

Port Dover work has been restarted, and considerable progress is being made. A number of C.P.R. engineers, who were engaged on the second track work between Islington and Guelph Jct., were ordered to report on the work, and a C.P.R. bridge construction gang was sent to Simcoe.

It was stated in Brantford, June 17, that any intention of utilizing the T.H. and B.R. station in the city, and the T.H. and B.R. line between Brantford and Waterford, had been abandoned. The L.E. and N. Ry. will, it is stated, build its own station in the city, and its own line to Waterford.

Montreal Central Terminal Co.—An issue of £1,028,000 of 5% first mortgage bonds was offered on the London, Eng., market, June 4, at 90. The prospectus states that they are to be secured on a first mortgage on the company's central station proposed to be built on Ontario St., Montreal, with yards, warehouses, etc., in connection therewith, and the railway lines to be built between the central station and the points of junction near Bordeaux, Montreal, with railways entering Montreal from the north and west. It is asserted that the proposed system of the company's railways will, when completed, be connected with at least 12 railway lines, and will exchange traffic therewith. The directors are:—C. Newhouse Armstrong, London, Vice President; Central Ry. of Canada, President; J. E. Wilder, manufacturer, Montreal; Hon. T. Berthiaume, M.L.C., Proprietor, La Presse, Montreal; Sir Thomas H. C. Troubridge, London; A. E. Labelle, Harbor Commissioner, Montreal; F. H. Allen, New York; and F. E. Came, M. Can. Soc. C.E., Montreal; Sir Douglas Fox and Partners, London, are consulting engineers, and the City Safe Deposit and Agency Co., Ltd., London, are trustees for the bondholders.

The prospectus also states that several railways have at present only a restricted access to the centre of the city, and that there is no effectual means of traffic exchange between the several lines, and that additional traffic connection with the south of the city is required. It is expected, adds the prospectus, that the yards will be sufficiently advanced to permit of their use by July, 1915, and fully completed in Dec., 1915, from which it is estimated that there will be, after providing for bond interest, a surplus of \$347,935 from railway revenue alone. When the proposed tunnel to the south shore is completed, the revenues would be largely increased.

Pacific, Peace River and Athabasca Ry.—D. A. Thomas, President, Cambrian Collieries Trust Co., who is also President of the P.P.R. and A. Ry. Co., returned to London, Eng., recently from a trip to Western Canada, and is reported to have stated that adequate financial arrangements had been made for starting construction on the railway, and also for the electric lines proposed to be built under the charter of the Peace River Tramway and Navigation Co. It was not expected, however, to go on with construction on the latter lines this year.

The surveys for the Nasoga-Groundhog section of the line show a route of about 150 miles. Local press reports state that negotiations have been in progress with Sir Donald Mann with a view to the line built from Stewart, B. C., inland for 14 miles, and surveyed to the Groundhog district, under the charter of the Canadian Northern Eastern Ry. being utilized as part of the company's line. This line would be 105 miles in length to the Groundhog district, and is not at present being operated. (June, pg. 267.)

Pacific Great Eastern Ry.—Grading has been completed on the extension from Dundarave to Horseshoe Bay, B.C., and the

steel bridge work is in progress. It is expected to have a train service in operation from North Vancouver to Horseshoe Bay by the end of July. Work is in progress between Horseshoe Bay and Squamish, the ocean terminal. On the terminal site a large quantity of filling is being done along the foreshore. From Squamish the line is under construction practically through to the junction with the G.T. Pacific Ry. at Fort George. We are officially advised that contracts have been let for construction on this line north of Clinton, B.C., as follows:—Madden Bros., Clinton, 6 miles; Rankin and Kellett, Clinton, the next 20 miles; Welch and Kennedy, Clinton, the next 4 miles. The remaining mileage is expected to be put under contract in August.

The projected extension from Fort George to a junction at B.C.-Alberta boundary with the Edmonton, Dunvegan and British Columbia Ry. is under survey. (June, pg. 267.)

Pere Marquette Rd.—The company has under construction at Blenheim, Ont., a 100-ton coal chute, of reinforced concrete, with elevators. The floor level is 23-2 ft. below the rail level, and the coal will be elevated by hoppers 75 ft. to a chute, from which it will be dropped into the tenders. It is expected the plant will be completed by July 31. (July, 1913, pg. 332.)

Quebec and Saguenay Ry.—The Premier recently stated in the House of Commons that the Government was not aware that the Canadian Northern Ry. was going to buy the Q. and S. Ry., or that there was any arrangement for its purchase of the line if the C.N.R. guarantee was finally passed. The Q. and S. Ry. is a partially constructed line, upon which construction has ceased owing to financial difficulties. (June, 1913, pg. 278.)

Reid Newfoundland Ry.—A loan of \$2,000,000 has recently been placed in London, Eng., by the Colonial Government to complete the construction of the branch lines arranged for five years ago. The agreement provided for the building of six branches, aggregating about 400 miles. The Bonavista Bay branch, 90 miles, was completed in 1911; the Trepassey branch, 104 miles, is expected to be completed early this summer; the Carbonear-Grable's Cove branch, 45 miles, is completed. Considerable work has been done on the other branches, which will serve the Heart's Content and Fortune Bay districts, and it is expected to have them ready for the completion of tracklaying this season. (May, pg. 215.)

St. John and Quebec Ry.—The Dominion Parliament, at its recent session, provided for the guarantee of bonds for \$3,000,000 for building three bridges on the line, at Andover, at The Mistake on the St. John River, and over Kennebecasis River at Parry Point, N.B. It was stated in explanation that a certain amount was provided in 1912 for the erection of these bridges, but it had since been found that they could not be built for the money. As the line, when completed, is to be operated as a part of the Intercolonial Ry., the Government decided to grant the further aid required. The original subsidy was to be given by a guarantee of bonds, the Government to pay the interest for a fixed period. It has now been decided that the Government will build the bridges, with their approaches, and the railway will be granted the free use of them for 15 years, after which the gross earnings of the bridges will be receivable by the Department. The gross earnings of the bridges is to be such proportion of the gross earnings of the railway as the cost of the bridges bear to the combined cost of the bridges and the railway. It is estimated that the bridges will cost about \$3,000,000. The original agree-

ment provided for the guarantee of bonds for \$1,000,000 towards the building of these bridges. (June, pg. 267.)

Toronto, Hamilton and Buffalo Ry.—At a dinner in Brantford, Ont., June 4, during the excursion of the Hamilton, Ont., Board of Trade, G. C. Martin, General Freight and Passenger Agent, T.H. and B. Ry., is reported to have said that all arrangements had been completed by the company for a branch line from Smithville to Dunnville, Ont., and that construction work would be started very soon. The line is to be ready for operation by Jan. 1, 1915. (June, pg. 267.)

The Western Dominion Ry. Co. was originally incorporated by the Dominion Parliament in 1912, and Parliament has now extended the time for starting construction for one year, and authorized amalgamation with the Alberta Pacific Ry. under the title of the W.D. Ry. Co. O. E. Culbert, Calgary, Alta., is Secretary. We are advised that contracts are about to be let for the building of the first section of the line.

Press reports state that it has been arranged to start work immediately, and that instead of building about 100 miles as originally proposed, the line will be extended to the International boundary, and there make connection with a branch of the Chicago, Milwaukee and St. Paul Ry., now under construction from Gerent Falls, Mont. The financing for the construction of the section of the line from Calgary to the newly discovered oil regions, it is said, has been arranged, and it is reported that a site for yards, etc., has been secured on the Canadian Petroleum Products Co.'s townsite. The line will touch Okotoks, Pekisro, Lunch Creek (crossing the Crownest Pass line of the C.P.R.), Pincher Creek and Cardston, and run to the International boundary. W. C. Teter, New York, is President of the W.D.R. Co. M. M. Mann, Chief Counsel of the Chicago, Milwaukee and St. Paul Ry., is a director, and J. H. N. Cornell is Chief Engineer.

The Minister of Railways has approved of the route from Calgary on condition that construction is started within three months, and has granted the Calgary and Fernie Ry. running rights into Calgary from 18 miles out. If this section of the line is not started within the three months and completed within a reasonable time the C. and F. Ry. may then build on its own survey.

A press dispatch states that a contract for grading on the first 100 miles from Calgary has been let to the G. H. Webster Co., Calgary, and a contract for 4,000,000 ft. of timber trestle work, and 12,000 cubic yards of concrete culverts to the Forest City Paving Co., Calgary. (June, pg. 268.)

Winnipeg.—The Mayor of Winnipeg and a deputation from the City Council made a trip of inspection, on June 10, over the railway line under construction from Transcona to Shoal Lake, Man., in connection with the Greater Winnipeg Water Supply. A large amount of construction has been done and 2.5 miles of steel had been laid on the main line. (May, pg. 215.)

Master Boiler Makers' Association.—The eighth annual convention was held at Philadelphia, Pa., recently under the presidency of T. W. Lowe, General Boiler Inspector, C.P.R. A report was submitted by H. W. Armshaw, C.P.R., relating to experiments on the C.P.R. Western Lines in connection with water treatment.

There are said to be 95 gravity or hump yards, on 30 different railway systems. Of these, four are known to be in Canada, three on the C. P. R., and one on the Michigan Central Rd.