

Canadian Railway AND Marine World

ESTABLISHED 1898.

Devoted to Steam and Electric Railway,
Marine, Express, and Telegraph, also Railway and
Canal Contractors' Interests.
Official Organ of various Canadian Transportation
Associations.

Published on the first of each month.

ACTON BURROWS, LIMITED - Proprietors,
70 Bond Street, Toronto, Canada.

ACTON BURROWS, A. Can. Soc. C. E.

Managing Director and Editor-in-Chief.

AUBREY ACTON BURROWS - Secretary and
Business Manager.

Associate Editors

JOHN KEIR AND DONALD F. KEIR

United States Business Representative,
A. FENTON WALKER, 143 Liberty St., New York

Member of
Canadian Press Association Inc.,
Associated Business Papers Inc.

Authorized by the Postmaster General for Canada,
for transmission as second class matter.
Entered as second class matter, July 25, 1913, at the
Postoffice at Buffalo, N.Y., under the Act of Congress
of March 3, 1879.

SUBSCRIPTION PRICE, including postage any-
where, \$2 a year.

SINGLE COPIES, 20 cents each, including postage.
The best and safest way to remit is by express money
order. Where one cannot be obtained, a post office
money order, or bank draft, payable at par in Toronto,
may be sent. Cheques or drafts not payable at par in
Toronto cannot be accepted. Remittances should be
made payable to Canadian Railway and Marine World.

NOTICE TO ADVERTISERS.

ADVERTISING RATES furnished on application.
ADVERTISING COPY must reach the publishers by
the 10th of the month preceding the date of publication.

TORONTO, CANADA, APRIL, 1917.

PRINCIPAL CONTENTS.

Appointments, Transportation	149
Birthdays of Transportation Men	132
Board of Railway Commissioners,—	
Orders by, Summaries of	134
Traffic Orders	144
Canadian Northern Ry., Construction	143
Lines under Dominion Control	147
Canadian Pacific Ry., Construction	142
Double Deck Automobile Cars	139
Electrically Heated Solder Pan	130
Honor Roll	133
Hospital Cars	140
Snow Fighting Equipment	131
Standard Steel Locomotive Pilots	129
Canadian Railways Situation Enquiry	150
Chilled Iron Car Wheel, The	137
Engineers at the Front in the War	127
Electric Railway Department	151 to 156
Answers to Questions	152
Brantford Municipal Ry. Report	156
British Columbia Electric Ry. Route Maps	152
Finance, Meetings, etc.	156
Jitney Traffic Notes	153
Personal	153
Postmen, Transportation in Regina	152
Projects, Construction, Etc.	155
St. John Ry. Sale	153
Toronto and Its Electric Railways	151
Toronto Ry. Overcrowding Case	153
Express Companies, Among the	167
Freight and Passenger Traffic Notes	139
Grain Inspection at Western Points	142
Grain in Store at Terminal Elevators	162
Marine Department	157 to 167
British Columbia Shipping Report	167
Canada Steamship Lines' Report	157
Coast, Lake and River Officers for 1917	159
Personal	166
Shipbuilding in Canada	161
Shipping Federation of Canada	160
Water Supply Regulations in U. S.	163
Mainly About Railway People	145
Ontario Railway and Municipal Board Act	
Amendments	138
Pacific Great Eastern Ry. Investigation	140
Railway Development	135
Railway Earnings	136
Railway Finance, Meetings, Etc.	141
Railway Rolling Stock Notes	141
St. Martins Ry. Repairs	132
Telegraph, Telephone and Cable Matters	167
Transportation Conference at Ottawa	138
Transportation Men in the War	149

Soaking Ties in a Strong Solution of
crude sea salt is practised by southern
Russian railways to preserve them.

Canadian Northern Railway Lines Brought Under Dominion Control.

By a proclamation issued Feb. 20, and appearing in a special issue of the Canada Gazette, Feb. 28, sub-sections 2, 3 and 4 of the act granting aid to the extent of \$45,000,000 to the Canadian Northern Ry. System, passed in 1914, were declared to be in effect from and after Mar. 1. This brings into force the only part of the act which has not hitherto been in effect, and so brings within the Board of Railway Commissioners' jurisdiction the Canadian Northern Saskatchewan Ry., the Canadian Northern Western Ry. and the Canadian Northern Pacific Ry. lines by declaring them to be works for the general advantage of Canada. Sec. 15 of chap. 25 of the statutes of 1914 dealt with the various lines of the C.N.R. System which were not, at the time of the making of the agreement, confirmed by the act, works for the general advantage of Canada. The first sub-section of section 15 declared the C. N. Manitoba Ry., the Irondale, Bancroft & Ottawa Ry., the Marmora Ry. & Mining Co., and the Quebec & Lake St. John Ry., which had been built under Manitoba, Ontario and Quebec charters, respectively, to be works for the general advantage of Canada; subsec. 2 declared the C. N. Western Ry. subsec. 3 declared the C. N. Saskatchewan Ry., and subsec. 4 declared the C. N. Pacific Ry. to be works for the general advantage of Canada, and subsec. 5 set out that the three latter sub-sections should become operative on the proclamation of the Governor in Council, upon a declaration by order in Council that the lines of the companies had been constructed and were being operated over.

The Saskatchewan Legislature, by chap. 11 of the statutes of 1912, as amended by chap. 11 of the statutes of 1913, arranged to guarantee the bonds of a railway to be incorporated under C.N.R. control, to build a number of branch lines in the province, and by chap. 43 of the statutes of 1912, did incorporate the C. N. Saskatchewan Ry. Under the provisions of these acts the Saskatchewan Government entered into a contract with the C. N. Saskatchewan Ry. to build the following lines: Luck Lake line, 35 miles; Wroxton westerly, 45 miles; Shellbrook westerly, 45 miles; Kipling to New Warren, 35 miles; Lampman northerly, 45 miles; Aylesbury westerly, 50 miles; a total of 225 miles. Surveys have been made for all these lines except that from Kipling to New Warren, and construction was proceeded with on the line from Wroxton westerly and the line from Aylesbury westerly. At the end of 1915, track had been laid for 41.01 miles on the line from Wroxton and for 8.66 miles on the line from Aylesbury. The first of these two lines extends from Wroxton, on the Rossburn branch, through Yorkville to Willowbrook, and the second starts from Aylesbury, on the Regina-Saskatoon line, but only the first named appears to be in operation.

The C. N. Western Ry. was incorporated by the Alberta Legislature in 1910, with power to build the Peace River branch, through Whitecourt and Grande Prairie, to the western boundary of the province; and a line northeasterly following the Saskatchewan River to the eastern boundary of the province, which is known as the St. Paul de Metis line, and some other lines. Under the provisions of an act to aid the construction of

railways, the Alberta Government entered into a contract for the construction of certain of these lines, under a guarantee of bonds. In reply to a question in the Legislature recently, the Premier stated that 153.16 miles of the guaranteed lines were in operation; track had been laid on an additional 16 miles, and 161.2 miles further grading had been done.

The C. N. Pacific Ry. was incorporated by the British Columbia Legislature under agreement to build a railway, under guarantee of bonds, from the Alberta-B.C. boundary to Vancouver, 500 miles; a line of 100 miles from Victoria to Barkley Sound, and other lines as authorized by the Lieutenant Governor in Council. Section 8 of the agreement, which was confirmed by the act of incorporation, provides: "In consideration of the guarantee of the securities, the C.N.R. covenants that the C.N.P.R. will agree that the Lieutenant Governor in Council may make rates for the carrying of freight and passengers on the line within the province, having regard to the fact that freight may be shipped into or out of the province from or to other places in Canada," and concludes: "The C.N.R. undertakes that it will not, and that the Pacific Co. will not, bring or promote any appeal to the Railway Commissioners for Canada from any order made under and pursuant to this section, and in the event of any such appeal being brought by others, that the C.N.R. and the Pacific Co. will represent to the commission on such appeal that it is satisfied with the rates the subject of such appeal in so far as they have been established within the provisions of this section." The existence of this section in the agreement was used as an argument by the Premier in the House of Commons in 1912, upon which an amendment proposed by Sir Wilfrid Laurier to bring the whole system under Federal jurisdiction at that time was defeated and it was also used when a similar motion was made during the consideration of the act of 1914.

The Minister of Railways for British Columbia has referred the matter to the Provincial Attorney General for an opinion on the scope of the order, and the Dominion Government has been asked for a statement as to what the order is intended to cover. Pending the receipt of further information, the B. C. Government declines to make any statement on the matter.

The Railway Club of Edmonton, Alta., was organized at a meeting held there, Mar. 2, when the following officers were appointed: President, W. A. Brown, General Superintendent, Canadian Northern Ry.; Vice Presidents, J. A. MacGregor, Superintendent, C.P.R.; M. Walton, Superintendent, Grand Trunk Pacific Ry.; Secretary, J. H. Cummings, local representative, Baltimore & Ohio Rd. The purpose of the club is to enable men engaged in transportation work to get together for the exchange of ideas and to enable them to give fitting reception to prominent railway men visiting the city.

The Railway Y. M. C. A.—At a recent meeting of directors, the International Secretary requested on behalf of the National Council, the release of David Thomson, Secretary, Railway Y. M. C. A., Kenora, Ont., to organize a new department of work for returned soldiers.