

C.P.R. trains on the Prescott Subdivision now leave from and arrive at Central station, instead of Broad St. station. Ottawa passengers arriving at either of these stations, and being ticketed through to points necessitating their going to the other station, are given street car transfer between Central and Broad St. stations and their baggage is transferred free.

C. E. McPherson, Assistant Passenger Traffic Manager, Western Lines, C.P.R., Winnipeg, visited San Francisco and Los Angeles recently, to arrange accommodation for meeting the large number of United States tourists visiting California, who will return over C.P.R. lines from Seattle and Vancouver, crossing the Canadian Rockies and the western prairies to Winnipeg, thence to their homes in Chicago, New York, Boston and other eastern points.

C.P.R. Prescott Subdivision trains now leave from and arrive at Central Station, Ottawa, instead of Broad St. Station. Passengers between points reached through Ottawa Broad St. Station and points on or reached via the Prescott Subdivision are directed by conductor to the ticket office at Ottawa station on ar-

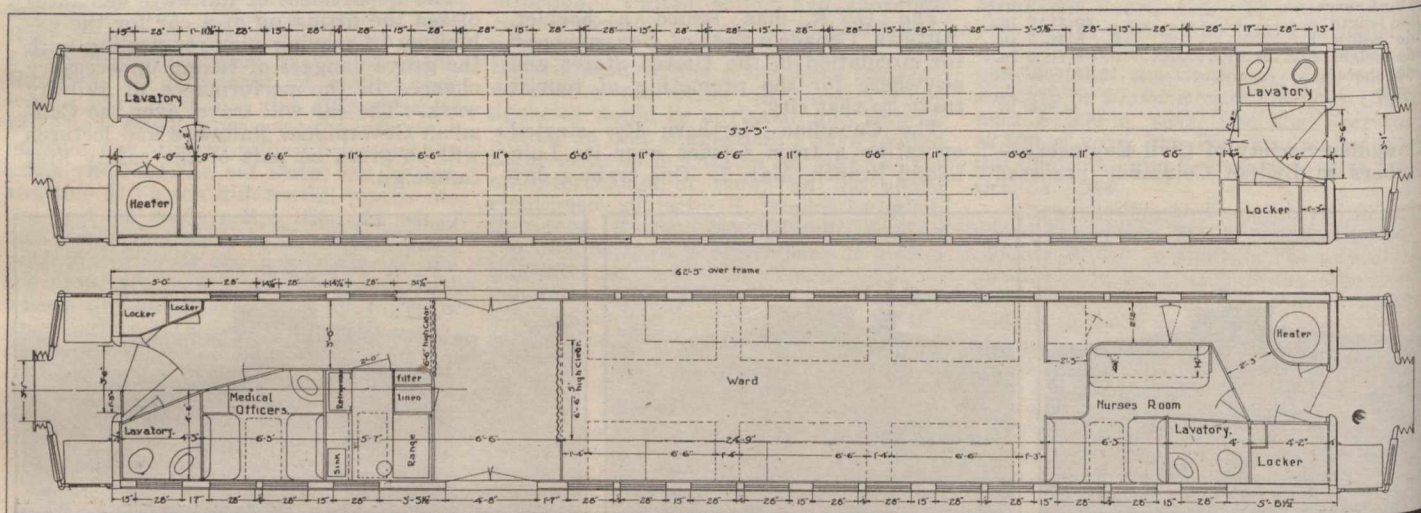
not move any special or extra passenger train, and we have also considerably curtailed our regular passenger train service."

The Ocean Limited, running between Moncton, N.B., and Montreal, has been withdrawn, the last train running Mar. 4. This step has been taken to facilitate the movement of freight. In consequence of this the following other changes of trains has been made on the Intercolonial Ry.: "Trains Nos. 199 and 200 run between Halifax and Moncton daily except Sunday. The Maritime Express runs through between Halifax and Montreal daily. In order to make close connections from Sydney with Maritime Express (westbound), train 6 leaves Sydney and intermediate stations to Truro one hour earlier than heretofore. Trains 41 and 42 are restored to schedule Mar. 5. The following branch line trains connect with nos. 199 and 200 trains are discontinued: 207, Loggieville to Newcastle; 208, Newcastle to Loggieville; 225, Dalhousie to Dalhousie Jct.; 226, Dalhousie Jct. to Dalhousie."

Increased Freight Rates in U. S.
Asked. Washington press dispatch, Mar.

Canadian Pacific Railway Hospital Cars for Military Service.

The C.P.R. is remodelling eight tourist cars for the Military Hospitals Commission's service in removing wounded and invalid soldiers from the seaboard to their destinations. Four of these cars will be composite, including kitchen and accommodation for medical officer and nurses, and four will be straight ward cars. The cars will be run in pairs, one composite and one ward car. Patients for the ward cars will be taken on and off through the side door entrance of the composite car, and to facilitate this movement, the end doors have been increased to 3½ ft. wide at one end of each car only. The cars have six-wheel trucks, steel platforms and double sash, and are in general conformity with the standard construction of first class tourist cars. The illustration on this page shows plan views of the ward and composite cars respectively. The ward cars have accommodation for 14 patients, and composite cars are arranged with six cots in addition to quarters for medical officers and nurses. The accommodation for the nurses is equivalent to that of a drawing room on a stan-



Hospital Cars, Canadian Pacific Railway, for Military Service.

rival and are furnished with street car transfers between the Central and Broad St. stations and their baggage is transferred free of charge.

The G.T.R. has filed with the Board of Railway Commissioners its answer to the application of the City of Hamilton for an order directing the company to restore the passenger service between Hamilton and Burlington Beach. The company claims there is no contractual obligation to give this service, and that inasmuch as trains have not been operated over it for years, it would be unreasonable to expect the G.T.R. to provide a regular train service. The Hamilton Radial Ry. is able to provide for all the traffic except some occasional traffic during the summer.

Sunday school and other organizations which have been in the habit of promoting railway excursions during the summer have been notified that all negotiations for the running of special picnic trains have been withdrawn. The circular says: "As you are doubtless aware, all railways in Canada have been requested by the Board of Railway Commissioners to take every possible means of conserving motive power to facilitate freight train movements. At present, in conformity with the board's request, we can-

27.—A petition to be permitted to increase freight rates on a percentage plan was filed by a committee of railway presidents with the Interstate Commerce Commission today. The formal petition was filed on behalf of all the railways operating east of the Mississippi River and north of the Ohio and Potomac Rivers. A telegram was also filed, signed by 20 presidents of western railways, setting forth that they concurred in the petition, and stating that the western roads would file a similar petition at once. It is expected that the railways in the southeast will also file separate and similar petitions. The railways want the new tariff effective within 30 days.

The American Railway Engineering Association had a most successful annual convention at Chicago, Mar. 20 to 22. The following officers were elected for the current year: President, J. G. Sullivan, Chief Engineer, Western Lines, C.P.R.; First Vice President, C. A. Morse, Chief Engineer and Chairman Valuation Committee, Chicago, Rock Island & Pacific Ry.; Second Vice President, Earl Stimson, Engineer Maintenance of Way, Baltimore & Ohio Rd.; Secretary, E. H. Fritch; Treasurer, G. H. Bremner, District Engineer, Interstate Commerce Commission.

dard sleeping car, and is upholstered in leather. The kitchen accommodation is of the same type as is provided on the standard tourist sleeping car. The medical officers' quarters are arranged in a compartment with upper and lower berths and there is a small dispensary to each car so arranged. The ward cars consist of one large room the length of a standard sleeper, with lavatories at each end. The floors are covered with linoleum and the aisles are carpeted. The composite cars have two side entrances in addition to the usual one, these being utilized for the reception of patients, and the entrances are so arranged that heavy curtains can be drawn closely in bad weather, affording ample protection to patients already in the cars. The cars are lettered on the outside with the words Military Hospital, with a large red cross in the centre.

Loss by Forest Fires on Timiskaming & Northern Ontario Ry.—In connection with the forest fires in Northern Ontario about July 29, 1916, it is announced that the loss sustained by the T. & N.O.R. Commission was \$112,261.25, in addition to 109 freight cars, 94 of these being for- eign and 15 T. & N.O.R. The insurance recoverable is \$61,336.97.