

ing being ere... false Creek flats, Vancouver... for joint use with the... Ry., would be completed... entire building was repo... 50 to be 85% completed. The... laying in the station and yard has been in progress since that date. There will be in all 9 miles of tracks; 7 lines being laid in the station out of 11 proposed to be laid; 6 freight house tracks, 1 industry track, and 11 car tracks. We were officially advised Dec. 13, that the plastering of the station was being gone on with, and that the brick work of the G. N. R. freight shed was well under way while the foundations for the Northern Pacific Ry. freight shed had been completed. The power house has also been completed. These freight sheds, local reports state, are each 600 x 50 ft., including a 2 story brick office building.

We are also officially advised that plans are being prepared for a 15 stall locomotive house, a machine shop and boiler house 50 x 160 ft., store house 30 x 73 ft., and an oil house 20 x 36 ft. F. L. Townley, Vancouver, is the architect. The grading and filling of the yard space on the company's area of the flats is expected to be completed by April. The transfer of the various departments of the company's business from the present offices to the new building will be made during January. (Dec. 1916, pg. 484.)

**High River & Hudson Bay Ry.**—A press report states that capital has been secured in England for starting upon this projected railway. Surveys have been made within the last two or three years, and the Department of Railways approved part of the route in the vicinity of High River in 1915. The company was originally incorporated in 1910, and it has secured extensions of time for construction from time to time from the Alberta Legislature. The line as originally projected was to run from the western boundary of Alberta at the Elk and Sheep River passes, thence down Sheep River to Black Diamond and into Calgary. From Calgary it was to run east to High River, Vulcan, Bow City, and thence to the eastern boundary of the Province in Township 23. The company has also secured incorporation from the Dominion Parliament as the High River, Saskatchewan & Hudson Bay Ry. Co., with power to build not only in Alberta, but in Saskatchewan and on to Hudson Bay. (June, 1916, pg. 222.)

**Interprovincial & James Bay Ry.**—The Dominion Parliament is being asked to extend the time for the building of this projected railway from the C.P.R. branch line from Mattawa, now terminating at Lumsden's Mills, Que., to or towards the Des Quinze River. Pringle, Thompson, Burgess & Cote, Ottawa, are solicitors for applicants.

**The Quebec, Montreal & Southern Ry.** has, we are officially advised, built a new locomotive house at St. Lambert, Que., to replace the one destroyed by fire at Longueuil. The new house is a two stall one, 70 ft. deep, 27 ft. across the front and 54 ft. at the back. It is of frame construction, and was expected to be completed by Dec. 25. (Nov., 1916, pg. 447.)

**Michigan Central Rd.**—During 1916 the company laid a number of new sidings and passing tracks on its Canadian lines. (Aug., 1916, pg. 317.)

**The Minneapolis, St. Paul & Sault Ste. Marie Ry.** Sunbrose branch at present terminates at Whitetail, Mont., and a press report states that it is proposed to extend it to Havre early in the spring. President Pennington was through the district recently and local reports state

that it is proposed to build a line from Havre northerly to connect with the C.P.R. Wayburn-Lethbridge line, either at Pakowki or Foremost, Alta. The company now has a line connecting at Emerson, Man., and another connecting at Portal, Sask.

**Ontario Niagara Connecting Bridge Co.**—A press report states that the bridge proposed to be built by this company across the Niagara River near Niagara Falls, Ont., will be of steel on concrete abutments, and will provide accommodation for steam and electric railways, general vehicle traffic and for foot passengers. The estimated cost is \$1,000,000. (May, 1916, pg. 182.)

**Pacific Great Eastern Ry.**—In connection with the harbor improvement scheme for Vancouver, which includes the building of a railway to encompass Burrard Inlet, it is reported that it is proposed to acquire the P.G.E.R. line along the north shore as far west as opposite the First Narrows, the price to be paid to be the cost to the railway company.

The North Vancouver City Council is consulting with the Vancouver City Council with a view to taking concerted action to form a plan to compel the P.G.E.R. to complete the construction of the line from North Vancouver to Squamish at an early date. The line has been built from North Vancouver to Dundarave a few miles out and local trains are being operated over it.

We are officially advised that 16½ miles of track was laid during 1916, northerly from Clinton, B.C. The company has on hand sufficient steel to take care of its immediate tracklaying requirements, and has contracted for delivery during the summer of 1917 of 19,500 tons of 60 and 70 lb. steel rails with the necessary angle bars, bolts and spikes for the continuance of tracklaying northerly to Prince George, where a junction will be effected with the Grand Trunk Pacific Ry.

The company has no branch lines under construction or projected at present. (Dec., 1916, pg. 484.)

**Pacific, Peace River & Athabasca Ry.**—A Vancouver press report states that development work is about to be started on a large coal area in the Groundhog River district of northern British Columbia, and that in the spring the construction of a railway from the coal area down the Naas River valley to Nasoga Bay, about 50 miles north of Prince Rupert, will be started. Lord Rhondda is the principal promoter. This projected line would appear to be a part of the P.P.R. & A.R. project, which is represented in Vancouver by C. K. Law. (May, 1916, pg. 183.)

**Pere Marquette Rd.**—The company owning the sit selected for the new station in Sarnia, Ont., for the P.M.R. has refused to sell, and preparations are being made for expropriation proceedings. The plans for the building are ready, and the Sarnia St. Ry. has extended its line to the site. (Oct., 1916, pg. 401.)

**Port Arthur, Ont.**—An agreement has been signed between the Port Arthur, Ont., City Council and James Richardson & Sons, Ltd., respecting the building of an elevator there. The city is to secure a right of way from the wagon works for a spur track to the elevator, and to grant permission to the Canadian Northern Ry. and the C.P.R. to lay tracks to serve this and any other industry that may locate along the spur.

**Quebec & Saguenay Ry.**—It is reported that the work being done towards the completion of this railway is being carried out by the company, under the super-

vision of Gordon Grant, Chief Engineer, National Transcontinental Ry. This is being done, it is stated, in order that the company may be enabled to give a clear title to the Dominion Government. (Dec., 1916, pg. 484.)

**Roberval-Saguenay Ry.**—We are officially advised that the only construction in view is the electrification of the yards at Port Alfred, near Bagotville, Que. They are situated on the Ha Ha Bay Ry., which has been incorporated with the R.-S.R. (Apr., 1916, p. 139.)

**Toronto Terminals Ry. Co.**—The Toronto City Architect, on Dec. 9, granted a permit for the erection of the new union station on Front St. The permit is for the main building and east wing between Bay and York Sts., the estimated cost being \$2,800,000. The total estimated cost of the completed building is \$3,400,000. This is the largest permit ever issued in Toronto.

### Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, compared with those of 1915-16, from July 1, 1916:

	Gross Earnings	Expenses	Net Earnings	Increase
July	\$3,834,200	\$2,636,800	\$1,197,400	\$ 711,000
Aug.	3,684,900	2,612,900	1,072,000	614,300
Sept.	3,187,900	2,455,300	732,600	177,300
Oct.	3,716,800	2,496,500	1,220,300	336,700
	\$14,423,800	\$10,201,500	\$4,222,300	\$1,111,300
Incr	\$4,043,000	\$2,931,700	\$1,111,300	

Approximate earnings for Nov., \$3,722,300, and for two weeks to Dec. 14, \$1,810,500, against \$3,535,400 and \$1,654,100 for same periods respectively in 1914.

### Canadian Pacific Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those of 1915-16, from July 1, 1916:

	Gross Earnings	Expenses	Net Earnings	Increase
July	\$12,247,440.39	\$8,230,348.66	\$4,017,091.73	\$1,216,688.61
Aug.	13,570,467.31	7,802,680.46	5,467,786.85	2,025,472.13
Sept.	12,134,159.96	7,004,400.80	5,129,759.16	384,458.52
Oct.	13,237,086.36	7,562,346.99	5,674,739.37	904,694.78

\$50,899,154.02 \$30,599,776.91 \$20,289,377.11 \$2,721,924.48  
Inc. \$10,475,947.14 \$7,754,022.66 \$2,721,924.48

### Grand Trunk Railway Earnings.

Following are the earnings and expenses for the G.T.R., including the Canada Atlantic Ry., the G.T.W.R. and D.H.G. & M.R., for October, compared with those for October, 1915:—

Grand Trunk Railway.			
	1916.	1915.	
Earnings	\$4,618,000	\$3,591,305	
Expenses	3,270,000	2,527,500	
Net earnings	\$1,348,000	\$1,063,805	
Grand Trunk Western Railway.			
Earnings	\$ 767,300	\$ 781,944	
Expenses	650,300	562,392	
Net earnings	\$ 117,000	\$ 219,552	
Detroit, Grand Haven & Milwaukee Ry.			
Earnings	\$ 275,000	\$ 293,442	
Expenses	295,650	212,887	
Net earnings	\$ 20,650*	\$ 80,555	

\*Deficit.  
Approximate earnings for November, \$5,343,653, and for two weeks ended Dec. 14, \$2,355,174, against \$4,190,871 and \$2,035,759, for same periods respectively in 1915.

### Grand Trunk Pacific Railway Earnings.

The approximate earnings for the Prairie Section, 916 miles, for Oct., were \$566,503, against \$973,581; and from July 1 to Oct. 31, \$1,643,008, against \$1,858,557 for same period 1915, and for three weeks ended Nov. 21, \$375,719, against \$591,472 for same period 1915.