

ing made for the laying out of ocean and other terminal facilities at Newport, B.C., on which it is proposed to spend \$2,000,000. The company is negotiating with the Dominion and the British Columbia Governments for securing the foreshore and other rights necessary for the proposed developments. Tracklaying out of Newport is reported to have reached a point 24 miles to the north, and it is expected that the second crossing of the Cheakamus River will be reached at an early date. The grading is reported to be well advanced right through to Lillooet, and it is hoped that track will be laid to that point by the end of the year. (Feb., pg. 70.)

**Pacific, Peace River and Athabasca Ry.**—The Dominion Parliament has under consideration an application for the incorporation of a company with this title to build a railway from the mouth of the Naas River, on the Pacific coast of British Columbia, easterly and northerly for about 200 miles to the height of land between the Naas and Skeena watersheds, then to the Skeena River, and along that river and the Bear River, crossing the divide to the Driftwood River, on to North Tacla Lake, via Hogem Pass, to the Omineca River, reaching the Peace River; along that river to Vermillion rapids or chutes, Alta., thence to Point Providence, along the Athabasca River to Fort McMurray, along the Clearwater and Pembro Rivers to the height of land; thence to the Buffalo River, and continuing easterly and southerly to Prince Albert, Sask. The provisional directors are: C. F. Law, V. Quinn, Vancouver, B.C.; T. A. Burgess, Ottawa; D. A. Thomas, Cardiff, Wales; V. Lloyd-Owens, London, Eng. (Dec., 113, pg. 575.)

**Pacific Trans-Canada and Hudson Bay Ry.**—The Dominion Parliament is being asked to extend the time for the building of the railway authorized by chap. 134 of the statutes of 1912. Smith and Johnston, Ottawa, are solicitors for applicants. (May, 1912, pg. 239.)

**Peace River Tramway and Navigation Co.**—Application is being made to the Dominion Parliament for the incorporation of a company with this title to build a railway with a gauge of 3 ft., to be operated by steam, electricity or other power, from Smith's Landing, on Slave River, easterly to Fort Smith, Alta.; and another from the Vermillion rapids easterly along the north bank of the Peace River, to north of Vermillion Falls. The company may carry on a general navigation business on the Peace, Slave and Mackenzie Rivers. The provisional directors are C. F. Law, W. H. Armstrong, G. Blair, Vancouver, B.C.; T. A. Burgess, L. Cote, Ottawa. (Dec., 1913, pg. 575.)

**Prince Edward and Hastings County Ry.**—Application is being made to the Dominion Parliament for authority to build an additional line from Brighton to Picton, thence easterly to Kingston, Ont.; and for an extension of time for building the lines previously authorized to be built. Pringle and Guthrie, Ottawa, solicitors for applicants. (June, 1912, pg. 301.)

**Reid Newfoundland Ry.**—The Fortune Bay branch has been surveyed through to Boat Harbour, and has been completed to Black River, 15 miles of track having been laid from Goobies during 1913. The distance from Black River to Boat Harbour is 64 miles, on which the company will push construction during this year. It is also proposed to push work during this year on the 42 mile branch from Grand Lake to Bonne Bay.

Two branch lines have been completed, viz.: The Trepassey branch, from Waterford Bridge to Trepassey, the last five miles of track being laid during 1913; and the

Heart's Content branch, from Broad Cove to Heart's Content, the last mile of track being laid in 1913. (Feb., pg. 70.)

**Saskatoon and Hudson Bay Ry.**—Application is being made to the Dominion Parliament for an extension of time for the building of the line authorized by chap. 137 of the statutes of 1911. C. G. Locke, Saskatoon, Sask., solicitor for applicants. (June, 1912, pg. 302.)

**Sudbury, Kewawa and Bell River Ry.**—The Dominion Parliament is considering an application for the incorporation of a company with this title, having power to build a railway from Sudbury, Ont., to Kewawa Jct., Que., thence northwesterly to a junction with the National Transcontinental Ry. at the crossing of Bell River. The provisional directors are:—J. Lumsden, A. Ellis, A. E. Hea, Ottawa; P. J. Loughrin, West Toronto; L. O'Connor, Sudbury, Ont.

**Timiskaming and Northern Ontario Ry.**—Speaking at Cobalt, Ont., recently, J. L. Englehart, Chairman of the T. and N. O. Ry. Commission, is reported to have said that plans for the diversion of the route of the southern part of the line, to eliminate curves, and for the electrification of the line, had been prepared, but the time for carrying them out had not arrived. It would not be many years before both works would have to be done. With regard to the proposal to extend the line from Cochrane to Hudson Bay, there was no reason at present for going on with the work. The time would come when the line would have to be built to James Bay, but the country through which the present line passed would have to be developed first.

The members of the Commission propose, at an early date, to go over the route for a proposed extension of the Elk Lake branch to Gowganda. It is reported that a new route has been found which is estimated to cost \$600,000 instead of \$1,000,000, the estimate for a previously located route. It is reported that if the new route is found satisfactory arrangements will be made for starting construction this year. (Feb., pg. 70.)

**The Toronto, Hamilton and Buffalo Ry.** will appeal against the decision of the Board of Railway Commissioners as to the question of the relocation of line in Hamilton, which was given in full on pg. 567 of our last issue. The Hamilton City Council has also decided to appeal against the decision, principally on the ground that the Commissioners hold that they cannot order the removal of tracks for more than a mile. (Feb., pg. 70.)

**Vancouver Railway and Ocean Terminal Co.**—The Dominion Parliament has been asked to incorporate a company with this title to acquire by lease or otherwise land in Vancouver and lay out thereon all necessary buildings for railway and ocean terminals, and in connection therewith to build double track line as follows: From the south side of False Creek, 500 ft. east of Main St., westerly along the south side of False Creek and English Bay, to 2,000 ft. west of Blanca Road, Point Grey. Deacon, Deacon and Wilson, Vancouver, B.C., solicitors for applicants.

**Winnipeg.**—An act has been passed by the Manitoba Legislature declaring that, as part of the undertaking, the Commissioners of the Greater Winnipeg Water District are authorized to build and operate a railway or tramway from Winnipeg easterly and southerly to the eastern boundary of the province. They may use steam, electricity or any other motive power in its operation.

Tenders are under consideration for the supply of all the tools and materials, except ties, rails and sundry steel, and for the building of grade and laying of track for 85

miles, more or less, of standard gauge railway, and for the building of a telephone line along the right of way. Tenders are also under consideration for the supply of 8,500 tons of 60-lb. new or relaying rails; 400 tons of angle bars, 256 tons of bolts and spikes, and 20 frogs and switch stands for this line. The estimated cost of construction is put at \$480,000; of track material at \$450,000, and of the telephone line at \$22,000, exclusive of poles. The clearing of the right of way will cost \$60,000, and the buildings for the engineers' offices are estimated to cost \$10,000. The contract for the telephone posts has been let to Bentz, Richardson Co., Winnipeg, and the contract for ties to O'Brien, Fowler and McDougall, Ottawa. (Feb., pg. 80.)

### Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those for 1912-13, from July 1, 1913:—

	Gross Earnings	Expenses	Net Earnings	Increase
July	\$1,928,800	\$1,414,500	\$514,300	\$19,700
Aug.	1,824,800	1,416,200	408,600	37,800
Sept.	1,994,900	1,470,000	524,900	101,400
Oct.	2,687,100	1,683,000	1,004,100	298,800
Nov.	2,673,300	1,708,500	964,800	87,000
Dec.	2,256,000	1,632,000	624,000	43,000
	\$13,364,900	\$9,324,200	\$4,040,700	\$587,700
Incr.	\$ 1,125,000	\$ 537,300	\$ 587,700	.....

Average mileage under operation during 1913, 4,480, against 4,297 in the previous year. Mileage operated during Dec., 1913, 4,458.

Approximate earnings for January, \$1,570,000, against \$1,513,400 for January, 1913.

### Canadian Pacific Railway, Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those for 1912-13, from July 1, 1913:—

	Gross Earnings	Expenses	Net Earnings	Increase or Decrease
July	\$11,993,062.27	\$7,876,269.09	\$4,116,793.18	x\$331,383.72
Aug.	11,434,459.38	7,473,320.64	3,961,138.74	x756,786.42
Sept.	12,157,082.17	7,741,508.48	4,415,573.69	165,274.84
Oct.	14,480,216.73	8,877,358.94	5,602,857.79	541,070.60
Nov.	13,407,015.31	8,518,769.25	4,888,246.06	630,107.02
Dec.	11,814,325.67	7,587,503.96	4,226,821.71	x168,897.80
	\$75,286,162.03	\$48,074,725.36	\$27,211,436.67	\$ 80,284.52
Incr.	\$ 1,759,970.66	\$ 1,679,686.14	\$ 80,284.52	.....

x Decrease.

Approximate earnings for January, \$7,719,000, against \$9,519,000 for January, 1913.

The mileage under operation was increased during January to 11,884.

### Grand Trunk Railway Earnings, Etc.

The following figures show the earnings of the G.T.R., C.A.R., G.T.W.R., and D.G.H. & M.R., for Jan., and increases, or decreases from the figures for Jan., 1913:

	1914	1913	Increase	Decrease
G.T.R.	\$2,865,527	\$3,097,977	.....	\$232,450
C.A.R.	158,256	176,874	.....	18,618
G.T.W.R.	555,473	590,147	.....	34,714
D.G.H. & M.R.	190,295	188,024	\$4,271	.....
Totals	\$3,769,551	\$4,051,022	\$4,271	\$281,511

### Grand Trunk Pacific Railway Earnings.

The approximate earnings of the Prairie Section and Lake Superior Branch for January, were \$368,318, against \$377,844 for Jan., 1913.

### Standard Rules on the Intercolonial Ry.

A circular was issued Feb. 10, stating that the standard code of General Tain and Interlocking Rules will be put into effect at midnight, May 30. The rule books are being distributed under the direction of the Superintendent of Stations, Trains and Train Dispatching. Three instructors have been appointed in each of the four districts to explain the rules, and to give instructions therein at different points in their districts, which employees are to attend.