freight offering since that date has been handled satisfactorily by the new route.

Pacific Great Eastern Ry.—The contract for the erection of the new bridge over the Capilano River has been let to Robertson & Partners, Limited, who expect it completed by July 1. The line is being operated to Ambleside, and it is expected to reopen traffic to Whytecliffe, 13 miles, soon after the Capilano bridge is completed.

In connection with the line from Squamish, which is in operation to Clinton, 167.7 miles, it has been announced by the British Columbia Government that it is not proposed to do anything more at present than to complete the line to Soda Creek, where there is a navigable stretch of the Fraser River to Fort George. Grading has been completed to Soda Creek, but there are a number of small bridges to be erected. Rails have been laid for a few miles beyond Clinton, and it is expected that deliveries of the 20,000 tons of steel rails on order in the U.S., will be made at an early date. It is hoped to complete this work by the end of the year, and to have the line in operation with a river connection to Fort George, in the spring of 1919. (May, pg. 187.)

Prince Edward Island Ry.—C. A.
General Manager Canadian Gov-

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THE WORLD

[JULY, 1918.]

Alta., of which J. D. McArthur is president, are running a series of settlers excursions to the Grande Prairie, Pouce Coupe and Peace River districts of Alberta. The first excursion, which left Edmonton June 4, consisted of about 50 men, representing groups of farmers in various parts of Canada and the United States desirous of investing money and settling in the new country.

A regular train service was put in operation for the first time for some months on the Pacific Great Eastern Ry.'s North Vancouver - Whytecliffe section, with Sergt.-Major Jas. Robinson, a returned soldier, in charge of traffic. The company, which is now owned by the British Columbia Government, also put in operation on June 2 a tri-weekly train service between Squamish and Clinton, B.C., connecting at Squamish with steamboat to Vancouver. The trains to Clinton leave Squamish on Tuesdays, Thursdays and Saturdays, and the return trains on Mondays, Wednesdays and Fridays.

July 1918

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lowered 6 ft. (Feb., pg. 31.)

Pacific Great Eastern Ry.—On July 15, the Lieut.-Governor of British Columbia issued a proclamation bringing into force sec. 2 of the P.G.E. Settlement Act, under which the B.C. Government takes over the P.G.E. Development Co.'s lands and property.

A. F. Proctor, Chief Engineer, B.C. Railways Department, completed a trip of inspection over the line recently, and is reported to have said in an interview, the line from Squamish to the end of steel beyond Clinton, 181 miles, has been ballasted and surfaced, and is in first class condition. At 61-mile house, a station, warehouse and cattle pens are under construction. The end of track is near 100-mile house, and it is hoped to get it carried to Soda Creek early in 1919. There is water navigation from Soda Creek to Prince George.

Tenders were received to Aug. 2, for the completion of 42 miles of uncompleted line beyond the present end of track on a unit price basis or in the alternative, on a cost plus percentage basis. We have been officially advised that there are about 6 miles of light grading to be done, and there are about 1,000,000 ft. of timber work and some other work to be done to get ready for tracklaying. Tenders are reported to have been received among others from: The Foundation Co. of B.C., Ltd., Grant Smith & Co., Northern Construction Co., the Cotton Co., McKinnon & Co., Palmer Bros., Robinson & Co., Sullivan & Co., H. A. Stewart, J. W. Lund. A press dispatch, Aug. 16, reported the B.C. Premier as stating that the contract would likely be let to the Cotton Co. (Ltd.), Vancouver.

A Victoria press dispatch of Aug. 25 says:—"The Northern Construction Co. has secured the contract for the 42-mile extension of the Pacific Great Eastern Ry. The tender was \$419,000 on the unit basis, 5% $\frac{1}{2}$ commission. There will be no commission on excess of estimate of cost. The contractors are to furnish steam shovels, rolling stock, and construction equipment free, and will get 25% on the saving of the unit prices."

Negotiations are reported to be practically completed in Seattle, Wash., for the purchase of a tug and a barge, to replace those now rented for the transfer of freight cars from Vancouver to Squamish. The tug formerly in use was destroyed by fire at the end of July. (Aug., pg. 337.)

Quebec & Saguenay Ry.—We are officially advised that the tenders received recently for station buildings on the line

September
1918

period. The present suggestion is that the crosstown lines be removed entirely, as suggested by the Federal Town Planning Commission. (Sept., pg. 390.)

Pacific Great Eastern Ry.—A press report stated Nov. 13, that track laying had been completed from the former track end near Clinton, to 59-Mile House, 18 miles, and that work has been started laying from 59-Mile House to a point six miles southerly from Horse Lake summit. This will complete the track laying work for the season. The Northern Construction Co., which has the contract, will carry on the deepening of cuts and other similar work on the uncompleted portions of the grade right of way into Prince George, B.C., during the winter. (Nov., pg. 488.)

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Pacific Great Eastern Ry.—The British Columbia Government owns and operates this railway, one section of which, from North Vancouver to Whytecliffe, 13 miles, is not yet connected up with Squamish, from which point the line runs inland to Clinton, and is under construction thence to Fort George. It has been proposed that the North Vancouver-Whytecliffe section, which runs through a suburban area, should be electrified. The Premier of British Columbia is reported to have said that the government may undertake the work. There is, he added, enough water power at three points along the principal section of the line to operate the whole line to Fort George by electricity when conditions warrant its being done. We have been officially advised that only the future possibilities of electrification have been discussed, and that no active steps are being taken at present. The deck of the new bridge at Kitsilano, on the West Vancouver-Whytecliffe section of the line, has been completed, and traffic was reported to have been run over the new bridge Nov. 7. Nov., pg. 488.)

St. John & Quebec Ry. — The New

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by the company to the British Columbia
(Aug., 1917, pg. 306.)

Pacific Great Eastern Ry.—A. F. Proctor, Chief Engineer of the British Columbia Department of Railways, has completed an inspection of the line and of the rolling stock. The inspection was made with a view of ascertaining how far the line has been damaged by the recent land slides. (Nov., 1917, pg. 433.)

Quebec Bridge.—A passenger train service was inaugurated over the bridge Jan. 6.

In connection with wild press reports as to contraction of the bridge during the

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is Secretary of the company. (12.)
Pacific Great Eastern Ry.—A proposition is being considered by the business men of North Vancouver for the electrification of the section of the line from North Vancouver to Whytecliffe, 13 miles. As soon as the details have been completed locally, the matter will be taken up with the Provincial Government. No grading has been done between Whytecliffe and Squamish, the ocean terminal.

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among those interested. (June, 1911, p. 225.)

Pacific Great Eastern Ry.—The entire length of the line from Squamish to Clinton, B.C., 167 miles, was reopened for traffic April 8, and a regular service is being maintained. Arrangements are being made by the British Columbia Government for resuming construction on the line, but, until the reports of the engineers who are looking over things have been made and considered, it is not possible to say what will be done.

Arrangements for resuming traffic on the section of the line out of North Vancouver, between Ambleside and Whytecliffe, were completed April 12, and it was reported that it was hoped to restart operations out of North Vancouver by May 10. In order to do this, it is necessary to restore the Capilano bridge, which has given a great deal of trouble since the line was built. Tenders for a temporary bridge were received to April 18, and the Premier stated, April 9, that a permanent bridge would be built as soon as possible. (April, pg. 156.)

Prince Edward Island Ry.—It is said that the Minister of Railways has not

MAY 1918 - p 187