

### Grand Trunk Railway Betterments, Construction, Etc.

**Lachine, Jacques Cartier and Maisonneuve Ry.**—Press reports, Mar. 17, stated that it is likely that construction will be started on this projected line during this year. The only matter at present unsettled is the final decision of the Montreal City Council, with respect to the closing of certain streets.

**Montreal Track Elevation.**—The Montreal City Council took up, on Mar. 16, the question of the cost of the proposed elevation of the G.T.R. tracks between Henri St. and Point St. Charles. The City Solicitor reported that the estimated cost is \$6,000,000, towards which the city has authority to contribute \$2,000,000. The city does not want to pay any more, but the company thinks it should. In the report on the electric railway situation, the City Engineer's department pointed out that the Montreal Tramways Co. would benefit by the carrying out of the work, and therefore should be asked to pay part of the cost. It is suggested that the Board of Railway Commissioners be asked to apportion the cost between the G.T.R., the Montreal Tramways Co., the City of Montreal and the town of Westmount.

**Extensions in Kingston.**—Press reports, Mar. 14, stated that some difficulty was being experienced in securing a connection between the foot of William St. and the shipbuilding and other industrial concerns, owing to the sharp curves necessary. The plans for the work are being prepared preparatory to negotiations with the City Council.

**New Station Buildings at Bridgeburg, Ont.**—We are officially advised that the plans for the proposed new passenger station, customs and immigration offices at Bridgeburg, Ont., are not yet sufficiently advanced to permit of a description being given. Press reports state that the buildings are to cost \$75,000, and that work is to be started at once.

**Galt and Elmira Branches.**—Press reports, Mar. 11, stated that the question of the electrification of the branch running south from Berlin to Galt, and north from Berlin to Elmira, is again under consideration, and that it is probable a start will be made on construction during this year. (Mar., pg. 129.)

### Great Northern Railway Lines in Canada.

**Vancouver, Victoria and Eastern Ry.**—An arrangement has been made with the Kettle Valley Lines and the British Columbia Government, under which the K. V. Line will be built into Princeton, there joining the V. V. and E. Ry. The K. V. Line will then operate over the V. V. and E. Ry. to the point of its junction with the K. V. Line at the starting point of what is known as the joint section, extending down the Coldwater River valley to Hope.

**Vancouver Terminals.**—A Stewart, Assistant Chief Engineer, G. N. R., reported to Vancouver City Council, Mar. 5, that about 1,750,000 cubic yards of filling was still required to be done on the company's portion of the False Creek flats. The present fill around the site of the proposed station was still 2 ft. lower than the permanent level of the fill. The layout of the tracks had not yet been finally decided.

Work has been started on the reinforced concrete bridges over the railway cut at Victoria road and Broadway East. The first named bridge will be 200 ft. long, and will cost \$35,000; the second will be 288 ft. long and will cost \$70,000. The city has granted permits for their construction to Grant, Smith and Co. (Mar., pg. 129.)

### Dominion Financing for Railway Construction.

In connection with the recent issue on the London, Eng., market of a Dominion Government loan for £5,000,000, the Minister of Finance has given out an official statement in which he says this loan and the other Government borrowings during the past six months are for the following special purposes:—(1) To meet sterling and currency indebtedness of \$10,000,000 maturing in October and November last, all of which has been paid off. (2) To pay the special subsidies to the Canadian Northern Ry. under the legislation of last session of Parliament. (3) To purchase 3% bonds of the G.T. Pacific Ry. Co. guaranteed by the Dominion Government, which otherwise would, from time to time, have been sold by the railway company through issues on the London market. The proceeds of these bonds, as purchased by the Government, have been and are being devoted to the construction of the Mountain section of the railway. (4) To advance to the G.T. Pacific Ry. Co. the loan of \$15,000,000, repayment of which is guaranteed by the G.T. Ry. This loan was authorized by the legislation of last session. The G.T.P. Government-guaranteed debentures referred to in (3) above, and the loan made to the G.T.P. Ry. under the guarantee of the G.T. Ry., are of course assets in the treasury of the Dominion.

The proceeds of the present issue of £5,000,000, underwritten in London, will, after the payment of £1,000,000 of treasury bills, which matured in March, be sufficient to meet the balance of expenditure under the headings mentioned above.

**Canadian Ticket Agents Association.**—At a meeting of the executive committee in Toronto, Mar. 5, G. W. Vaux, General Agent, Passenger Department, Union Pacific Rd., Chicago, on behalf of the Chicago & Northwestern, the Union Pacific, and the San Pedro, Los Angeles and Salt Lake lines, tendered the members a complimentary trip to Denver, Salt Lake City, Los Angeles and San Francisco, the idea being to start from Chicago Oct. 9, to hold the annual meeting in San Francisco, where three days would be spent and a day in each of the other places mentioned, free transportation, sleeping car berths and dining car service to be provided. The invitation was accepted conditionally upon the C.P.R. and G.T.R. providing free transportation to Chicago and return. The special committees appointed to discuss standardization of railways and steamship tariffs met on the same day.

**Cash Proceeds of C. P. R. Stock.**—Sir Thomas Shaughnessy, president C. P. R., is 225 lbs. of baggage will be checked without \$100 share of the company's outstanding common stock there has been paid into the company's treasury \$112.25 cash. In view of the large discount at which it was necessary to sell the original \$65,000,000 common stock, upwards of 30 years ago, when the railway was in the course of construction, the showing is remarkable and almost unique in the history of the railways in the world.

**Filling in a Trestle by Sluicing.**—A culvert under a 170 ft. fill was recently completed on the C.P.R., about 30 miles west of Robson, B.C., where a high trestle on the Cascade tunnel grade has been filled in. The crossing is in a narrow canyon, and it was considered cheapest to sluice the fill material from the adjacent hills by the use of hydraulic giants. The culvert, which is about 500 ft. long, was built up of masonry and has an arched roof with a span of about 12 ft.

### 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	\$1,028,800	\$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	57,000
Dec.	2,256,000	1,632,000	624,000	43,000
Jan.	1,570,900	1,218,000	352,900	82,700
Feb.	1,324,600	1,086,000	238,600	x29,900
	\$16,260,400	\$11,628,200	\$4,632,200	\$640,500
Incr.	\$ 1,108,400	\$ 467,900	\$ 640,500	.....

x Decrease.

Average mileage under operation during above period, 4,509, against 4,297 for same period 1912-13.

### 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.	11,434,459.58	7,473,320.64	3,961,138.94	x756,786.42
Sept.	12,157,082.17	7,741,508.48	4,415,573.69	165,274.84
Oct.	14,480,218.73	8,877,358.94	5,602,859.79	541,970.60
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
Jan.	7,916,216.25	6,916,042.19	1,000,174.06	x662,199.72
	\$83,202,378.28	\$54,990,767.55	\$28,211,610.73	x\$581,915.20
Incr.	.....	\$ 578,404.72	.....	.....
Decr.	\$ 3,420.48	.....	\$ 581,915.20	.....

x Decrease.

Approximate earnings for Feb., \$7,365,000, against \$9,526,000 for Feb., 1913.

During February the mileage under operation was increased to 11,920.

### 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.	\$5,597,335	\$6,017,499	.....	\$420,165
C.A.R.	825,102	845,239	.....	20,137
G.T.W.R.	1,039,828	1,108,295	.....	68,467
D.G.H. & M.R.	353,693	343,028	\$7,665	.....
Totals	\$7,315,958	\$7,317,061	.....	\$501,108

### Grand Trunk Pacific Railway Earnings.

The approximate earnings of the Prairie Section and Lake Superior Branch, 1,104 miles, for Feb., were \$313,492, against \$374,084 for Feb., 1913. The aggregate earnings for two months ended Feb. 28, were \$681,810, against \$751,928 for same period 1913.

**Use of Drawing Rooms, Etc.**—The Board of Railway Commissioners having ordered suspension of the new regulations as far as concerns traffic between points in Canada, pending a hearing on the subject at Ottawa, which took place Mar. 17, the date for the new regulations becoming effective between points in Canada is postponed until further notice. The new regulations became effective on traffic to, from and between points in the United States on Mar. 15. 300 lbs. and lbs. of baggage will be checked without charge for one person travelling in a drawing room and a compartment, respectively, under these regulations.

**Fires Originating Near Railways.**—The Board of Railway Commissioners has under consideration the advisability of requesting railway companies to submit monthly, in duplicate, reports on fires originating within 300 ft. of the track and burning over an area of 100 sq. ft. or more outside the right of way. It is reported that the submission of such reports shall be limited to lines or portions of lines to be broadly classified as running through forest sections.

The Algoma Eastern Ry. has been admitted to Eastern Canadian Passenger Association membership.