

Canadian Northern Railway Construction, Betterments, Etc.

Montreal Tunnel and Terminal Co.—The tunnel has been widened to the full height and width for nearly 2,000 ft. from the western portal at the Model City. It is 35 ft. wide and 22 ft. high. The work of lining it with concrete blocks has been started. The electrical substructure at the western end of the tunnel is about two-thirds completed.

Canadian Northern Ontario Ry.—The first freight train from Toronto arrived in Port Arthur, Ont., Oct. 10. The section of the line from Capreol to Ruel has been operated over for some time, but the Ruel-Port Arthur section has only been finally completed recently. The line from Capreol to Port Arthur forms part of the Montreal-Ottawa-Port Arthur section of the company's transcontinental line. The line from Toronto to Capreol will be the Toronto branch of the transcontinental line.

We are officially advised that although a train of stock cars went over the line as stated, it has not yet been opened for public traffic.

Canadian Northern Ry.—It is reported a site has been acquired in Fort William, Ont., for the erection of a new station. The ratepayers will be asked to sanction the plans before the purchase is completed.

Reports were current in Moose Jaw, Sask., Oct. 12, that the clearing of houses and other buildings on the land purchased for the C. N. R. right of way meant the immediate building of a line directly into the city, and the building of a central station to replace the present one at South Hill. The report is also revived that a union station with the Grand Trunk Pacific Ry. is being arranged for.

The Saskatchewan Legislature has extended the time within which the Canadian Northern Ry., and the Canadian Northern Saskatchewan Ry., may build the lines for which the province has guaranteed bonds. This act covers the lines which are under construction and gives an extension of time to Jan. 1, 1917, for their completion; and extends the time for the starting of the other lines to Jan. 1, 1917.

A press report states that a contract has been let for the grading of 23 miles from Medicine Hat to Hanna, Alberta, to the Northern Construction Co. The Mayor of Medicine Hat returned to the city from Winnipeg, Oct. 8, and is reported to have stated that Sir William Mackenzie informed him that this work would be started immediately.

Ballasting is being proceeded with on the line from Camrose to Edmonton, and it is expected that a train service will be put on by the end of the year.

The line from Stettler to Nordegg, Alberta, 123 miles, has been taken over by the operating department, and a train service put on. It is reported that about 900 tons of coal a day are being shipped from the collieries at Nordegg.

Track was laid on the Onoway-Grand Prairie line in 1913 to the Pembina River, mileage 32. A bridge is under construction over the river, which involves 2,000 ft. of trestle work, and 400 ft. of steel work, the latter at a height of 74 ft. Grading is reported to be completed to the McLeod River at Whitecourt, 43 miles from the Pembina. The McLeod River will be crossed by a bridge 600 ft. long, which will not be built until the track reaches Whitecourt.

Canadian Northern Pacific Ry.—Sir William Mackenzie returned to Toronto, Oct. 2, from a trip over the line. He is reported to have said in an interview, that there now remains about 90 miles of track to be laid be-

tween the ends of steel being pushed westerly from the Yellowhead Pass, and easterly from Kamloops. The work had been somewhat delayed by the slowness of deliveries of steel for the bridge work, but he expects to see the track laying completed in December.

Vancouver Terminals.—A press report states that a contract has been let to H. Peterson, for the erection of a temporary wall, 2,000 ft. long, in False Creek, Vancouver, to hold back material to be dredged from the creek and poured in, and that the work is to be started at once. (Oct., pg. 467.)

Grand Trunk Pacific Railway Hotel at Edmonton.

The G. T. P. Ry. hotel in Edmonton, Alberta, which is to be known as the Macdonald, is reported to be about completed. It overlooks the Saskatchewan River at an elevation of about 200 ft., and commands extensive views both up and down the river. The building is of the chateau style, which the company has adopted for all its hotels, but each building has an individuality of its own. The building is L shaped, the right wing parallels McDougal Ave., and the left the side street. The right wing is 115 by 55 ft., and the left 165 by 87, with an entrance connecting the two wings. The main doorway gives entrance to the rotunda, lounge rooms, offices, tea room, dining room, ball room, and the other public rooms; while the kitchens, etc., are beneath. The mezzanine floor overlooks the rotunda, and opens on the terrace over the main entrance. It comprises a ladies' drawing room, men's writing room, banquet room and three private dining rooms. There are five floors above for bedrooms, 22 rooms on each floor being fitted with bathrooms. On each floor are public lavatories and bathrooms, service rooms, etc. The interior of the entire building has been most carefully planned, and the decorations and appointments are the most modern. The architects are Ross and Macdonald, Montreal, and the contractors are the Canadian Stewart Co. The date for opening the hotel has not been announced.

Australian Freight and Passenger Rates Advanced.

Increases in freight rates of 10%; and in passenger fares ranging from 5 to 50%, are the means by which the government railways of New South Wales, Australia, have undertaken to combat the world wide advance in costs of railway operation. The annual report of these railways as analyzed by the Bureau of Railway News and Statistics, presents detailed outlines of the advances, and attributes them almost wholly to the expansion in wages and costs of materials.

This is looked upon as the most striking recent instance of the facility with which state owned railway systems have been adopting advances in rates to cope with the rapid rise of late years in operating expenses, and is in sharp contrast to the experience of the private transportation systems of the United States, where, in spite of recognition by the Interstate Commerce Commission of pressing need, eastern railways have been refused a 5% advance covering only freight rates, and under emergencies caused by the European war the roads have had to petition for a reopening of their case owing to actual threatening of their credit structures.

Increased charges for freight transportation placed in effect by the New South Wales government roads are uniformly 10%, and with the estimated annual increase in revenue are as follows:—

1st and 2nd class freight rates	\$350,000
Class A, B and C mileage rates	230,000
Live stock rates	300,000

Total added freight revenue\$880,000

Advances have been made in passenger fares, despite the fact that "cheap excursion fares" already were on a basis of 4c. per mile first class, and 2c. per mile second class, while "special cheap excursion week end rates" were 3½c. per mile first class, and 1½c. per mile second class, compared with an average of only 2c. per mile received for all passenger traffic by United States railways in 1913. The increases range from 5% in the case of through fares, to 50% in second class excursion fares. The total new yearly revenue from both services is estimated at \$1,750,000, or more than 5.3% of gross operating revenues in 1913. A similar increase in the United States would amount to almost \$169,000,000.

In explanation of the increases the minister of the government railways points out that expenses rose \$3,742,000 in the last year, of which \$2,704,000 was in wages. The operating ratio rose from 68.8% in 1913 to 69.9% in 1914. Wages took up \$49.68 of every \$100 revenue in 1914, against \$48.80 in 1913.—Railway Review, Chicago.

Railway Rolling Stock Notes.

The Intercolonial Ry. has received 2 express refrigerator cars from its Moncton Shops.

The C.P.R., between Sept. 15 and Oct. 15, ordered 9 refrigerator cars from its Angus Shops.

Randolph Macdonald Co., Toronto, has ordered one 4-wheel switching locomotive from the Montreal Locomotive Works.

The Intercolonial Ry. has ordered 6 steel frame 1st class cars from Canadian Car and Foundry Co., and 1 wrecking crane of 100 tons capacity.

The C.P.R., between Sept. 15 and Oct. 15, received 69 steel frame box cars, 7 steel first class cars and 1 class W locomotive, from its Angus Shops.

In 1913 the C.P.R. built 81 locomotives in its Angus Shops, Montreal. It is stated that only one railway in America built more in its own shops during the year.

The G.T.R. has received 4 suburban type locomotives from the Montreal Locomotive Works; 7 first class cars from the Canadian Car and Foundry Co., and 5 baggage cars from the National Steel Car Co.

The Canadian Car and Foundry Co. during September, delivered 11 wooden colonist cars to the Canadian Northern Ry.; 6 steel frame first class cars to the G.T.R., and built 1 all steel 40 ton box car for its own purposes.

A press report from Edmonton, Alta., states that the Edmonton, Dunvegan and British Columbia Ry., has the following rolling stock:—100 box cars, 12 refrigerator cars, 60 ballast cars, 11 passenger cars, 1 private car and 6 locomotives, while other rolling stock is on order, delivery of which will be made shortly.

New York Central Merger Approved.—The consolidation of the New York Central and Hudson River Rd. with the Lake Shore and Michigan Southern Ry. has been approved by the New York Public Service Commission, Second District.