

Payment of pension allowances for year...	169,329.16
Balance in cash and investments.....	\$681,596.60
Number on Pension Roll at June 30.	
Under 60 years of age.....	73
Between 60 and 70 years of age.....	294
Over 70 years of age.....	238
Total.....	605

Grand Trunk Railway Betterments, Construction, Etc.

Bonded Freight Shed in Montreal.—

The company is building a freight shed, 1,200 by 60 ft., for bonded freight at Point St. Charles, Montreal.

At one end will be the office, 60 by 60 ft., giving accommodation for the general, cartage and Customs staff, etc., on two floors, with basement below, in which will be the heating plant, storage room for records and a waiting room for shed laborers.

The building will have concrete foundation up to the floor line of shed with brick walls above, faced with red pressed brick facing. There will be a flat roof, covered with felt and gravel and supported on columns and beams. The office portion will be of fireproof construction.

The shed will have continuous doors along the track side, with glazed steel sashes above, whilst on the other side there will be doors every 15 ft.

At intervals through the building will be travelling cranes, which will be capable of handling a load of 6 tons straight from the cars to the teams on the opposite side of building. Scales for the weighing of freight will also be provided.

A driveway 30 ft. wide will be provided on Wellington St., which will be paved with scoria paving blocks, provision being made at intervals for driveways across the sidewalk.

Track Elevation in Montreal.—The order for the elevation of the G.T.R. tracks in Montreal is reported to have been prepared for issue by the Board of Railway Commissioners. The estimated cost of the work is over \$8,000,000, and it may amount to as much as \$10,000,000. The only question said to be undecided is the proportion of the cost to be paid by the city. The actual cost of the track elevation is a little over \$5,000,000, towards which the city is authorized to contribute \$2,500,000, but the company asks for an additional \$500,000. The remaining part of the estimated cost of the work is made up of the alteration of terminal facilities to suit the track elevation, and for the building of a new passenger station to replace the present Bonaventure one.

Stratford Station, Yards, Etc.—A start was made, Aug. 8, on the deflection of the Stratford-Buffalo line in connection with the rearrangement of the yards. The Goderich line will also be changed, and it is stated that there is hardly a line in the entire yard that will not be altered before the work is completed. The work on the new station building is being pushed forward, but it is feared that there will be some delay with the stone work, as the quarries at Gananoque are much behind with deliveries. The station building is estimated to cost \$60,000. (Aug., pg. 379.)

Alberta and Great Waterways Ry.—Press reports Aug. 13, state that an agreement has been reached between the Alberta Government and the promoters of the A. and G.W. Ry. by which the proceeds of the bond issue now held by the banks will be released.

Canadian Northern Railway Construction, Betterments, Etc.

The question of the Atlantic Coast terminals of the C. N. R. is being discussed in the press at considerable length. On the one hand the probability of the granting of running rights over the Intercolonial Ry. to St. John and Halifax is given credence, while on the other Boston, Mass., and Portland, Me., are advocated. Sir Donald Mann, Vice President, is reported to have stated, Aug. 12, that the company did not contemplate making Portland its Atlantic terminal. The newspaper reports made a terminal at Boston a part of the Portland terminal. The whole question is, however, being given consideration, but there is nothing definite in view at present.

Sir Donald Mann returned east, Aug. 5, from a trip of inspection over the lines under construction in Western Canada. In an interview he stated that the line from Port Arthur easterly giving connection with Montreal and Quebec, via Toronto, would be opened for traffic by December. On the Canadian Northern Pacific Ry. there were only 80 miles of grading uncompleted, and this line would be finished through from Edmonton to Vancouver by the fall of 1914. The terminals at Port Mann, Vancouver and Victoria were being rapidly pushed forward.

Montreal-Ottawa-Port Arthur Line.—

The sections of this line which are being completed for opening this year, are those between Montreal and Hawkesbury, there connecting with the line now in operation into Ottawa, and the line west of Sudbury to Port Arthur. On this latter section a train service is being operated to Ruel, and track has been laid for a considerable mileage beyond. At Obo, some track has been laid easterly, and about 25 miles westerly. About 150 miles of track have been laid easterly from Port Arthur. With the exception of the bridges across the Nepigon River and at the end of Kapuskasing Lake, all the steel bridges on the line have been completed.

The section of the line which will be brought to completion by the end of 1914, or early in 1915, extends from Ottawa to the junction with the Toronto-Sudbury line at Capreol. Construction is being proceeded with. The questions at issue between the company and the North Bay Town Council, are still unsettled, but an early arrangement is hoped for. It is stated that a possible solution for some of the points will be an agreement with the Temiskaming and Northern Ontario Ry. for the use of that railway's station and terminal facilities.

Canadian Northern Ry.—Track is reported to have been laid on what is known as the Fort Rouge cut off at Winnipeg, and it is expected to have it in operation early in September. This cutoff will enable grain trains from the West to go through to the C. N. R. yards at St. Boniface, and to the G. T. Pacific Ry. yards at Transecona, without passing through the Fort Garry terminals. This will relieve the terminals of a large amount of shunting, and consequent delaying of traffic.

The Board of Railway Commissioners has authorized the opening for traffic of the diversion of the Coste Point branch from sec. 21, tp. 11, range 2, east of the first principal meridian.

The extension of the branch now terminating at Bienfait to Estevan, Sask., 9 miles, has been graded, and it is ex-

pected to have the steel laid and the ballasting done by Oct. 1. The grading was done by the Western Canada Construction Co.

A plan and book of reference, giving details of route, etc., of the C.N.R. Alaska branch, as located through tps. 25-26, ranges 20-23, west of the third meridian, Saskatchewan, has been deposited in the Land Titles office at Moose Jaw, Sask.

The company's line will enter Moose Jaw, north of the C.P.R. tracks, and will cross the Cousin's siding by an overhead trestle 35 ft. high, according to plans laid before the City Council, which have been approved.

Hugh Sutherland, Executive Agent, C.N.R., Winnipeg, recently stated that the C.N.R. and the G.T. Pacific Ry. were planning to erect union stations in every city in Western Canada where the two lines came together.

Every effort is being made to complete the line into Calgary and to have it in operation this fall. It was expected to have the line finished for opening Sept. 1, but there had been considerable delay in the delivery of the steel for the bridges, which had held up construction considerably.

A contract is reported to have been let to John McLeod and Son, Winnipeg, for the erection of a station for the C. N. Western Ry. at Edmonton, at an estimated cost of \$40,000.

Canadian Northern Pacific Ry.—Track laying is reported to be in progress westerly in the vicinity of Yellow Head Pass, and grading is in progress right up to the Albreda Summit, to which point the construction is in charge of Mackenzie-Mann and Co.'s Winnipeg staff. The construction from Port Mann to the Albreda Summit is in charge of the Vancouver office. Track has been completed to mileage 86 north of Kamloops, while considerable progress has been made with the work beyond that point.

The Lulu Island branch has been completed and was reported ready for official inspection Aug. 4.

Construction was started Aug. 11 on the first part of the terminal buildings at Port Mann. This will consist of a 15-stall locomotive house, a repair house 140 by 312 ft., and a turntable. The foundation work, which is being done by the Northern Construction Co., necessitates the driving of 2,800 piles. The buildings will be put up by the Imperial Construction Co.

Sir Donald Mann stated on the occasion of his visit to Vancouver, July 26, that a start would be made right away on the filling in and other work on the False Creek terminal site, Vancouver.

Vancouver Island Lines.—In connection with the building of the branch line along the Saanich Peninsula—which is referred to locally as the Patricia branch—notice has been given of the deposit with the Minister of Public Works at Ottawa, of the plans for the trestle bridge and embankment across the Selkirk water to carry the line from the Songhees Reserve to the Selkirk Bridge on the Gorge Road, and also the plans for the railway ferry terminal at the Patricia Bay terminal.

The plans for laying out the Songhees Reserve for terminal purposes have been prepared, and J. Montgomery, of the Imperial Construction Co., was in Victoria, Aug. 10, arranging for the starting of construction. (Aug., pg. 380.)