

mitted to it." The representations of the Canadian Press Association were presented by the chairman of its postal committee, P. D. Ross, who is a close personal friend of Mr. Borden, and is the proprietor of the Ottawa Journal, which is generally recognized as the Government organ at the Capital. The Managing Director of Canadian Railway and Marine World, Conservative though he is joined hands with the other opponents of the bill, and did everything possible to ensure its defeat, which was finally accomplished.

The P.M.G. is trying to make political capital out of the action of the majority in the Senate. They simply granted the request of the Canadian Press Association, which was worded as follows: "Resolved, that the executive of the Canadian Press Association hereby respectfully appeals to the Senate to strike out of bill 147 the clause empowering arbitrary changes of newspaper postage."

During the discussions on the bill, and after its defeat, the P.M.G. made several open threats against publishers and others who opposed it, and there is no doubt that if he remains in the cabinet he will have to be reckoned with again in connection with this subject. The Premier is now conversant with the facts. Believing as we do in his high mindedness and absolute probity, we cannot think that he can approve of such arbitrary methods, and we look to him to restrain his colleague. If this is impossible, it would be advisable to transfer the P.M.G. to some other position, preferably outside the cabinet, where his opportunities for the perpetuation of glaring injustice would be at least minimized.

In connection with some of the objectionable provisions and matters of post office department administration, such as the refusal to allow papers to publish two page advertisements, a refusal entirely contrary to the post office regulations as then existing, some of the permanent officials of the department have taken a very prominent part. They would do well to accept a word of warning, and to remember that they are the servants of the people, not its masters. Neglect to realize this, and a continuance of their recent activity, would provoke a public demand which could only be satisfied by drastic changes in the manning of the department.

During the discussion of the P.M.G.'s bill before the Senate committee, a waggish Senator wrote and passed around among his colleagues the following "cablegram":

"St. Petersburg, June 2, 1914.

"To Pelletier, Ottawa.

"How dare you copy my legislation without permission?

"Nicholas, Czar."

Pacific Coast Collieries.—An issue of \$500,000 of 6% first mortgage and collateral trust 30 year sinking fund gold bonds, is being made by the Company. The issue price is 98 and the bonds carry a bonus of 35% of common stock. The company owns collieries, railways, wharfage and other shipping facilities at South Wellington, Suquash, Boat Harbor, Malcolm Island and Oyster Bay, on Vancouver Island, B. C. The present output is 2,500 tons a day, which will slowly be raised to 4,000 tons by the addition of new equipment, and the opening of a new property. The company sends its output over its own railway, selling f.o.b. at its own harbor. The directors are:—Jas. Carruthers, President; R. Bickerdike, Vice President; Sir Thomas Tait, C. P. Hill, Montreal; Hon. P. Ellison, M. P. P.; R. T. Elliott, Victoria, B. C.; A. H. S. McGowan, M. P. P., Vancouver, B. C.; E. Bristol, K.C., M.P., Toronto.

Canadian Northern Railway Construction, Betterments, Etc.

Sir Donald Mann, Vice President, in an interview, June 13, is reported to have said that now the bond guarantee has been sanctioned by the Dominion Parliament, it is expected that all the money required for the completion of the company's undertaking will be raised. Financial conditions, however, change from day to day, but according to present indications the money will be obtained. In the meantime the company will go ahead with all the construction in hand all over the system, and will proceed with such betterments and improvements as are necessary. Some of this work has been held back pending the conclusion of the financial arrangements, but it will now all be proceeded with. It is expected that all the sections of the transcontinental line will be connected within a year, ready for operation. Traffic will be started on the Toronto-Ottawa line very shortly; and the Montreal-Ottawa-Port Arthur line will be pushed forward vigorously. About 300 miles of the main line in the prairie provinces will be relaid with heavier rails, and the remaining mileage will be relaid in 1915. The whole of the line will then have been laid with these heavy rails tying in with the new construction now going on. The rails released will be used on branch lines.

It was reported, June 13, that an order had been placed with the Dominion Steel Co. for 45,000 tons of steel rails.

Mount Royal Tunnel and Terminal Co.—The "break up" stage of construction on the main part of the Mount Royal tunnel was completed May 31, and the excavation of the tunnel on the remaining section under the city streets and on about 700 ft. at the western portal is in progress. The excavation at the station site is being progressed with, a depth of over 20 ft. having been reached. The site will have to be excavated to a depth of 35 ft. A plant has been erected in the Model City for manufacturing concrete blocks to be used for the lining of the tunnel, a work which it is expected to start at an early date. Sir William Mackenzie, D. B. Hanna, H. K. Wicksteed, and L. C. Fritch, paid a visit of inspection to the tunnel works, June 12.

Canadian Northern Ontario Ry.—It was announced that a regular through passenger train service would be put in operation between Toronto and Ottawa, June 29, replacing the previous services.

A passenger train service was put in operation on the spur line, completed four years ago, from Udney, on the Toronto-Sudbury line, into Orillia, June 13. The line is about 10 miles long. Press reports state it is intended to build an extension of this line from Orillia, round the west side of Lake Couchiching, rejoining the Toronto-Sudbury line at Hamlet, thereby enabling the company's trains to run through Orillia.

Canadian Northern Ry.—While no official announcement has been made as to the season's work, it is said that all the construction work in hand will be pushed forward to completion. Arrangements are being made, it is said, to accelerate all the construction work on the branch lines, and to push forward ballasting and other finishing up work on the lines on which track was laid last year. The transcontinental line work to the Albreda Summit is being pushed. The details of the betterment works to be done on the various lines west of Port Arthur, Ont., are being settled.

Application is being made to the Board of Railway Commissioners for authority to build a spur line from between Harold and

Vickers streets, Fort William, northerly, for industrial purposes.

Representatives of the Yorkton, Sask., Board of Trade, reported, recently, that they had been assured by the company's officials at Winnipeg, that the laying of steel on the branch through Yorkton to Willowbrook will be completed at as early a date as possible, and that Yorkton will be made a divisional point.

The Mayor of Medicine Hat, Alberta, is reported to have received a telegram from Sir William Mackenzie to the effect that grading will be started on the line from Hanna, on the Saskatoon-Calgary line, into Medicine Hat, Alta., about 100 miles, in July. The line from Saskatoon and the line from Vegreville effect a junction at Drumheller, from which place there is a single line into Calgary.

It is reported that as soon as ballasting is completed on the Vegreville-Calgary line a daily train service will be put in operation.

The Treasurer of Alberta reports that he has received the balance of the \$6,500,000 received for the bonds of the C.N. Western Ry. This is to be used for branch lines under construction, or to be constructed in the Province. Details of the several lines and of the work done on each were given in our June issue.

Canadian Northern Pacific Ry.—The Premier of British Columbia is reported to have said in a recent speech that this line is being built to a higher standard than called for in the specifications. When the construction of the line was under consideration three routes were looked into, one over the Hope Mountains, one from Howe Sound, and the present one. The latter was selected as offering the best gradients, and furnishing transportation facilities where most required. The fact that the C.P.R. is proceeding with its important second track work, and gradient reduction work, shows the importance of this route. The construction of the important bridge at Cisco was expected to be completed by July 31, after which track laying could be proceeded with along the Thompson River. This bridge is 910 ft. long, and is about the biggest one on the line.

S. K. Sykes, of the company's engineering staff, completed an inspection of the line to the Albreda Summit, June 12. The principal grading yet to be done is along the North Thompson River, where about 80% has been completed. The bridge building is being delayed by scarcity of labor.

Vancouver Island.—It is reported that grading on the Alberni line has been completed to mileage 135. Two routes are under construction from mileage 135 to 140, and grading will be gone on with as soon as it has been decided which route will be adopted. The substructures for the bridges are being put in, and the steel work is being assembled. It is expected that tracklaying will be started on an early day. (June, pg. 272.)

Telephone Dispatching on Intercolonial Ry.—The Dominion Parliament has voted \$64,000 for the installation of telephones in connection with train dispatching on the Intercolonial Ry. The acting Minister of Railways stated that the amount was sufficient to cover the system between St. John, N.B., and Truro, N.S. The contract has been awarded to the Hall Switch and Signal Co., for the installation between Moncton and St. John, N.B., and tenders are under consideration for the extension from Moncton to Truro.