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Grand Trunk Pacific Railway Company's Annual Meeting.

The G.T.P.R. Co.'s adjourned annual meet-
ing was held in Montreal Sept. 25. The
directors' report is not made public, the
reason therefor, officially given, being that
the line is still under construction. The
following statement has, however, been sup-
plied for publication:—

"The construction of the main line to the
Pacific has reached mile 1204 west of Winni-
peg, and from Prince Rupert eastward con-
struction has reached mile 305, leaving a
section of 236 miles in British Columbia on
which the grade is to be completed and the
track laid, when the steel will be connected
through to the Pacific Ocean. This work is
being rushed forward vigorously, and it is
expected that the last spike in the construc-
tion of the main line will be driven at some
point in British Columbia probably within
the next nine months. After this is accom-
plished, however, considerable work will
still remain to be done along the line to put
it in suitable condition for daily train ser-
vice. As the line is nearing completion, in-
terest in the vast undeveloped country
through which it runs, particularly in Brit-
ish Columbia, is increasing, and there is
every prospect that the rapid settlement of
the country will take place as soon as ade-
quate transportation facilities are provided.

"Good progress is reported on the com-
pany's chain of hotels being built across the
continent as an adjunct to its transporta-
tion business. It is expected that the Fort
Garry hotel at Winnipeg will be completed,
ready for opening, the end of November.
The construction of the Qu'Appelle hotel,
which was recently commenced in Regina,
Sask., at a cost of \$1,000,000, is making good
progress. The Macdonald hotel, under con-
struction at Edmonton, Alta., occupies one
of the finest situations in the city, overlook-
ing the Saskatchewan River and surround-
ing country for many miles. It is expected
that it will be completed so that it may be
opened within the next twelve months.
Other hotels, of the most modern architec-
ture and equipment, are projected for attrac-
tive resorts along the line in the Rocky
Mountains, and the excavation for a large
hotel at the terminal at Prince Rupert was
also recently commenced.

"Traffic along the line is being carried in
ever increasing volume each year, and there
is every prospect that the prime object for
which this vast undertaking is being exe-
cuted will not be lacking at any period in
the company's future history."

The directors for the current year are:—
E. J. Chamberlin, President; W. Wainwright,
M. M. Reynolds, Vice Presidents; A. W.
Smithers, Sir Henry M. Jackson, J. A. Clut-
ton Brock, Lord Welby, H. G. Kelley, W. H.
Biggar, E. B. Greenshields, R. Dandurand,
W. M. Macpherson, Hon. G. A. Cox, E. R.
Wood, and J. R. Booth. The officers were
re-elected.

Canadian Pacific Railway Electrification in British Columbia.

Sir Thos. G. Shaughnessy visited his
birthplace, Milwaukee, Wis., on his way to
Winnipeg recently, and one of the enterpris-
ing individuals who provide the daily press
with fairy stories telegraphed a report
which was published with big headlines,
stating that Sir Thomas had announced that
the company's experiments with electrifica-
tion in British Columbia were only prelimi-
nary to the electrification of the entire
system, should the experiment prove suc-
cessful. Of course, the report telegraphed
was an absolute invention by the press cor-
respondent, and was not taken seriously by

transportation men. On Sir Thomas' arriv-
al at Winnipeg, where he was interviewed
about it, he laughed at the story and said
that if the electrification of the Rossland
subdivision, which was decided on some
time ago, and the electrification of Rogers
Pass tunnel proved satisfactory, the moun-
tain section of the main line between Field
and Revelstoke, B.C., would also probably
be electrified.

A good deal of preliminary information
about the electrification of the Rossland
subdivision was given in Canadian Railway
and Marine World for May, 1912, and Aug.,
1913. As previously stated, an order for
electric locomotives and the electric ma-
chinery was given some little time ago to
the Canadian General Electric Co. We have
already published general dimensions, etc.,
of the locomotives, of which four are said
to have been ordered, and which we learn
will have a regenerating electric braking
device.

American Railway Bridge and Building Association.

The 23rd annual convention was held at
Montreal, Oct. 21-23, this being the second
time the convention has taken place in
Canada, the last time being at Quebec, ten
years ago. The members were welcomed
by the President, A. E. Killam, formerly In-
spector of Bridges and Buildings, Intercol-
onial Ry., and W. McNab, Principal Assist-
ant Engineer, G.T.R., and about 100 new
members, chiefly Canadians, were elected.
A number of reports were received and dis-
cussed, the one dealing with the associa-
tion's finances, being especially satisfactory.
The entertainments included a drive round
Mount Royal, a trip to the Lachine Rapids,
inspection of the two bridges crossing the
St. Lawrence, and a visit to Ottawa by spe-
cial train provided by the C.P.R.

Railway Route Maps Approved.

The Minister of Railways has approved
railway route maps as follows:—

Alberta Central Ry.—Oct. 15.—Revision of
line from Tp. 26, r. 23, w. 3 m., to Tp. 27,
r. 25, w. 3 m., about 14 miles;

Canadian Northern Quebec Ry.—Oct. 10.
—From St. Michel to Bout de l'Isle, about
8.25 miles;

Canadian Northern Ry.—Oct. 10.—Revi-
sion of line between Sturgis and Hudson
Bay Jct., Man., 47.71 miles;

Canadian Pacific Ry.—Oct. 10.—Revision
of Swift Current Northwesterly line near
Empress, Sask., 23.2 miles;

Montreal and Southern Counties Ry.—
Oct. 10.—From St. Cesaire to Granby, Que.,
about 14.5 miles.

Canadian Northern Ry. Organization.

Charles Hine, who recently resigned his
position at Tucson, Arizona, as Vice Presi-
dent and General Manager of the Southern
Pacific Rd. of Mexico, and of the Arizona
Eastern Rd., two subsidiaries of the South-
ern Pacific Co., to take up expert railway
work along organization and efficiency
lines, with headquarters in New York, N.Y.,
has been retained by the Canadian North-
ern Ry. executive for a limited period to
go over its system and make suggestions
in regard to organization, etc. He has
already been over the eastern lines and
will now go over the western ones.

There are five possible methods for the
abatement of smoke from locomotives: 1.
The use of comparatively smokeless coals;
2. The use of air jets; 3. The use of mechan-
ical stokers; 4. The instruction of the men
operating the locomotives and the supervi-
sion of their work; and 5. The elimination of
the steam locomotive.