

## Canadian Northern Railway Construction, Betterments, Etc.

**Montreal Tunnel and Terminal Co.**—Work has been started on the "cut" for the erection of the Canadian Northern Ry. station in Montreal. This cut will extend from Cathcart St. on the north to Lagachetiere St. on the south, and from Mansfield St. on the west to St. Monique St. on the east. The work is being gone on with on Dorchester St., between Mansfield and St. Monique Sts., tramway service being temporarily suspended. The cut at this point will be 170 ft. wide and 50 ft. deep, which will be covered with a steel trestle bridge, with a concrete deck on which a double track car line will be laid.

**Canadian Northern Quebec Ry.**—The Board of Railway Commissioners has authorized the opening for freight traffic of the line through Arundel, Ponsonby, and Amherst townships, Argenteuil and Ottawa counties, Que., mileage 0 to 9.57. This is the recently complete line from Arundel to Kaolin.

**Toronto-Hamilton-Niagara line.**—A route map has been filed with the Railways Department at Ottawa for a line from Toronto to Hamilton and thence to Thorold, Ont. The object is to secure a right of way for the line as between Bronte and Thorold, 44 miles. The Board of Railway Commissioners' approval has been given for sections of the route, between Toronto and Bronte, on the plans for the actual location of the line. The plans filed show a route along the Toronto and Niagara Co.'s power line.

**Canadian Northern Ry.**—A press report states that the company proposes to build a new station in Fort William, Ont., early in the summer. Two sites are said to be under consideration.

**Canadian Northern Pacific Ry.**—There has been deposited with the Public Works Department at Ottawa plan and description of the site and elevation of a proposed railway bridge across the South Thompson River at Kamloops.

The British Columbia Minister of Railways has approved of the company's plans for a temporary frame trestle over the British Columbia Electric Ry. at station 157+94, mileage 2.7, the plan having been approved by the B. C. E. R.

**Vancouver Terminals.**—Sir William Mackenzie, President, and M. H. MacLeod, General Manager and Chief Engineer, arrived in Vancouver, Dec. 12, to deal with a number of matters affecting the company's interests. They met the Mayor and city council to discuss the erection of the sea wall, the hotel, and other matters connected with the development of the False Creek terminals project. The company desires to secure an extension of time for carrying out the sea wall work, but the council wants it to be gone on with and completed within the time originally specified. Sir William is reported to have stated that the work would be resumed as soon as he had an opportunity of verifying certain matters. So far as the hotel site was concerned, Sir William stated that under present circumstances it would not be wise to go on with the erection of a large new hotel in the city. The company would prefer to build on its own property or on property near the same ground acquired from the city. The company would put up a better building on its own site than the one called for by the agreement. The terms of the

agreement would be carried out, but he thought there was a just ground for granting an extension of time.

Sir William Mackenzie and Mr. MacLeod met the New Westminster City Council, Dec. 14, to discuss matters affecting the company's interests in that city. In the course of an interview he is reported to have said the new car shops at Port Mann would be opened about Feb. 1.

**Lines on Vancouver Island.**—D. O. Lewis, District Engineer, in charge of construction of lines on Vancouver Island, is reported as stating, Nov. 30, that the line from Patricia Bay to Victoria was ready, and traffic could be operated over it at any time.

Sir William Mackenzie and General Manager MacLeod, were in Victoria, Dec. 12, and made a trip of inspection over the line. Sir William said the line would be opened for traffic as early as possible; the electric motor car which would be used on the line would not be taken over from Port Mann until the ferry slip at Patricia Bay was finished. The line for through traffic from the mainland would be opened after the arrival of the car ferry from Quebec, but whether the Victoria-Patricia Bay line would be opened before that time would depend upon what local traffic could be obtained. (Dec. 1916, pg. 490.)

### Greater Winnipeg Water District Railway Construction.

W. G. Chace, M. Can. Soc. C. E., read a paper on the aqueduct for the Greater Winnipeg Water District before the Canadian Society of Civil Engineers recently. The water supply is to be obtained from Indian Bay, Shoal Lake, a branch of Lake of the Woods. The distance being about 97 miles. The right of way, 300 feet wide (except for the easterly 12 miles which is 500 ft. wide) was cleared by contract in the winter and early spring of 1914. A standard gauge railway was constructed 40 ft. from the south boundary of the right of way during 1914 at a total cost of \$1,325,000. The construction of the railway presented no unusual difficulties, and was carried out with such dispatch that trains were operating over the whole of it in Jan. 1915. The equipment consists of four 60-ton mogul locos, twenty-five 16-yard dump steel cars (now under contract), 20 flat cars, 10 box cars, 3 cabooses and 2 passenger cars. Additional equipment is being purchased.

The road, which is operated by the Greater Winnipeg Water District Commissioners, is connected with the Paddington transfer yard, meeting there all the railways running into Winnipeg, so that contractors' shipments can be made direct to their camps without reloading. Railway headquarters have been established at Deacon, where the operating staff is located, and where a machine shop, forge shop, and locomotive shed have been erected. A station building containing offices for the operating department and for one of the division engineers has also been erected at this point, as well as a cement shed, pumping plant, coal dock, oil house, camp buildings and electric light plant. Nine sidings and five 12,000-gallon water tanks have been located at nearly equi-distant

points along the line. A telephone line has also been erected from end to end of the right of way, which is used both for train dispatching and for communication between the division engineers and headquarters at Winnipeg. A circuit for use of one of the contractors has also been erected on the District's poles.

### The London and Port Stanley Railway and the G.T.R.

In the London & Port Stanley Ry.'s early days an agreement was made with the then Great Western Ry under which the L. & P.S.R. was to have the use of the G.W.R. station at London, Ont., and that the G.W.R. agents should sell tickets and check L. & P.S.R. passengers' baggage in the same way as for G.W.R. passengers. The agreement was carried out by the G.W.R. and its successor, the G.T.R., until the electrification of the L. & P.S.R. The London Railway Commission, which now operates the L. & P.S.R., under the new order of things, has applied to the Board of Railway Commissioners for an order directing the G.T.R. to carry out the original agreement, which is dated April 25, 1870. The commissioners reserved judgment, after refusing the G.T.R. counsel's application to have the matter settled in the courts, on the ground that the commission has no jurisdiction over an agreement affecting the working of two railway companies.

### Grain Inspection at Western Points.

The following figures, compiled by the Department of Trade and Commerce, show the number of cars of grain inspected on railways at Winnipeg and other points on the Western Division, for November, and for three months ended Nov. 30, compared with those inspected for three months ended Nov. 30, 1915.

		3 months 3 months to Nov. 30, 1915	
	Nov. 1916	Nov. 1915	Nov. 1915
C. P. R. ....	21,067	48,189	80,018
C. P. R., Calgary ..	847	1,708	1,517
C. N. R. ....	8,908	23,964	39,487
G. N. R., Duluth ..	128	538	2,043
G. T. P. R. ....	4,697	9,172	19,504
Totals . . . . .	35,647	83,571	142,569

### Mail Transportation on U.S. Railways.

—The U.S. Postmaster General's annual report, issued recently, says,—"For many years the department has brought to the attention of Congress the necessity for a change in the basis of compensating railways for carrying the mails, asserting that the then existing basis of pay according to weight was inequitable and unjust, resulting in cases of both overpayment and underpayment to certain railways, and which in the aggregate resulted in the payment by the Government of an excessive sum for this service. The department will, on Jan. 1, file with the Interstate Commerce Commission its comprehensive plan of service, which will embody a recommendation looking to a reduction of the rates but at the same time assure to the railways a just and adequate compensation for the service performed." As a matter of fact, they have repeatedly shown that the compensation has been wholly inadequate.

F. W. Peters, General Superintendent, C.P.R., Vancouver, B.C., received a letter recently from Portland, Ore., asking for forgiveness of a man who stole a ride on a C.P.R. train some years ago. The writer did not enclose the price of the ride.