

Canadian Northern Railway Construction, Betterments, Etc.

Montreal Tunnel and Terminal Co.—Sir Donald Mann, Vice President, is reported to have stated, after a recent inspection of the work at the tunnel under Mount Royal, Montreal, that at the present rate of progress it will be completed to the full double track width by the end of April, and will be ready for operation in the early autumn. The power house at the back of the tunnel is reported completed, and the erection of the Mount Royal Heights station is being proceeded with.

Montreal-Ottawa-Port Arthur Line.—The work of finishing up the stretches of the line from Montreal to Hawkesbury, and from Ottawa to Capreol, are being proceeded with, and it is expected to have the whole of this ready for the through operation of trains by the autumn.

It is expected that a through train service will be put in operation between Toronto and Port Arthur in June. There is a train service already in operation from Toronto to Ruel.

Ontario-Niagara Connecting Bridge Co.—The President of the United States has signed a measure providing for the building of a bridge across the Niagara River, just north of Niagara Falls, N.Y. F. A. Dudley, Niagara Falls, N.Y., is one of the incorporators. The Dominion Parliament is being asked to incorporate a company for the Canadian part of the undertaking. The Canadian Northern Ry. interests are said to be behind the project.

Canadian Northern Ry.—Following the defeat of the C.N.R. bylaw by the ratepayers at the January municipal elections, negotiations were opened for a compromise, and the Mayor reported that M. H. MacLeod, General Manager, and other officers, were going to Port Arthur to discuss the situation, and he hoped that the new proposals to be made would result in a settlement being effected.

A press report, Feb. 15, states that work was begun that morning on the extension of the coal dock controlled by the company at Port Arthur. The work to be done includes the placing of solid concrete abutments for foundations at the coal hoists, and the facing of the dock with concrete. The cost is estimated at \$30,000. The contractors are the Barnett and McQueen Co.

The Manitoba Legislature is being asked to increase the capital stock of the Winnipeg River Ry. Co. from \$50,000 to \$500,000. This is a subsidiary of the C.N.R., and has power to build a line from Lac du Bonnet along the Winnipeg River valley for 10 miles.

The Board of Railway Commissioners has authorized the opening for traffic of the line from a junction with the Camrose-Strathcona line to a junction with the Edmonton, Yukon and Pacific Ry. at Strathcona, Alberta, 0.6 of a mile.

Canadian Northern Pacific Ry.—The last rail on the line between the B. C. eastern boundary near Yellowhead Pass and Port Mann, was laid Jan. 25, at Basque, on the North Thompson River, 188 miles north easterly from Port Mann. It is expected to have the ballasting and other work so far completed by May 1 that the formal ceremony of driving the last spike may take place then, though possibly a through train service will not be started until July or August. All the bridges, with the exception of that at Wallachin, have been completed, and a temporary bridge has been erected there.

Nothing definite has been settled as to the construction of the line from Port Mann to the False Creek terminus in Van-

couver, 15 miles. According to the agreement with the Vancouver City Council, all the terminal work has to be completed within five years from the signing of the document, about two years ago. The company owns about 164 acres at the upper end of False Creek, and is reclaiming about 60 acres of the creek. It has erected a large bulkhead for 1,500 ft. easterly from the Morris St. bridge, then 2,000 ft. southerly, behind which has been pumped about 1,000,000 cubic yards of sand. A large culvert for drainage purposes has been constructed to deep water. This work of continuing the filling in was restarted Feb. 1, but nothing has been decided as to the actual start on building the permanent sea wall. The Vancouver City Council has passed a resolution urging the immediate putting in hand of this work.

The members of the British Columbia Legislature were given a special trip over the section of the C.N.P.R., from Port Mann to Cisco, 140 miles, Feb. 12. T. H. White, Chief Engineer; D. O. Lewis, Divisional Engineer on Vancouver Island; and J. M. Mercer, engineer for the Northern Construction Co., accompanied them.

The British Columbia Minister of Finance, replying to a question in the Legislature, Feb. 1, said none of the Canadian Northern Pacific Terminal bonds guaranteed by the Province had been hypothecated, but bonds to the value of \$1,770,000 had been sold, realizing \$1,645,577. The prices realized ranged from 92 to 95%. The following amounts had been expended upon terminals:—Port Mann, \$337,420.88; New Westminster, \$1,370,642.42; Vancouver, \$148,045.05; Steveston, \$201,715.85; Patricia Bay, \$898.57; total, \$2,148,722.77. (Feb., pg. 60.)

National Transcontinental Railway Construction.

The total track mileage of the N.T.R. is as follows:—Main line, Moncton, N.B., to Winnipeg, Man., 1,803.42 miles; second track and line from Quebec to site of Quebec bridge, 20.79 miles; sidings and yards, 423.26 miles; total track mileage, 2,247.47. The total cost of the line, to Mar. 31, 1914, as stated in the ninth annual report of the Commissioners, was \$142,967,999.02, which does not include interest on capital expenditure, nor any expenditure made by the Government on the approaches to the Quebec bridge, before that work was taken over as a part of the N.T.R. undertaking. At that date the steel bridges on the line were 97.2% completed, the Quebec bridge being regarded as a separate undertaking. Since the date of the report, the bridge work has been practically finished, and the other finishing up work has been practically completed. The fitting up of the shops and the provision of other equipment for operation is being proceeded with.

We are officially advised that the contract for the erection of nine travelling cranes for the Leonard shops, Quebec, has been awarded to the Dominion Bridge Co., Montreal.

The estimates for this year, which have been laid before the House of Commons, include the following items:—N.T.R. construction, \$5,000,000; Quebec Bridge construction, \$3,500,000, and towards the construction of a railway to connect Montreal with the National Transcontinental Railway, \$750,000 (revote). (Jan., pg. 19.)

Divisional shop forces on railways have demanded a considerable reorganization during the past few years with the advent of the newer types and arrangement of running gear and valve motions, from a resulting new maintenance situation.

Great Northern Railway Lines in Canada.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—J. H. Kennedy, Chief Engineer, visited St. Paul, Minn., Feb. 6, to consult A. H. Hogeland, Chief Engineer, G.N.R., in connection with the Hope Mountain and other sections of the line at present under construction. The first section connects up the already constructed part of the line with the Hope Mountain section, which is being built by the Kettle Valley Ry. for joint use. The line from Hope to a junction with the Canadian Northern Pacific Ry. has already been built, and the V. V. & E. Ry. operates over that line to New Westminster, where connection is made with its own lines to Vancouver, Port Guichon and the ferry to Vancouver Island, and the line formerly known as the New Westminster Southern Ry. to the U.S.

Vancouver Terminals.—R. Budd, Assistant to the President, G.N.R., and G. R. Martin, Comptroller, left Vancouver, B.C., Feb. 4, after having spent some time there in discussing the False Creek terminal plans. The agreement with the city provides for the erection of station buildings, the laying out of yards and other terminal facilities by the end of 1916. Up to the present time, several hundred acres of the False Creek flats have been filled in under the terms of the agreement, and the visit of the company's officials had to do with the arrangements for starting building operations. The city council passed a resolution calling upon the company to proceed with the building of the station and the laying out of the terminal yards at once. (Feb., pg. 61.)

Canadian Shipping and the German Submarine Menace.—In common with the ship owners of Great Britain, those of Canada, while appreciating the possibility of some damage to their vessels, or even an occasional total loss, are not in any sense panic stricken, at the recent German threat to carry on a wholesale attack against all vessels trading to and from Great Britain and Ireland. The consensus of opinion amongst Canadian shipowners is that there is no more danger than there was a month ago.

The United States and the Proposed Purchase of Interned Foreign Steamships.—In connection with the ship purchase bill which Congress has passed recently, the U. S. Secretary of the Treasury has stated that in view of false rumors and statements he deems it advisable to say that at no time had a communication from, or discussion with any banking house or institution, in or out of the U.S., been had, in connection with the purchase, sale or disposition in any manner whatsoever, of the German vessels interned in U. S. ports or elsewhere, or in connection with any other vessels of belligerent or neutral nations for any purpose whatever.

British Government Sells German Vessels.—In accordance with the recent announcement, the British Government has sold five of the German vessels captured since the commencement of the war. The vessels, their purchasers and the amounts realized, are as follows:—Schlesien, Thomas Sons and Co., London and Liverpool, £65,200; Ulla Boog, J. W. Baird and Co., West Hartlepool, £23,150; Marie Glaeser, J. W. Baird and Co., West Hartlepool, £18,225; Franz Horn, F. Jones and Co., Cardiff, £11,600; and Nauta, Roberts and Cooper, Brierley Hill, £12,550. Later, another German vessel, Wilhelm Behrens, was sold to A. Calbert, Goole, for £11,550. Under the conditions of sale, only 25% of the purchase price need be paid immediately, the balance being spread over three years at 4%.