

Canadian Government Railways' Construction and Betterments.

The House of Commons passed the following votes recently: C.G.R. construction and betterments, \$6,500,000; Dartmouth to Deans branch line, \$65,000; to provide car ferry, construction, terminals, etc., \$310,000.

The Minister of Railways, explaining the votes, stated that the \$6,500,000 is on capital account and is not required to complete any line, but is for general betterments, distributed as follows:

Intercolonial Ry.—Buildings, \$571,000; roadbed and track, \$333,000; bridges, \$365,200; miscellaneous, which includes \$3,000,000 for Halifax terminals, \$4,158,000; total, \$5,426,200.

Prince Edward Island Ry.—Roadbed and track, \$7,600; bridges, \$900; miscellaneous, \$2,200; total, \$10,700.

New Brunswick & Prince Edward Island Ry.—Buildings, \$14,500; roadbed and track, \$64,000; bridges, \$55,600; miscellaneous, \$4,000; total, \$138,100.

International Ry of N.B.—Roadbed and track, \$5,390; bridges, \$1,010; total, \$6,400.

National Transcontinental Ry.—Buildings, \$118,900; roadbed and track, \$151,100; bridges, \$74,000; miscellaneous, \$22,700; Winnipeg elevator, \$425,000; total, \$791,700.

Lake Superior Branch — Buildings, \$3,800; roadbed and track, \$15,400; bridges, \$87,700; miscellaneous, \$20,000; total, \$126,900.

The Minister said in reference to the N.B. & P.E.I.R. that it is hoped to get the betterments completed this year and to relay line with track taken up from the Intercolonial main line. The government is getting 12,000 tons of rails rolled at Sydney to be laid on the main line to release lighter weight rails for branches, etc. It is desired to get this particular piece of line relaid so that when the Prince Edward Island car ferry terminals are completed the line will be in a position to handle the traffic.

The \$3,000,000 proposed to be expended on the ocean terminals at Halifax will complete the unit at present in hand; the station and train shed to be built in the future is estimated to cost \$1,000,000. The total cost of the Halifax ocean terminal work to the date of the discussion was \$3,400,000.

Asked as to what was being done to avoid the gradient between Sackville and Dorchester, the Minister said: "We have spent considerable money in surveying to get the best route possible, and had it not been for the war I have no doubt we would have made the change before this. We will have to build nearly 100 miles to get around the gradient spoken of. Last winter the line from Truro to Halifax was exceedingly busy. We would be very glad indeed if we could go on with the work, but it is impossible now. I think we have a gradient there that will give satisfaction; it is 0.4% both ways."

In regard to the Intercolonial Ry. Dartmouth to Deans Branch, the Minister stated the amount asked is for the completion of the line. The line had not been in operation sufficiently long to have a full year's revenue reported on, but it is doing very well, better than was anticipated, and is proving a valuable feeder to the I.R.C. A telegraph line has been installed.

Referring to the Prince Edward Island car ferry vote, the Minister stated that it is hoped to take over for operation the

car ferry terminals on the island and at Cape Tormentine at an early date. It had not been decided whether, when the car ferry was in operation, the steamship service between Charlottetown and Pictou, N.S., and between Summerside and Point du Chene, N.B., would be continued.

Railway Rolling Stock Notes.

The G.T.R. has ordered 1,000 box cars from American Car & Foundry Co., and 10 snow ploughs from Russell Snow Plough Co.

The C.P.R. has received 116 freight refrigerator cars and 2 steel mail cars, 60 ft. long, from its Angus shops, and 6 vans from its Winnipeg shops.

The British Government is reported to have ordered 100 consolidation freight locomotives from Baldwin Locomotive Works, at a cost of about \$4,500,000, for delivery within six months.

Canadian Government Railways have ordered 2,000 box cars, 40 tons capacity, from Canadian Car and Foundry Co.; and 1,000 box cars, 40 tons capacity, from National Steel Car Co.

The C.P.R. has ordered 1,365 composite coal cars of 40 tons capacity, and 10 275% decapod locomotives from its Angus shops. The company is also having converted at its Angus shops, 600 stone cars and 1,161 steel side dump ballast cars, in order to handle the coal situation.

The G.T.R. was stated in our last issue to have ordered 10 locomotives from Canadian Locomotive Co., Kingston, Ont., and 5 locomotives from American Locomotive Co., Schenectady, N.Y. These orders were placed in March and mentioned in our April issue, with details, and were advised a second time in error.

The Russian Government is reported to have ordered 250 decapod locomotives from American Locomotive Co. and 250 from Baldwin Locomotive Works, for delivery early in 1918. The cost is stated to be about \$28,000,000, and it is said that payment is practically guaranteed by the U. S. Government.

The Eastern Car Co. has delivered a further 300 cars to the Paris and Orleans Ry., France, making a total of 1,650 cars delivered to July 18, and leaving 350 to complete the order. It has also delivered to Canadian Government Railways 154 steel frame box cars, 50 tons capacity, making a total of 372 cars delivered to July 18, out of an order for 500.

Following are chief details of the 1,000 steel frame box cars, 40 tons capacity, which Canadian Government Railways have ordered from the National Steel Car Co.:

Length over striking plates	38 ft. 1 1/4 in.
Length inside	36 ft.
Centre to centre of truck	26 ft. 10 in.
Width, extreme	10 ft. 0 1/2 in.
Width, inside	8 ft. 6 1/2 in.
Extreme height from rail	13 ft. 10 in.
Height, inside	8 ft. 5 1/4 in.
Truck wheel base	5 ft. 4 in.
Journals	5 x 9 in.
Wheels	33 in. diam.
Draft gear	Twin spring
Couplers and bolsters	Simplex
Air brakes	Westinghouse
Journal boxes	McCord malleable iron
Truck springs	M.C.B. class B
Brake beams	M.C.B. no. 2

Canadian Government Railways have received 138 box cars, 50 tons capacity, from Eastern Car Co.; 30 box cars, 30 tons capacity, from Canadian Car & Foundry Co.; and the following second hand equipment from General Equipment Co.: 4 locomotives, 36 coal cars, 40 tons capacity; 57 of 35 tons capacity; 138 of 30 tons capacity, and 10 box cars of 30 tons capacity.

The Toronto, Hamilton & Buffalo Ry. has ordered 6 six wheel switching locomotives from Canadian Locomotive Co., of which the following are the chief details:

Weight in working order on drivers	166,000 lb.
Wheel base	11 1/2 ft.
Wheel base, engine and tender	45 ft. 4 1/2 in.
Heating surface, firebox and arch tubes	142 sq. ft.
Heating surface, tubes	1,879 sq. ft.
Heating surface, total	2,021 sq. ft.
Driving wheels, diam.	51 in.
Driving wheel centres	Cast steel
Driving journals	9 x 12 in.
Cylinders, diam. and stroke	21 x 28 in.
Boiler, type	Radial stayed
Boiler pressure	180 lb.
Tubes, no. and diam.	165-2 in.; 22-5 1/4 in.
Tubes, length	16 ft.
Brakes	Westinghouse American
Packing	King metallic
Superheaters, Locomotive Superheater Co.'s type A	
Fire door	Franklin butterfly type
Brick arch	American Arch Co
Valve gear	Walschaerts
Reverse gear	Casey-Cavin power type
Weight of tender, loaded	110,000 lb.
Water capacity	5,500 gal.
Coal capacity	8 tons
Tank, type	U shape, steel coal gate
Truck, type	Arch bar
Wheels	Solid steel, 33 in. diam.
Journals	5 x 9 in.
Brake beams	Buffalo Brake Beam Co.
Axle boxes	McCord

Freight Rates on Grain and Grain Products East of Fort William.

The Assistant Chief Railway Commissioner, D'Arcy Scott, gave judgment, July 17, on the application of the railway companies for a general increase in rates on grain and grain products east of Fort William, stating that the board was prepared to authorize an increase of 1c in both the lake and rail, and the all rail rates, applied for in the eastern rates case, but that it saw no justification for placing the heavy burden of a permanently added 2c to the lake and rail rate for the purpose of preventing the Canadian Northern from cutting the all rail rate.

He also said: "With the allowance of increased rates in the eastern rates case, and the increase in rates from the head of the lakes just referred to, it naturally follows that certain increases in the rates on grain and grain products in the territory east of the lakes should be allowed. The system of building up through rates to points in Quebec and the Maritime Provinces, by adding to the rates to Montreal certain fixed special proportional rates, or arbitraries, while it has been criticized, is nevertheless beneficial as a means to maintain the fixed relationship in certain rates. It is not proposed to increase these arbitraries to points in the Province of Quebec, west of and including Levis and Megantic."

The judgment provided for certain other advances, and also certain reductions, and authorized the railway to issue new tariffs, to become effective Sept. 1, order 26172, of June 5, remaining effective in the meantime.

The Roadmasters and Maintenance of Way Association annual convention which was to have been held at Chicago, Sept. 18 to 21, will be reduced to two days, all of which will be devoted to routine business, discussion of reports, election of officers, etc. All entertainments, excursions, etc., will be eliminated.

Michigan Central Rd.—There has been deposited with the Secretary of State at Ottawa, a lease dated June 1, 1917, made between the Guaranty Trusts Co., of New York, as trustee, and the Michigan Central Rd., relating to the Michigan Central Rd. equipment trusts of 1917.