Canadian Pacific Ry. Construction, Betterments, Etc.

New Brunswick District.—A considerable amount of work has been done at the company's terminals at West St. John, N.B., during the past summer, making for the more expeditious handling of the winter freight business. The large piers erected in 1915 have been finally completed and many new tracks laid thereon. There is now accommodation at Sand Point for about 1,500 cars. The last of the new steamship berths has been completed, which means that it will be possible to handle 25 more steamships during the season than was possible last winter.

Quebec District.—The Montreal Board of Control has decided not to make any objection to the company erecting a wooden bridge across Notre Dame St., in place of one burned some time ago, but to reserve the right to ask for the erection of a permanent structure at some future time. The board is discussing a plan for widening the subway under the C.P.R. tracks on St. Denis St.

In order to keep pace with the increasing business the company is enlarging its yards at Smiths Falls, Ont., by adding eight new tracks to the east yard, increasing its capacity from 500 to 1,070 cars; and additional tracks in the west yard, increasing its capacity from 570 to 850 cars. A new cinder pit and additional repairing facilities are also being provided.

Manitoba District.—We are officially advised that three umbrella train platform roofs are being built at Winnipeg station, over the platforms between tracks 1 and 2, 3 and 4, and 5 and 6, their respective lengths being; No. 1, 566 ft. 7 in.; No. 2, 733 ft. 7 in.; No. 3, 877 ft. 10 in. They have the ordinary wooden roof, supported on steel pole structure. The roofs are of slow burning mill construction, 3 in. of timber, with 5 ply tar and gravel on top of it. While the clearance between the cars and the roofs will be ample, the roofs will afford adequate protection to the public. They are expected to be completed by Dec. 1.

Saskatchewan District.—Grant Hall, Vice President and General Manager, Western Lines, accompanied by General Superintendent Stevens and T. C. McNab, Resident Engineer, Moose Jaw, Sask., made a trip of inspection recently, starting from Assiniboia, on the Weyburn-Lethbridge line, through the territory between that line and the International Boundary, with a view to ascertaining the possibilities for railway construction there. The company is just completing the building of a branch from Moose Jaw to Assiniboia, the section being built extending from Vantage to the junction point. The residents of the district south of this line asked recently for railway connection and for a branch line from Aneroid, mileage 172 from Weyburn.

Alberta District.—The tracklaying on the extension of the line from Sterling, Alta., now in operation to Pakowki, mileage 75, easterly towards a connection with the western end of the line from Weyburn, Sask., at the Alberta-Saskatchewan boundary, was expected to have been completed to the Mayberries district by Nov. 30. Track had been laid to Orion on Oct. 30., and was reported completed into Manyberries, Nov. 14. Ballasting is also being done.

British Columbia District.—It is expected that some time during this month a conference will be held between the Vancouver City Council and Grant Hall, Vice President and General Manager, Western Lines, with respect to the construction of a tunnel beneath the city. A deputation from the city council waited on F. W. Peters, General Superintendent, British Columbia District, Nov. 4, and placed the council's views before him. The matter was under consideration in 1913, when plans for a tunnel were submitted to the Railways Department, Ottawa. The suggestion is that a tunnel be constructed, starting at the inlet bluff at Burrard St., and coming out near the drill hall on Beatty St. A single track tunnel was estimated to cost about $700,000, and a double track tunnel about $1,000,000. Mr. Peters is reported to have informed the delegation that much of the congestion which the tunnel was originally projected to relieve had been done away with by the laying out of the new divisional yards at Coquitlam, that the company was also spending large sums of money on other improvements of its lines in Vancouver, but that the city's proposal would receive consideration.

Freight and Passenger Traffic Notes.

Vancouver, B.C., City Council has appointed Aldermen Gale and Mahon to draw up a plan for the co-operation of the city in the work of the Northern Pacific Coast Tourist Association, formed recently at Tacoma, Wash.

The Victoria, B.C., Board of Trade had a conference with J. W. Troup, Manager, B.C. Coast Service, C.P.R., on Nov. 9, for the purpose of developing an improved service between Vancouver Island and the Kootenay District. It was arranged that R. Marpole, General Executive Assistant, and H. W. Brodie, General Passenger Agent, would also meet the board to consider the matter further.

British Columbia trade reports are quoted as showing that the C.P.R. during September and October took 5,650 empty cars to points in British Columbia to carry freight to eastern points, of which 1,639 were to carry fruits and vegetables from the Okanagan Valley. Traffic on the Canadian Northern Ry. during the same months is said to have averaged 48 cars of freight a day from Port Mann, and over 70 cars a day from other points in the Fraser River Valley.

G.T.R. officials at Hamilton, Ont., report that there has been a large falling off of baskets of produce carried by passengers on the trains reaching Hamilton on market days and a corresponding increases in the number of suit cases checked as baggage. The company says the facilities for checking baggage were devised to cover personal effects only, and not market produce, and are taking steps to make the country travellers take care of their own produce or to pay express charges on it.

The G.T.R. management informed the Mayor of Hamilton, Nov. 1, that it would not provide the passenger service asked for on its line between Hamilton and Burlington Beach. The City Solicitor is looking into the whole situation from the legal standpoint, and the Mayor is reported to have said that if the company will not give a proper service, the city will take steps to recover as much as possible of the money voted as bonuses to the companies which now are part of the G.T.R. system.

Railway Finance, Meetings, Etc.

Algoma Central & Hudson Bay Ry.—It was announced recently that the receivership of the A.C. & H.B.R. was to be discharged Nov. 30. The railway made default in its bond interest, Dec. 1, 1914, and, shortly after, the Algoma Central Terminals Co. defaulted. The latter company's only source of revenue was the A.C. & H.B.R., which held its property under lease, paying an amount sufficient to cover administration expenses, taxes and bond interest, the bonds of both companies being guaranteed by the Lake Superior Corporation, which, so far, has been unable to fulfil its undertaking. Joint receivers were appointed in Feb., 1915, for the railway company, and in May, 1915, for the terminals company. To protect the rights of the bondholders of each company, an agreement was arrived at and ratified by Parliament, by which a bondholders' committee was appointed, and which is now in practical control. The revenues of both companies are paid to the committee and distributed according to the agreement. On the discharge of the receivership, certain expenses will cease and the bondholders' committee will be freed from certain formalities which a receivership imposes, but the arrangement does not absolve the Lake Superior Corporation from its obligation as guarantor of the bonds. Vivian Harcourt and T. J. Kennedy were the joint receivers appointed, the latter, however, died Aug. 29.

Central Ry. of Canada.—A general meeting of bondholders was called to be held in Montreal, Nov. 30, to consider the scheme of arrangement deposited by the directors in the Exchequer Court of Canada, to consider the company's position, and to appoint a committee to assist the directors and the trustees in preserving bondholders' interests. The company has about £850,000 of 5% bonds outstanding, in Canada, New York, Paris, and London. Interest is in arrear from Oct. 1, 1913. A London, Eng., paper says: "Apparently 58 miles of railway have been completed, of which 38 miles are leased to the G.T.R., and 380 miles were under construction, when, early in 1914, all work was suspended, pending new financial arrangements." A general contract was let for the entire line it was proposed to build between Montreal and Midland, but the only two sections which were ever brought to a construction stage were a 38 mile section from Hawkesbury to South Indian, Ont., and a 15 mile section from Ste. Agathe des Montes to Francestown, Que., and the only track laid was on a small piece from Hawkesbury westerly for 2.50 miles in 1912. Location plans were authorized early in 1913 for a piece of line from mileage 0 to 7, and revised location plans from mileage 5 to 16 in Quebec, and a subsidy contract was entered into with the Dominion Government for the construction of a line from Ste. Agathe des Montes to Howard Tp., Que., 15 miles. Early in 1913, the general contractors, C. J. Wills & Co., London, Eng., commenced proceedings against the company, claiming $230,000 for 20 miles of line which they claimed to have built, and since then no actual construction has been done.

Temiscouata Ry.—Net earnings for July, $4,471; for August, $6,031; aggregate for two months ended Aug. 31, $10,502.

White Pass & Yukon Route.—Gross earnings from Jan. 1 to Oct. 14, $1,779,406, against $1,434,855 for same period, 1915.