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AUBREY ACTON BURROWS - Secretary and
Business Manager.

Associate Editor - JOHN KEIR
Associate Editor - DONALD F. KEIR
Mechanical Editor - FREDERICK H. MOODY, B.A.Sc.

Canadian Business Representative - W. H. HEWITT
70 Bond Street, Toronto

United States Business Representative, A. FENTON WALKER
143 Liberty Street, New York, N.Y.

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General Construction Work on Western Lines.

Grant Hall, Vice President and General Manager, Western Lines, C.P.R., has made the following statement regarding the works undertaken by the company during recent years:—"Since 1908 the C.P.R. has in the West taken over for operation 3,088 miles of new lines. These figures include the portion of the Kettle Valley Ry., from Midway to Merritt, which we will probably commence to operate under lease during next summer. In the same period we have taken over for operation 789 miles of second track, and have completely rebuilt the lines between MacLeod and Lethbridge, Alta., and between Field and Hector, B.C. Practically every terminal we have has been rebuilt, including Vancouver. A new terminal has been built at Transcona, and a double track cut-off constructed around the city of Winnipeg. We have built very large high level bridges at Lethbridge and Edmonton, and have built new passenger stations at many points, notably Fort William, Regina, Calgary, Edmonton, Banff, Lake Louise and Vancouver. The Ogden shops have been built, hotels constructed at Calgary and Balfour, and extensive additions made at Banff, Lake Louise, Winnipeg and Vancouver hotels. This brief survey of work done does not include extensive improvements to the track and roadbed, but will sufficiently demonstrate the fact that the past seven years have been busy ones.

"It would hardly be expected that the work of construction and reconstruction would continue at such a breathless pace, and the quieter business conditions will be reflected this year in our programme. It is the intention to push ahead vigorously the work on the Rogers Pass tunnel, the magnitude of which is probably not fully grasped by many. The task of piercing the Selkirks is one of the most formidable we ever tackled, but is progressing most favorably. Its progress is being watched with interest by engineers all over the world, as special problems have been met, and, we believe, satisfactorily solved. The extensions to Winnipeg station will also be pushed vigorously, and the general scheme will now begin to unfold itself day by day as the work progresses. It is our intention to spend a considerable sum on betterments on operated lines, notably in the way of building stockyards at small centres. This we are doing with a view to the encouragement of mixed farming and stock raising, in which we are greatly interested. We are not pressing this year the construction of new lines or double tracking, outside of the Rogers Pass tunnel, which is a part of our general scheme of double tracking, but if crop prospects and other business conditions appear favorable early in the summer, there may be some revision of our estimates in connection with such work."

The Largest Simple Locomotive yet built has been delivered at the Panama Pacific Exposition grounds at San Francisco, where it forms part of the exhibit of the Chicago, Burlington & Quincy Rd. It is 88 ft. long over all, weighs 206.9 tons and is fitted with automatic stoking apparatus, both steam and air power reverses and electric generating set. It was accompanied across the continent from Philadelphia by an attendant who converted the tender into temporary quarters with separate cooking and sleeping apartments. Hauling it as freight cost more than \$1,000 and the journey occupied 37 days owing to the necessity of routing it over lines whose curves were not too sharp for its long rigid wheelbase.

Rogers Pass Tunnel Construction Pro- gress.

Following is the footage made in January for the headings in the C. P. R. Rogers Pass tunnel:

East end centre heading, 443 ft., schist and quartzite.
East end pioneer heading, 594 ft., schist and quartzite.
West end centre heading, 701 ft., slate and quartzite.
West end pioneer heading, 932 ft., slate.

The latter is 122 feet over the American record established by the Canadian Northern Mount Royal tunnel heading, and will probably stand as the new American record for many years. A. C. Dennis, M. Can. Soc. C. E., is Superintendent for the contractors, Foley Bros., Welch & Stewart. Jos. Murphy is Assistant Superintendent on east end, and Jos. Fowler is Assistant Superintendent on west end, with W. Fowler and J. Young as walkers and A. Adams, J. Stewart and D. Hamer as shift foremen on pioneer heading.

G. H. King, Car Inspector, G.T.R., Palmerston, Ont., writes: "I think Canadian Railway and Marine World is a good publication for any railway man."

T. McHattie, Master Mechanic, G. T. R., Montreal, in renewing his subscription, writes:—"I find the matter contained in Canadian Railway and Marine World interesting and instructive each month, in fact more so than in any other technical journal that comes to me. I wish you continued success."

The Manitoba Public Utilities Commission has issued six orders affecting the Winnipeg Electric Ry. The first provides for the purchase of a sufficient number of fire hose, bridges for use on the tracks at fires, and also that such bridges shall be carried by the fire apparatus so as to be available for use by the street cars at all times. The second provides for the regulation of the company's employees' watches; the third for the inspection and control of waiting rooms and shelters; the fourth that the company shall so arrange signs on the front and side of cars so that the immediate destination of the cars shall be shown; the fifth that cars going to the barns shall be indicated, but passengers may ride in such cars; and the last order relaxes the previous order relating to the measure of protection to be afforded at the St. James St. subway by directing the installation of the General Railway Signal Co.'s light signal. The company is asking for a reconsideration of the fourth order.

Toronto Ry. Stub Line Operation to Exhibition Camp.—During the Canadian National Exhibition at Toronto each autumn the Toronto Ry. operates its cars along Dufferin St. to the Exhibition Park, from Queen and King Sts. Latterly the park is being used as a military camp and training ground, and a section of the local press has been castigating the company for not operating a service over the line. Following this the City Council wrote to the Ontario Railway and Municipal Board, calling its attention to the lack of service and asking for an order for such service to be put in force forthwith. The Board took the matter up with the company, from which a reply was received to the effect that no application had ever been made for the service until the Board brought it up, that the company had previously offered to put on such service, and all the Board need do was simply to mention it in order to obtain what was desired. The company's position in this matter was grossly misrepresented by the local press.