

been loaned to the Imperial Munitions Board, for the remainder of the war, and placed in charge of the General Car and Machinery Co.'s plant at Montmagny, Que.

W. M. DOHERTY, heretofore Night Chief Dispatcher, London, Ont., has been appointed Chief Dispatcher, Brantford, Ont., vice A. F. Sharpe, transferred.

A. F. SHARPE, heretofore Chief Dispatcher, Brantford, Ont., has been appointed Chief Dispatcher, London, Ont., vice H. R. McLennan, promoted.

J. R. BRENT has been appointed Night Chief Dispatcher, London, Ont., vice W. M. Doherty, promoted.

J. CALDWELL, heretofore Superintendent, Detroit Division, Western Lines, Detroit, Mich., has been appointed Agent at Chicago, Ill.

W. R. EASTMAN, chief clerk to General Passenger Agent, Central Vermont Ry., St. Albans, Vt., has been appointed New England Passenger Agent, G.T.R., Boston, Mass., vice E. H. Boynton, retired.

The following station agents have been appointed: Strathmore, Que., D. Rousse; Sutton, Ont., R. G. Winters; Craigvale, Ont., C. J. Alliston; Wilno, Ont., G. C. McFarlane.

Grand Trunk Pacific Ry.—W. J. STURGESS, heretofore Storekeeper, Transcona, Man., has been appointed acting Assistant Purchasing Agent, vice A. H. Mulcahey, loaned to the Imperial Munitions Board. Office, Winnipeg.

W. G. WHITELEY has been appointed acting Storekeeper, Transcona, Man., vice W. J. Sturgess, promoted.

L. V. DRUCE, heretofore Commercial Agent, Vancouver, B.C., has been appointed Division Freight Agent, Edmonton, Alta., vice A. E. McMaster, resigned.

A. DAVIDSON, heretofore Commercial Agent, Prince Rupert, B.C., has been appointed Commercial Agent with jurisdiction in B.C. territory, Rivers Inlet and south, including Vancouver, Victoria and Vancouver Island, reporting to Assistant General Freight and Passenger Agent at Prince Rupert, vice L. V. Druce, promoted. Office, Vancouver, B.C.

J. D. McAULEY, heretofore Travelling Freight and Passenger Agent, Juneau, Alaska, has been appointed Commercial Agent with jurisdiction in territory north of Rivers Inlet, including Queen Charlotte Islands, reporting to Assistant General Freight and Passenger Agent, Prince Rupert, vice A. Davidson, transferred. Office, Prince Rupert, B. C.

The following station agents have been appointed: Pembina Highway, Man., R. R. Tully; Watrous, Sask., H. McCreadie; Ruthilda, Sas., J. H. Gamble; Edgerton, Alta., M. O. Knudson.

Pennsylvania Rd.—C. B. BRODIE, heretofore Canadian Passenger Agent, Toronto, has been appointed District Passenger Solicitor, Newark, N.J., vice C. E. McCullough.

J. E. LITTLE, heretofore Passenger Solicitor, New York, has been appointed Canadian Passenger Agent, vice C. B. Brodie, promoted. Office, 56 King St. West, Toronto.

The Timiskaming & Northern Ontario Railwaymen's Patriotic Association's subscriptions to the Canadian Red Cross and Canadian Patriotic Funds, to Oct. 31, 1916, including \$9,651.95 paid direct to enlisted employees, were \$41,961.83. These amounts are exclusive of personal subscriptions by the commission and employees, and also of the monthly subscription to the 50,000 club by the Toronto staff.

Canadian Northern Railway Construction, Betterments, Etc.

Canadian Northern Quebec Ry.—The Dominion Parliament is being asked to extend the time for the completion of the projected branch lines from Rawdon to the National Transcontinental Ry., with a branch line from Rawdon to Joliette; and a line from St. Jerome to St. Eustache, Que.

Mount Royal Tunnel and Terminal Co.—The Dominion Parliament is being asked to extend the time within which the company may complete its railways and station building in Montreal.

A contract has been let to Norcross Bros., of Montreal, for the erection of the temporary station building on Lagauchetiere and St. Monique Streets. The excavation of the larger area on which the permanent station will be erected will be done by Angus Sinclair, of Toronto. This latter contract involves the removal of some 280,000 cubic yards of material.

Canadian Northern Ry.—The ratepayers of Fort William, Ont., decided Jan. 1, by a vote of 409 to 362 in favor of the Vickers St. site for the proposed station for the C. N. R.

A press report states that the company has let contracts to lumbermen along its line between Port Arthur, Ont., and Warroad, Minn., for the supply of 1,300,000 ties and 200,000 posts and poles.

No new track was laid on C. N. R. lines in Manitoba, Saskatchewan or Alberta during 1916.

The company, it is reported, proposes to locate a stockyard near the government elevator at Saskatoon, Sask., at a cost of \$30,000.

Canadian Northern Pacific Ry.—In connection with the building of the branch line from Kamloops the company acquired 90 acres of land in the Kelowna district. Through this area the right of way has been located, and the company claims that the whole 90 acres is thereby exempted from taxation. The town claims that at the most only six acres of this land is exempt, and desires to collect taxes on the balance. Judgment has been reserved in the Court of Appeals, which is being asked to reverse the decision of the lower court that the whole area is exempt.

The C. N. P. Ry. at present obtains an entrance into Vancouver over Great Northern Ry. tracks and to make use of these passes over the New Westminster bridge, owned by the province. The company was reported Jan. 5 to have paid up arrears of rental for the use of this bridge, and to be ready to sign an agreement with the government as to the future rental to be paid.

The installing of machinery in the car shops at Port Mann is reported to be well forward and it is expected that the shops will be ready for the construction of cars March 31.

An agreement is reported to have been reached between the company and the New Westminster City Council under which, in return for certain concessions, the company will remove certain tracks of the C.P.R. and of the British Columbia Electric Ry. to C. N. P. R. property. The total cost of the work is estimated at \$100,000. The principal concession granted the company is the right to use Front St. for railway purposes, and the removal of the tracks is necessary in order that the city may extend Columbia St. through to 12th St. without having to carry it across the tracks.

The time within which Champion and White, who claimed certain riparian rights on part of the False Creek area, Vancouver, could appeal against the decision debarring them from further objection to the reclamation works having expired without notification of further proceedings being taken, it is expected that much more rapid progress will be made with the work than heretofore. The particular work with which these proceedings interfered was the building of the sea wall. A large quantity of concrete piling for this is already on the spot.

It was reported Jan. 5 that construction on the Vancouver station building would be started by Jan. 31.

Lines on Vancouver Island.—Good progress is reported to have been made with the construction of the car ferry slip at Patricia Bay, Vancouver Island. As soon as this is completed, which will probably be by April 1, a regular car ferry service will be maintained with the mainland.

The line from Patricia Bay into Victoria is being ballasted and got ready for traffic. The only piece of construction on the line unfinished is the bascule bridge at Selkirk Water, which is being built by the Canadian Bridge Co., Walkerville, Ont.

The grading of the Barkley Sound line is practically completed to mile 106, and the steel for this line is now being delivered at Port Mann. It will not be taken over until the ferry service is put in operation at Patricia Bay. The steel for the bridges necessary on the line will also be taken by the same route. It is reported that this 106 miles will be completed this year. (Jan., pg. 22.)

International Railway of New Brunswick.

The following press dispatch was sent from St. John, N.B., Jan. 12: "The Dominion Government organ here says the Government has acquired the International Ry., which runs from Campbellton to St. Leonards, N.B., and the Maine border. It hints at the purchase price being between \$2,000,000 and \$3,000,000.

We are officially advised that negotiations for the purchase of this railway were on when war broke out. It was then decided to enter into an agreement to purchase the line at any time within a five year period. In the meantime, the Dominion Government is paying rental on the road based on the price agreed upon, and it has been operated as a branch of the Intercolonial Division, Canadian Government Railways, since July 31, 1914. The promoter and builder of the line, Thos. Malcolm, of Campbellton, N.B., died recently.

Utilizing Abandoned I.R.C. Right of Way.—At a meeting of the Dorchester, N.B., County Council, Jan. 18, a letter from the Assistant to the General Manager, Canadian Government Railways, was read stating that the C.G.R. would lease to the Parish of Moncton, "the portion of the abandoned right of way of the Intercolonial Ry. from Moncton to Berrys Mills, which will be properly described in the lease, for two years, and thereafter during the pleasure of the management, at a nominal rental of \$1 a year, the parish to maintain the roadway."