three-stall engine house, station and freight-shed. An industrial spur track will be laid along the lane between 18th and 19th streets to 2nd avenue.

It is reported that on the branch from Battleford into the Cutknife district considerable progress has been made with grading, and that it is expected to have several miles of steel laid this season.

The Board of Railway Commissioners has approved of location plans for the line in Alberta, between mileage 27.67, at the north line of sec. 8, tp. 20, range 28, west of the 4th meridian, to mileage 111.29, at the west line of the northwest quarter of section 34, tp. 11, range 23, west of the 4th meridian. We are officially advised that the contract for the building of this line—a branch from Calgary to Lethbridge—has not yet been let. (Sept., pg. 465.)

Railway Finance, Meetings, Etc.

Alberta Ry. and Irrigation Co.—A duplicate original mortgage made between the A. Ry. and I. Co., the C.P.R. and the Royal Trust Co., securing an issue of bonds by the first named company, has been deposited with the Secretary of State at Ottawa.

Canadian Northern Ry.—There has been deposited with the Secretary of State at Ottawa an indenture dated June 20, made by the C.N.R. Co. to the National Trust Co. and the British Empire Trust Co. as trustees, and the Province of Alberta, being the first supplementary instrument in respect of an additional line of railway, supplementary to the indenture of June 10, 1909, securing 4% stock and bonds guaranteed by the Province of Alberta.

Canadian Northern Ontario Ry.—The name of the James Bay Ry. Co. has now been dropped, and the property incorporated with that of the C.N.O. Ry. The officers and directors for the current year are:—President, Sir William Mackenzie; Vice President, Sir Donald Mann; Third Vice President, D. B. Hanna; Secretary, W. H. Moore; Treasurer, L. W. Mitchell; other directors, Z. A. Lash, F. Nicholls, R. M. Horne-Payne; Assistant Secretary, R. P. Ormsby.

Duluth, South Shore and Atlantic Ry.—The report for the year ended June 30, shows revenue from transportation, $3,125,-853.22; from other than transportation, $26,621.81; total operating revenue, $3,152,-475.03; operating expenses, $2,395,160.78; net operating revenue, $757,314.25; net revenue from outside operations, $3,358.32; net revenue, $760,672.57; less taxes accrued, $217,417.86; operating income, $543,254.71; other income, $38,763.99; gross income, $582,018.70; less interest, etc., $943,565.71, thus showing a net loss of $361,547.01. The expenditures on additions and betterments during the year, were $91,528.14.

Massawippi Valley Ry.—The annual meeting was held Sept. 4. The following officers and directors were elected for the current year: President, J. G. Foster, Ottawa, Ont.; Vice President, C. W. Cate, Sherbrooke, Que.; other directors, C. D. White, F. N. McCrea, E. O. Grundy, Sherbrooke, Que.; C. H. Kathan, Rock Island, Que.; J. W. Dunklee, Boston, Mass.; J. H. Williams, Bellows Falls, Vt.; H. E. Folsom, Lyndonville, Vt.

Pere Marquette Rd.—S. M. Felton, Chicago, Ill., has been appointed a receiver, in succession to N. Erb, resigned.

Quebec and Saguenay Ry.—The annual meeting was held at Quebec, Sept. 17, when nothing but routine business was done. Following are the directors and officers for the current year:—President, O. B. Daoust; Vice President, H. G. Matthews, Manager Quebec Ry. Light and Power Co; other directors, Sir Rodolphe Forget, L. G. Morin and L. E. Morin.

Quebec Central Ry.—Gross earnings for June, $153,030.78; expenses, $117,419.85; net earnings, $35,610.93, against $129,359.06 gross earnings; $84,228.34 expenses, $45,-130.72 net earnings, for June, 1911. Aggregate gross earnings for 12 months ended June 30, $1,354,811.41; expenses, $943,976.36; net earnings, $410,835.05, against $1,208,-948.88 aggregate gross earnings; $820,803.12 expenses; $388,145.76 net earnings for same period 1910-11.

St. Marys and Western Ontario Ry.—The first lease under which this line was operated by the C.P.R. Co., was only a tentative one, on a percentage basis. This has been superseded by a lease for 999 years at a rental equal to the interest on the bonds which have been issued.

Temiscouata Ry.—Profit on operation for June, $8,057.

White Pass and Yukon Route.—W. B. Close, Chicago, Ill., of Close Bros. & Co., who represents the British shareholder, is reported as stating at Vancouver, B.C., Sept. 16, that the company proposes extending its steamboat service down the Yukon river to Fairbanks, Alaska, about 600 miles, and to establish a chain of hotels along the river. He is also reported to have said that there is no truth in the press reports, originating in Alaska, that the company had sold its railway, etc., to the Grand Trunk Pacific Ry. Co.

Wisconsin and Michigan Ry.—The Minneapolis, St. Paul and Sault Ste. Marie Ry. has not, as press reports state, acquired this railway. The line was originally built by J. R. Walsh, passed into the hands of receivers, and was purchased at a mortgage sale some months ago by John Marsh. The W. & M. Ry. operates over 135.7 miles, connecting up Iron Mountain, Peshtigo harbor and other points, and connects with the M. St.P. & S.S.M. Ry. at Peshtigo jct., Mich. It owns nine locomotives, 8 passenger cars, 303 flat cars, 37 box cars and 10 refrigerator cars.

Maintenance of Way by Contract.

Contracting maintenance of way work on railroads is being taken up on a constantly broadening scale by a number of engineering departments in the United States, and is a practice which offers many advantages to the railways and opens an attractive field for contractors. Most new lines are now built under the contract system, and it is being found that the economy of that plan does not necessarily end with the completed roadway, but that much of the annual routine work of upkeep may also be included. Ballasting has been extensively carried out in this way, tie renewals are being taken up, painting of structures has been found to work out favorably, and moving of right of way and work of like character offer further applications of the plan. Such items as these lend themselves readily to performance by contract forces under a railway inspector, who in many cases may be one of the foremen. The experience and records of every railway furnish a basis for specifications and estimates for the work, which should insure not only the desired results for the company, but such favorable working conditions for the contractors as to invite a satisfactory number of bids. With the actual conduct of the work in the hands of contractors, the work of the engineering department is considerably simplified. The organization and maintenance of large temporary forces alone is a considerable tax on that department and is something for which the contractor is often better equipped. The latter must always necessarily have a number of sources of supply developed, and also usually has a fixed following of greater or less extent. The work presents inducements to the contractor because of the absence of elements of great risk which attend much new construction, and also on account of its regularity and the possibility of taking it along with other contracts to balance the year's operations and to keep up the central organization. A consideration from the point of view of the railway, in connection with work done by local contractors, is that a large proportion of the money expended remains in the railway territory to develop it, instead of being carried out to other sections or sent abroad.

Great Northern Railway Lines in Canada.

United States Connections.—We are officially advised that the G.N. Ry. is building a line from Niobe, N.D., for 21 miles to the International boundary, near Minot, where it will connect with the line under construction by the G.T. Pacific Ry. from Regina, Sask. It is expected to have the line completed by Oct. 31. J. J. Hill is reported as having stated in New York that the G.T.P. Ry. will run its own trains to Minot, whence they will be hauled by the G.N. Ry. to Minneapolis and St. Paul, Minn., and thence to Chicago, Ill., by the Chicago, Burlington and Quincy Rd., controlled bv the G.N. Ry. and Northern Pacific Ry. The trains will be delivered over to the G.T.R. at Chicago. The line from Niobe to the boundary is being built by A. A. Guthrie & Co.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The spur line to the cement works at East Princeton, B.C., has been completed, and is in operation.

Tenders are under consideration for the building of 40 miles of line from Coalmount to Coquihalla summit in the Hope monutains. The estimated cost of this piece of line is $1,500,000, and the contract will call for its completion by July, 1913. From near the summit a joint line is to be built to Hope, in conjunction with the Kettle Valley Ry. It has not been arranged which company is to build the line, but whichever it is the other is to have equal operating rights.

The Board of Railway Commissioners has authorized the company to open its line for traffic from Abbotsford easterly to Kilgard.

Considerable trouble is being experienced with a sink hole near Ardley, about five miles east of Vancouver. The trouble was believed to have been remedied, when, on Sept. 4, owing to heavy rains, the track sank about 5 ft. for 300 yards. It is intended to drive piles down to the rock, and to erect a large timber trestle over the soft place.

A proposition is under consideration for building a second track on the line from Vancouver to New Westminster. (Aug., pg. 414.)

The Fort William Dock Co. has completed the erection of another large steel coal handling tower at its dock on the Mission river, Fort William, Ont. The new structure will be able to unload 3,000 tons of coal a day from boats, and is operated by electricity. This addition, which cost $125,000, gives the company a total unloading capacity of 6,000 tons a day.

The C.P.R. has ordered 1,500 standard 40-ton steel frame box cars, from the National Steel Car Co.