

would have fallen into enemy hands. A number of breaks had to be repaired, and at one part of the journey the locomotive had to be taken over an 8 in. break in the rails. In spite of heavy machine gun and rifle fire, he was successful and the locomotive was then used to haul a trainload of material. He showed great courage under very trying conditions.

Lieut. Edward Slattery, holder of the distinguished conduct medal, and the military medal with two bars, who was killed in action, Aug. 30, was, before enlisting, engaged as a car cleaner in the C.P.R. Glen Yard, Montreal. He enlisted as a private, and received the military medal for bravery in July, 1917, two bars being added for his work during the Vimy Ridge encounters. The distinguished conduct medal was awarded in Aug., 1917, and he was promoted to lieutenant on the field, in April, 1918.

Lieut. E. G. Stevenson, St. John, N.B., Canadian Railway Troops, has been awarded the Military Cross for conspicuous gallantry and devotion to duty in an attempt to save two 12 in. railway howitzers. The track behind the guns had been broken and the breaks had to be repaired. This was accomplished under heavy shell fire, and the guns pushed for half a mile by hand. It was only when the shelling and machine gun fire became intense, and the infantry had to take up another position behind the guns, that the attempt had to be abandoned.

Brigadier-General J. W. Stewart, of Foley, Welch & Stewart, railway contractors, who has been associated throughout the war with the work of the Canadian Railway Troops, is mentioned as likely to be appointed Director of the whole transportation system in France and Flanders. In speaking of him recently, the Dominion Minister of Militia paid special tribute to the work for which he is responsible.

Private J. H. Summerbell, reported recently as wounded in action, was formerly in the Engineering Department, Canadian Northern Ry., Toronto.

Lieut. C. W. Switzer, Montreal, Canadian Overseas Railway Construction Corps, seconded to Railway Construction Engineers, has been awarded the Military Cross. He received an order for the demolition of structures with a time limit, and so was unable to communicate with the railway company. On his own initiative, he organized the demolitions and handled quantities of high explosives under heavy shell fire.

Corporal Leslie Taylor, formerly in the Canadian Northern Ry. shops at Winnipeg, has been awarded the Military Medal. He joined the Canadian Expeditionary Force in Aug., 1914.

C. W. Wilson, Locomotive Foreman, Canadian Government Railways, Hearst, Ont., has been granted leave of absence for military service.

Phillip Hamilton Wilson, of the 2nd Canadian Mounted Rifles, formerly of the 198th Battalion, who was killed in action in France, Aug. 10, was the youngest son of the late Jas. Wilson, at one time General Superintendent, C.P.R., Toronto.

A press report states that trans-Atlantic steamship companies are being asked to accept bookings for passage after the war.

The G.T.R. is reported to have handled 8,371,521 bush. of grain from Great Lakes ports to Montreal for export during August, which, it is claimed, exceeds by about 500,000 bush. the previous best record by the company.

## Canadian Northern Railway Construction, Betterments, Etc.

**St. Charles River Bridge.**—A new bridge across the St. Charles River, at Quebec, is under construction. The present bridge, known as the St. Anne bridge, was built for the Quebec & Lake St. John Ry., and was subsequently used in addition by the Canadian Northern Ry. and the Quebec Ry., Light & Power Co. It was condemned as insufficient for the traffic requirements about nine years ago, but the proposal to rebuild was left in abeyance until the completion of certain river improvement works. However, the condition of the bridge became such that the work of erecting a new bridge became an immediate necessity. The piers for the new bridge, which will be located immediately to the west of the present bridge, are being put in as part of the river improvement works being carried out for the Dominion Government by Quinlan & Robertson. They provide for a superstructure to carry a double track railway, electric railway tracks, and highway for general traffic, but only a single track will be laid until the river improvement works are completed. The contract for the superstructure is reported to have been let to the Dominion Bridge Co. The piers are being erected under the supervision of E. A. Hoare.

**Montreal Tunnel Opening.**—The tunnel under Mount Royal, which gives the C.N. R. an entrance into the center of Montreal, was officially opened for traffic, Sept. 21. The first train arriving in Montreal by the tunnel was a special one from Ottawa, carrying G. A. Mountain, Chief Engineer, Board of Railway Commissioners, and several C.N.R. officials, and travelling over the direct line between the two cities. The distance between Montreal and Ottawa by the new route is 112 miles, instead of 160 miles by the old line via Joliette. The new line follows the Ottawa River from Hawkesbury, crosses the Back River to Montreal Island, and reaches the center of the city via the tunnel. The divisional yard is at Cartierville, and between there and the Montreal terminal electric locomotives will be used. A through service between Montreal and Toronto via Ottawa will be started at an early date.

**Connecting Link Near Grenville, Que.**—Tenders were received to Sept. 10 for the construction of about a mile of railway to connect the Canadian Northern Ontario Ry. and the Canadian Northern Quebec Ry. at Cushing in Argenteuil county, Que., but we have been officially advised that owing to the lateness of the season and other contingencies it has been decided to defer the work for the present and no contract has been let.

**Western District.**—In connection with the plans for the extension of the Luck Lake Branch, upon which the Dominion Government authorized the company to lay 14 miles of track this year, a deputation from Rosetown, Sask., and vicinity waited upon the Dominion Government at Ottawa recently to press for the laying of a greater mileage.

The Board of Railway Commissioners has directed the company to build an additional 40 ft. to its freight sheds, and to provide adequate waiting room accommodation at North Battleford, Sask.

**Vancouver Island Lines.**—The Premier of British Columbia is reported to have said in Vancouver Sept. 12, that rails were being transferred from Port Mann, to Victoria, and that they were being laid on the line from Victoria towards the Nitinat River. (Sept., pg. 385.)

## Railway Finance, Meetings, Etc.

**Burrard Inlet Tunnel & Bridge Co.**—At the annual meeting of shareholders, who are, with a few exceptions, representatives of city and other municipal councils in the vicinity of Vancouver, on Sept. 11, the President—Reeve Bridgman of North Vancouver City—Reported that there was no change in the company's affairs since the last annual meeting, except that the Dominion Parliament had extended its charter privileges until May, 1920. Nothing in the way of construction was proposed to be done, and all the directors proposed to do was to keep the charter clear until conditions became normal. The shareholders are:—City of Vancouver, 2,000 shares; City of North Vancouver, 2,000 shares; North Vancouver district, 3,375 shares; Carter Cotton, 20 shares; Loutet, 20 shares; McNaught, 20 shares; and McLean, 20 shares. The directors and officers were re-elected, as follows:—President, E. H. Bridgman; Vice President, G. W. Vance; other directors:—Messrs. Loutet, McBain, MacLurg, Woodside, and Carter-Cotton; Secretary, R. F. Archibald.

**Grand Trunk Ry.**—An issue of \$3,000,000 three year notes at 6%, at 99, partly to replace \$2,000,000 5% notes due shortly, has been authorized in England.

**Guelph Junction Ry.**—The City of Guelph, Ont., has received recently \$17,000 as a three months dividend on its stock in the G.J.R., against \$10,600 for the corresponding period of 1916-17. The dividends received for the first nine months of this year aggregate \$40,375.

**New York Central Lines.**—There have been deposited with the Secretary of State at Ottawa, copies of a supplemental agreement between the Guaranty Trust Co. of New York, the New York Central Rd., the Michigan Central Rd., and the Cleveland, Cincinnati & St. Louis Rd., under the New York Lines Equipment Trust for 1907.

**Timiskaming & Northern Ontario Ry.**—Passenger receipts for July, \$59,578.42; freight receipts, \$150,457.38; total receipts \$210,035.80, against \$56,134.33 passenger receipts; \$110,956.45 freight receipts; \$167,090.78 total receipts, for July, 1917.

**White Pass & Yukon Ry.**—A special meeting of debenture holders and shareholders was held in London, Eng., Aug. 2, for the consideration of reorganization proposals, as outlined in our last issue. The meeting was called under an order of the court, and votes of the various interests were taken for submission to the court, the result of which will be announced later.

**Grand Trunk Ry. Acquisition.**—The following statement was issued from the G.T.R.'s London, Eng., office Sept. 5:—"Reports that shareholders and directors of the G.T.R. in recent negotiations in London insisted that the only basis upon which they would sell their property to the Dominion Government was for cash, are declared here on highest authority to be absolutely untrue. It is stated that there was no suggestion made by either side of a cash settlement in payment for taking over the system, the only terms discussed being those regarding a fixed annuity to be paid to owners of the property."

Officials of the C.P.R. and the Canadian Government Railways met in St. John, N.B., Sept. 21, to discuss freight and passenger rates in the maritime provinces.