

dangerous portions of the roof of sections 5 and 6 have been removed. Section 4 is being repaired. The "T" beams and columns of this section are straightened, and joists and sheathing are being put in place. The machine shop lower windows are being put in place. Windows are being obtained by salvaging from machine shop and from sections 5 and 6 of locomotive house. The work is about 75% completed. At the bunk house the carpenter work is completed, and the plumbing work is about 75% completed. Sashes are being placed in the office building. Temporary repairs to the stores building are complete and the permanent repairs are now finished. Two bad leaks were discovered in the mains and were repaired and a better supply obtained at the stand pipe.

At the ocean terminals two freight sheds, 600 x 90 ft. each, are being constructed to take the place of sheds which were destroyed by the explosion. They are known as sheds 25 and 28. Grading for tracks near the sheds is finished. Grading for roadway between sheds is finished. Pile driving for shed 28 is completed. Twenty-five per cent. of the floor decking has been placed on the north half of shed 28; 90% of floor grillage has been

has been completed; 125 men are employed on this work. The excavation for foundations of the new garage are complete, and forms for concrete foundation in place; 14 men are employed in this building. At the police office and residence the repairs are well advanced and the building should be shortly completed.

At the torpedo shop a gang is at work taking down trusses and dismantling them, and straightening them to be re-erected; 8 men are employed on the work. Repairs are proceeding on houses 8, 7 and 6. At the small boat slip and shed a small gang is at work dismantling. About one-quarter of the work is completed. At the gymnasium building the brick work is repaired, and half of roof repaired and covered with rubberoid roofing.

Halifax Disaster Special Train Service on the Canadian Government Railways.

Following are particulars of the special trains run on the Canadian Government Railways between Dec. 6 and 11 in connection with the explosion at Halifax, N.S.:

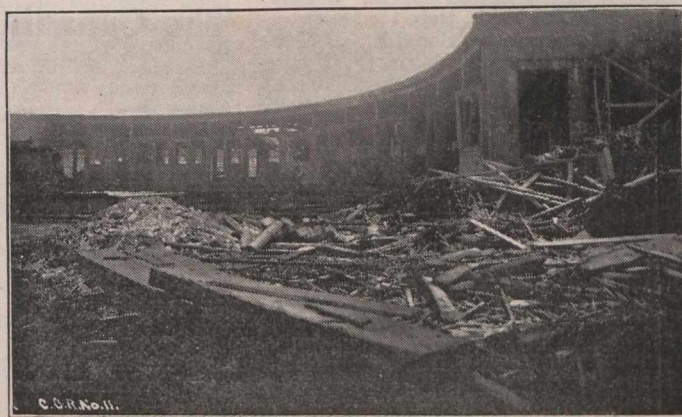
Dec. 6. From College Bridge, 164 miles, 10 cars Amherst fire brigade, 1 car food

Dec. 8. From St. John, 274 miles, 13 cars. Massachusetts and Maine Relief; 6 baggage cars, 1 1st class and 6 sleepers. From Maine 13 doctors, 4 nurses, 6 Maine Government staff and 2 orderlies, 7,100 blankets, 750 cots. From Massachusetts, 25 doctors, 65 nurses, 8 orderlies. This train had also hospital supplies, cots, and blankets for 500 cots complete.

Dec. 8. From St. John, 274 miles, 5 cars. City of New York. 1 doctor, representing medical department U. S. Government; 1 nurse representing civilian relief U. S. Red Cross; 1 representative Quartermaster Store Department, U. S. Government; 1 Red Cross representative in charge of train; 6 U.S. press men; 10,000 blankets, 10,000 sweaters, 7,000 pairs socks, 1 car food, 100 cases civilian clothing, for men, women and children; 40 cases surgical bandages, 100 gals. liquid disinfectant, 10 bales absorbent cotton.

Dec. 9. From St. John, 274 miles, 14 cars. Montreal relief. Food supplies and private car. Picked up cars of food, also coffins.

Dec. 9. From St. John, 274 miles, 8 cars. Providence, R.I., relief. Baggage car, condensed milk and doctor's outfit; baggage car with bread, window sashes,



Interior and Exterior of Canadian Government Railways Locomotive House at Willow Park, after the Halifax Explosion.

completed on south half of shed 28, with the exception of platform grillage which has not been started yet; 75% of floor girders have been placed on the south half of shed 28; all the columns for shed 28 have been cut to length, and 50% of the brace blocks have been nailed in place and 25% bored for lag screws. Six bents for the north side of shed 28 have been laid out. Good progress is being made and the framing of the superstructure will be well under way this week.

The repairs to the transmission line are over 60% complete. The telephone dispatching line between North St. station and Rockingham has been put back into service.

The Canadian Government Railways officials are also attending to the repairing of the Naval Service Department property; the damage to which is described in the marine department further on in this issue. At the Naval Hospital the lathing has been replaced on the attic and second floor. The concealed electric wiring has been installed in the second floor and attic. Eight out of 12 hot water heating returns have been repaired and put into service. Plastering is proceeding on the second floor. About 56 men are employed on this hospital. At the Naval Dockyard store A has the floor and all the main posts set, with the exception of 4. Store B has the foundation in and half the floor in position. At store D, 50% of the excavation for the grillage

supplies and 8 boarding cars.

Dec. 6. From Moncton, 185 miles, 8 cars, 1 baggage car, 1 hospital commissary, 2 hospital tourists, 1 first class, 2 standard sleepers and general managers' car. This train had railway officials, doctors, nurses and hospital supplies.

Dec. 6. From Moncton, 185 miles, 9 cars Moncton fire brigade, 2 cars, wrecking crane and outfit, 3 hospital and 1 colonist cars.

Dec. 6. From Moncton, 185 miles, 13 cars, 3 box cars, food supplies from Moncton, 7 first class, 1 sleeper, 1 official with doctors and nurses, 1 car food supplies from Sackville.

Dec. 6. From Moncton, 185 miles, 24 cars; steam shovel, small crane, 1 car track spikes, 1 car stores, lanterns, etc., and other cars with food supplies. With this train were 3 gangs workmen consisting of 3 foremen and 15 men.

Dec. 6. From Sydney and New Glasgow, 5 cars. General Superintendent, doctors and nurses.

Dec. 7. From Pictou, 115 miles, 4 cars. Premier Borden and party of doctors and nurses from Charlottetown. In connection with the Premier's special a special trip of the s.s. Aranmore was made from Charlottetown to Pictou.

Dec. 7. From St. John, 274 miles, 5 cars. Massachusetts State Relief; 2 baggage cars, 1 diner, 2 sleepers, with 16 doctors, 15 to 20 nurses, and hospital supplies.

glass and clothing; 1 diner, 5 sleepers; 50 doctors, 50 nurses, 1 chauffeur, 1 druggist, 3 lady secretaries, 2 social workers. Dr. Hough in charge. Dr. Marshall in charge of supplies; Miss Baldwin, head of Red Cross.

Dec. 9. From St. John, 274 miles, 6 cars. Bangor, Me., relief. 2 baggage cars, 2 1st class, 2 sleepers, Christian Science Monitor, doctors and nurses, 35 in party, clothing, blankets and other supplies.

Dec. 14. From St. John, 274 miles, 9 cars. Montreal relief. 4 cars window glass, 2 cars beaver board, 2 cars roofing 1 car lumber.

Dec. 10. From Montreal. 830 miles, 11 cars food supplies.

Dec. 10. From Montreal. 830 miles, 24 cars food supplies.

Dec. 10. From Montreal, 830 miles. 5 cars. 3 cars with clothing and provisions, 2 private cars with doctors, nurses and officials of the T. Eaton Co., Toronto. Sir John Eaton was with this train.

Dec. 10. From Montreal. 830 miles. 11 cars. Toronto relief. 1 car building supplies, 3 baggage cars, 6 colonists, 1 sleeper. This train had carpenters, plumbers and machinists with tools, etc., 8 officers and 337 men.

Dec. 10. From Montreal, 830 miles. 20 cars auto trucks and supplies from Ottawa.

Dec. 11. From Montreal, 830 miles. 25 cars supplies, meat, etc., from Ottawa.