aminations. After baggage has been passed by the customs officers and then checked by the railway staff, it will be transferred to the floor below, by means of chutes or elevators, to a distributing baggage room, from where it will be routed to cars according to destination. Mails will be discharged directly from the steamship to the lower level of the steamship passenger building, to a distributing mail room, from where they will be transferred to cars according to destination. After passengers have landed, and have passed their baggage through the customs, they will pass into a booking hall containing ticket offices for the railway and steamship lines. Here passengers may obtain railway checks for their baggage, secure their tickets and attend to other matters of transportation which they may find necessary. They will then pass into the train concourse or train waiting room, which will connect the steamship station with the Halifax city station and form the stem of the letter T as stated above. The train concourse is designed for the common use of the Halifax city traffic and the steamship passenger traffic. The floor of this room will be placed level with the second story level of the steamship passenger building, and also level with the ticket lobby floor of the Halifax city station. The passenger platforms of the trainshed will be placed at a level between the train concourse and the baggage room beneath. All stairways will be eliminated between the train concourse level and the passenger platforms, the passengers reaching the passenger platforms by means of easy inclines. Separate trucking platforms for baggage trucks will be provided and these will connect with the baggage room beneath the train concourse by similar inclines, but separate from the passenger inclines, thus avoiding all confusion between passengers and baggage.

Ample provision will be made for the large number of immigrants which are expected to come through the port of Halifax and detention rooms and offices will be provided for the various government officials connected with the immigration work, as well as separate lounge rooms, lunch rooms, sleeping rooms, lavatories, etc., for the immigrants. These rooms will not be directly connected with the other portions of the station building.

The general arrangements contemplate the erection of a separate power house for the furnishing of heat, light and power for all the buildings connected with the terminal project, a grain elevator for the handling of grain from cars to the vessels, and large track provisions for handling of freight to and from the pier sheds. The architects are preparing plans for all the work in connection with the buildings to be placed upon the piers. The use of local materials is contemplated as far as possible and practicable, including granite, sandstone, brick and concrete.

A contract for the construction of the sea walls of the landing stage and the first pier was let some time ago to Foley Bros., Welsh, Stewart and Fauquier, and the work is in progress.

Increased Rates for Spirituous Liquors Refused.—The Canada and Gulf Terminal Ry. applied recently, to the Quebec Public Utilities Commission, for permission to use a special tariff on spirituous liquors, in excess of the general tariff, giving as a reason therefor the frequent pilfering of liquor consignments. After hearing evidence, the commission decided that nothing had been advanced that would justify the increase asked for, and that if there is breaking into and interference with consignments the remedy for this state of affairs is not by an increase of the rates charged.

Railway Finance, Meetings, Etc.

Algoma Central and Hudson Bay Ry.—There has been deposited with the Secretary of State at Ottawa a deed made between the company and the United States Mortgage and Trust Co., securing an issue of second mortgage 6% gold bonds redeemable in 50 years.

Canadian Pacific Ry.—Application is being made to the Board of Railway Commissioners by the C.P.R. for recommendation to the Governor-in-Council for approval of the leasing to it of the Lake Erie and Northern Ry. for 999 years, from Dec. 1.

Central Vermont Ry.—The report for the year ended June 30, which was presented at the annual meeting at St. Albans, Vt., Oct. 20, showed an operating loss of approximately $259,257.75, which has been paid by the G.T.R. under its guarantee. The officers and directors for the current year are,—Chairman, E. J. Chamberlin; President, E. C. Smith; Vice President, C. W. Witters; other directors, E. A. Chittenden. G. C. Jones, W. S. Webb, J. W. Stewart, J. G. McCullough, S. E. Kilner, A. Tuttle, H. S. Marston and W. H. Biggar. Auditor, E. Deschenes; Clerk and Treasurer, W. H. Chaffee.

Kettle Valley Lines.—There was filed with the Secretary of State at Ottawa, Oct. 9, a discharge of a mortgage entered into between the K.V. Ry., the C.P.R. and the Royal Trust Co., dated June 2, 1913, and a mortgage made between the same companies, dated Oct. 8, securing an issue of K.V. Ry. bonds.

Quebec, Montreal and Southern Ry.—An action for the recovery from the Dominion Government of $36,765.45, part of a subsidy claimed to be due on account of the construction of one of the lines now amalgamated under this title, was heard at the Court of Exchequer, Oct. 7, when judgment was reserved. The Q. M. and S. Ry. petitions the court for the necessary order as assigners of the rights acquired by F. L. Beique, when the railways were sold Sept. 2, 1905, under an order of the Court of Exchequer. The Dominion Government alleges that the amount claimed is not due, as the balance of the subsidy was retained by the Government as being owing to the Intercolonial Ry. for freight charges.

Temiscouata Ry.—We are officially advised that the report for the year ended June 30, 1914, submitted at the annual general meeting of shareholders and registered bondholders at Quebec, Sept. 29, was considered very satisfactory. Passenger traffic showed an increase of $1,400 and freight traffic an increase of $20,000. After meeting all fixed charges a dividend on the consolidated mortgage income bond was declared similar to last year, $10,000 was appropriated for betterments, and $4,800 was carried forward. The following are the directors for the current year: J. H. Walsh, President; G. G. Grundy, Secretary and General Manager; A. H. Cook, K.C., F. Murphy, K.C., and W. N. Campbell.

Net earnings for August $3,667.

Wabash Rd.—Plans for the reorganization of the company, which were submitted to the State Commission in May, have been withdrawn by the bondholders' committee. It is stated that the plans have been interfered with by the war, by legislation and excessive taxation.

White Pass and Yukon Route.—Gross earnings from Jan. 1 to Sept. 14, $1,347,782, against $1,091,835 for the same period 1913.

Canadian Government Railways officers and employes have given one day's pay to the Canadian Patriotic Fund, $20,150.

Great Northern Railway's Report for 1913-14.

The G. N. Ry.'s 25th annual report covers the operations for the year ended June 30. It shows that the share capital has been increased from $231,000,000 to $250,000,000, of which there was outstanding $230,997,700. The bonded debt outstanding has been increased from $185,830,909.09 to $193,124,909.09. There was an increase of $7,471,000 of bonds held in the treasury, $3,000,000 of which have been issued on account of construction, and the remainder for the acquisition of stock on various subsidiary companies, the following being in Canada:—Vancouver, Victoria and Eastern Ry. and Navigation Co., $1,800,000; Crow's Nest Southern Ry., $30,000; Nelson and Fort Sheppard Ry., $30,000; Manitoba Great Northern Ry., $25,000.

The expenditure on new construction was $2,618,979.94, and included $256,378.56 on account of the extension from Niobe, N.D., to the International boundary at Northgate, Sask., where connection is made with the Grand Trunk Pacific Ry. branch from Regina; and $433,047.84 on account of the Oroville-Pateros branch of the section of the V. V. and E. Ry. in Washington. The total net increase in the investments in Canadian companies is $1,583,994.35. The report refers to the arrangements made with the Kettle Valley Lines for the joint use of certain sections by the V. V. and E. Ry., by which the duplication of 92 miles of line through a difficult country is avoided.

Operating revenues were $75,473,869.09, a decrease of $3,218,898.13, from the previous year. The operating expenses were $46,547,956.35, an increase of $688,701.83. Adding the other revenues, and deducting accrued taxes, bond interest and other charges, the net corporate income was $20,453,551.38. Dividends absorbed $15,063,048, and accrued interest and special appropriations $2,078,934.40, leaving $3,311,571.98 for transfer to profit and loss account. No separate reports are given as to the operations of the lines in Canada.

In the consolidated general balance sheet the total investments shown in the company's Canadian lines are as follows:—Midland Ry. of Manitoba, $2,272,570.13; Manitoba Great Northern Ry., $2,066,000; Brandon, Saskatchewan and Hudson Bay Ry., $2,150,000; Crow's Nest Southern Ry., $4,210,197.42; Bedlington and Nelson Ry., $190,000; Nelson and Fort Sheppard Ry., $2,119,019.51; Red Mountain Ry., $310,619.07; Vancouver, Victoria and Eastern Ry. and Navigation Co., $20,930,000; New Westminster Southern Ry., $278,232.81.

The company owns 7,528.18 miles of first track, and 216.11 of second track. Of this mileage 167.62 of first track are in Manitoba; and 411.27 of first track and 7.12 miles of second track are in British Columbia. Of the mileage in Manitoba, 6.40 miles of main line track are owned jointly with the Northern Pacific Ry.

Funds for Alberta Railway Construction. It is reported to have been announced in the Alberta Legislature, Oct. 20, that there is in the Provincial Government's custody over $12,000,000, received from guaranteed railway securities and not paid out. The amount in connection with each railway is as follows: Canadian Northern, $1,148,959; Canadian Northwestern, $2,759,652; G. T. P. Branch Lines, $1; Edmonton, Dunvegan and British Columbia, $1,935,169; Alberta and Great Waterways, $605,555; Lacombe & Blind Man Valley Electric, $140,035. Total, $12,079,371.