

RAILROAD NEWS ABOUT BIG ROAD

Interesting Items of Grand Trunk and Its Branches and Steamships.

PLANNING EXTENSIONS

Millions Being Spent on New Stations and Improvements Throughout the Entire Dominion.

A valuable addition to the railroad literature of this continent has just been made with the publication of a "Synoptical History of the Grand Trunk System of Railways," a neat brochure which gives in pithy and accessible form the most salient facts in connection with the Grand Trunk and Grand Trunk Pacific Railways, as well as their various branches and subsidiary companies. The work has been compiled by a prominent official whose wide experience has amply qualified him for the task. Specially interesting to those who are concerned with transportation matters, the publication will afford interesting reading to the student of Canadian history, who is so intimately associated with its railroad development.

As an instance of the suggestive information to be met with in its pages, a short quotation might be made from the report of Sir Henry Tyler, afterwards president of the Grand Trunk Railway Company, on the occasion of his first visit to Canada in 1867: "In addition to water routes (mentioned elsewhere) the chief competitor in Canada to the company at that time was the Great Western Railway Company, extending from Niagara Falls to Sarnia, Ont., and to Detroit, Mich." As a result of this competition Sir Henry reported that the rates for freight service averaged 0.92 of a cent per ton per mile—four being carried between Montreal and Toronto as low as a cent per ton per mile. The average rate on the Grand Trunk System for the year 1910 was 0.69 of a cent per ton per mile.

The average number of freight cars to a train was then reported as 15.5; the average net load of each train as 150 tons. The records for 1910 show an average of 26.6 freight cars per train, and the average weight of revenue freight carried, per train, was 299 net tons.

The Federal Government has surveyed and will throw open on April 1 an area in the Peace River Valley, 24 miles long by 24 wide, and as it is the real gateway to this rich agricultural country, the Grand Trunk Pacific authorities are prepared for the invasion of Edmonton, Alta., by thousands of eager homeseekers this coming spring and summer. Here are located extensive yards; the largest station on the line west of Winnipeg; coal bunkers where eight engines can load at once by mechanical device; roundhouse, machine shops, car shops and a complete water and sewerage system.

In spite of snow hindrances, the track of the Grand Trunk Pacific, which has been laid at the rate of well over 30 miles in 6 weeks, has now passed mile 140 east of Prince Rupert, crossing of the Skeena River by March from general superintendent Mehan, and the rail-head should be at the crossing of the Skeena River by March 18, at the present rate of progress, as it is now only 30 miles away. The first divisional point out of Prince Rupert is to be at Mile 119, a station not yet named.

Since the commencement of the railroad work in British Columbia by the Grand Trunk Pacific, the Henriette, a steamer belonging to that company, which recently left Vancouver for Tinseltown, has taken on a cargo of 150 tons of giant powder and dynamite to work, has carried approximately 600 tons of giant powder and dynamite to the Skeena River, and has been the water-front nickname of "Old Floating Destruction."

At the request of the Canadian Department of the Naval Service, Capt. Barney Johnson, of the G. T. P. steamer Prince Rupert, has written a paper on Seymour Narrows, B. C., relative to the very peculiar tidal conditions prevailing there. These remarkable tides, and swells have been responsible for at least a dozen strandings and wrecks. They alter every few minutes and depend on the variations of the tremendous rise and fall of tides along the coast—variations of from

PROMINENT RAILROAD MAN

STRONGLY ADVISES HIS FRIENDS TO TRY GIN PILLS FOR THE KIDNEYS.



"I have been a Pullman Conductor on the C. P. R. and Michigan Central during the last three years. About four years ago I was laid up with intense pains in the groin, a very sore back, and suffered most severely when I tried to urinate. I treated with my family physician for two months, for gravel in the bladder, but did not receive any benefit. About that time I met another railroad man who had been similarly affected and who had been cured by taking Gin Pills, after having been given up by a prominent physician who treated him for Diabetes. He is now running on the road and is perfectly cured. He strongly advised me to try Gin Pills, which I did—with the result that the pains left me entirely."

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Box 6, for \$2.50. Sample free. Write National Drug and Chemical Co. of Canada, Limited, Dept. G, Toronto. If you suffer with Constipation or need a gentle laxative take NATIONAL LAZY LIVER PILLS. 25c a box.

My Funniest Story

Took Place at the Seat of Harvard Seriousness.
BY LULU GLASER.



My mother and I were in Boston at one time, and met a great many Harvard chaps, who were awfully attentive, and perfectly splendid to us. It was very much interested.

Shortly after a tea at which I had met a great many of these chaps, they all came to call on me, all the same afternoon.

Mother and I wondered about it. It looked as if I were having a party. In the midst of the gaily the phone rang. Mother answered it, and a voice at the other end of the line said he must see me at once on very important business. My mother insisted that he transact his business through her, because I was busy. But it wouldn't do. As soon as she would ring off, the man would call again.

I noticed several of the fellows nudging each other when the phone rang, but I didn't pay much attention to it.

Finally when I thought it was all over, there was a tap on the door. I called, "Come in," thinking it was another of the fellows, and the door opened on the chap who had been so attentive.

He saw the bunch and gasped. There he stood as a book agent, book in hand. He held it out to me in silence. He was too "fussed" to speak.

"Miss Glaser, please buy this book," he finally stammered. I was buying lots of books then, and the fellows knew it, but this was some cheap thing you could buy for a quarter. I told him I didn't want the book, but asked him to come in and have a cup of tea with us.

He backed up, more fussed than ever. "No, no, Miss Glaser, but please, please won't you buy this book?" he begged.

One look at the other chaps put me wise. They were having a lot of fun with this poor devil—initiating him into their society, and giving him the hardest thing possible for him to do—sell me that book. That explained why I was so overpowered by this army of callers.

Mother was on, too, so we dragged the chap in, and tried to put him at his ease.

"How much do you ask for your book?" I said, without a trace of suspicion.

"\$1.50," he gulped.

Of course, I bought the book and helped the initiation along, and my callers had just the most glorious afternoon!

plus 23 feet to as low as minus .6 of a foot below the normal taken.

An important era in the history of Prince Rupert, as an ocean port is marked by the news that direct shipments of goods in bulk from Europe to that city is to commence this spring.

Already the firm of Dalfour, Guthrie & Co. are collecting business direct shipment by two steamers which they have announced to sail from British and European ports in the present month and that of April. Steamships have already called at the Grand Trunk Pacific port, of course, but it has been transhipped freight or freight from Canadian ports, the biggest cargoes being rails.

The Grand Trunk Railway is planning to greatly extend its yards at Harrison, Ont. this spring. The company has long been considering this step which has now been facilitated by concessions from the town council.

Great interest is being taken by the town of Saskatoon in the possibility of the Grand Trunk Pacific Railway effecting an entry there. The new line to run from Regina to North Battleford through Saskatoon, as shown on the map of the company presented to the private bills committee of the Provincial Legislature, does not pass by the town as does the main line, but runs right through it. While the line on the map, of course, merely indicates the general route to be taken this fact is regarded as an indication of the railway company's intentions in the matter.

Chief Engineer Van Arsdol has received instructions to move his headquarters from New Hazelton, B. C., to a point further east, where he can keep in closer touch with the construction work on the C. T. P. It is likely that the new camp will be beyond the Bulkley Summit, but some time will be required in which to put up the buildings.

What comes very close to a record in dining car service was established the other day by the Grand Trunk in handling a large party on tour through the Dominion, when 600 meals a day were served for five days. Yet in spite of the difficulties of such a task, the members of the party did not hesitate to say that the service on the G. T. P. dining cars was superior to anything they had had on their entire trip.

Mr. Hansard, who has been representing the Grand Trunk Pacific before the Saskatchewan Legislature, is authorized for the statement that construction work in that province now costs as much as \$21,000 a mile with out equipment, the high price of rails forming an important factor in the expense.

The first vessels of the mercantile marine to appear with the "cruiser"

year has been granted for the construction of lines which were to have been completed last December, and a year more for those which are to be completed next December. Bonds are guaranteed on an additional \$50 miles, bringing up the total guarantee of the province to 2,565 miles.

It is rumored that the Grand Trunk Railway intends to relieve the congestion in Hamilton by locating large yards at Stony Creek, where it will also erect a roundhouse and repair shops. For the past few years the congestion of the Stuart and Cannon street yards has seriously interfered with the handling of freight, and although the report says that these will not be abandoned, they will be used chiefly to look after business from the centre of the city and small freight business in the east end, while the new yards will take care of the big traffic in the industrial annex.

Mr. A. O. Wheeler, the well-known topographer, who is one of the years connected with the department of the interior at Ottawa, was in Montreal recently conferring with the officials of the Grand Trunk Pacific Railway regarding the mountain division of that line through the Canadian Rockies.

Mr. Wheeler spent three months last summer in the territory from the east entrance of the Rockies to the Grand Forks Valley, and made an exhaustive topographical survey of the mountain fastnesses for use of the Grand Trunk Pacific and Canadian Alpine Club. He was accompanied by one of the best mountain photographers in America, and the material that he has secured gives one an idea of the great attractions that the new route will open to the tourist and Alpine climber.

In conversation with Mr. Wheeler he states that the route is one of scenic grandeur, and there are parts that contain more variety of mountain scenery than can be found in any other part of the world, such as Burg Lake and the Valley of the Thousand Falls near Mount Robson, the highest peak in the Canadian Rockies, the resplendent valley to the north of Mount Robson and the beautiful Maligne Lake district south of the Athabasca and reached by trail from Fitzhugh.

It is stated that May 24, Victoria Day, has been set as the date for the formal opening of the Grand Trunk's first hostelry, the famous Chateau Laurier, in Ottawa, while before that date the Central Station, one of the most convenient and dignified on the continent, will be in running order. These two undertakings have cost the G. T. P. \$4,000,000, of which more than half must be credited to the hotel. The furnishings alone are valued at \$500,000, although nothing in the building will be obtrusive or in bad taste. A feature in the construction that has been shown for the comfort of the employees whose rooms are equally as good as those furnished to the guests.

An official of the Grand Trunk reports that the recent blizzard cost the management of that company \$30,000 for cleaning the snow from around the tracks and that, in bad weather, extra shunting engine costs \$3 an hour extra because of the difficulty of getting around when the yards are filled with snow. In this connection an interesting interview recently given out by a prominent railway man further illustrates the difficulties against which the company have to contend during the rigorous winter months.

"There are instances," he says, "where one night's fall of snow will represent \$100,000 of expense to the railroad the next day, and it is not at all uncommon that the item of clearing a railroad system of snow will represent from \$500,000 to \$1,500,000 in a single winter. Many have never heard of a train freezing and the tracks standing at the station, yet that has happened several times during the reign of the recent cold weather. At all intermediate division points it is necessary to remove the ice from the couplings, safety appliances, pipe joints, and other under portions of the car to inspect and test and see that everything is in its proper place and in working order before starting out."

It is also necessary to remove 120 pounds of steam to keep the equipment warm; and steam escaping from joints and then condensing forms an icy coating which sometimes takes as much as five hours to remove. There is a popular impression that hot boxes are much more of a summer complaint than a winter one, but this is not the case. During extreme cold weather the grease and oil in the boxes about the wheels are stiffened and the axle and thus an axle is doubly exposed to trouble. When it is necessary to uncouple the engine the pipes immediately begin freezing. There is no way to prevent it under the conditions, and the workmen are obliged to again warm up. Frogs become frozen solid and must be picked out if the switches and signals are to be kept in smooth working order. It requires 1,000 per cent of effort to get an engine to steam in winter than it requires in summer, and there is always the risk of air-brakes sticking, with the consequence that the air pipes become clogged.

Another trouble is the fact that water tanks freezing solid, so that the engine is not able to receive water when the supply runs low. Track engines must be kept free from ice by means of hot water, so that the engine may scoop up its supply and keep moving.

Material is arriving daily at Rockwood, Ont., for the new Grand Trunk station there and it is rumored that the occupancy is intended to do away with the iron bridge over the river, and to fill in the ravine with earth, so as to extend the switches for the accommodation of the public.

While a Grand Trunk train from Guelph to Toronto was running between Brampton and Georgetown the other night, an owl flew through one of the open windows, startling the passengers and the colored porter who, however, succeeded in capturing the intruder. It is thought that the bird was confused by the sudden flare of lights from the passing train, but the owl was so remarkably tame, as the train was running at the speed of 40 miles an hour at the time.

After covering 205 miles in 11 days by dog train, in spite of hard going, the party intended to do away with the survey party under Mr. P. P. Moffat, which has been revising the work on the Hudson Bay route between Manitou Rapids and Thicket Portage. The party was in Winnipeg after an absence of several months.

Seven new stations have been named on the line of the Grand Trunk Pacific west of the Yellowhead Pass at the summit of the Rockies. These are Fitzwilliam, Grand Brook, Rainbow, Red Pass, Resplendent, Mount Robson and Albrecht. Train service will be extended to all the above points this year.

Due possibly to the chastening influence of the winter season there has been a sudden increase in the Grand



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CARLING - LONDON



Trunk Railway's conscience money earnings. No less than \$30 have been received at the president's office in this way during the past two days.

The death is reported from Toronto of Capt. William Coo Nunn, who was captain of the G. T. P. Company at the time of the Fenian Raid. While in the service of the Grand Trunk he invented a railroad signal that was adopted by many roads. After retiring he entered the railway supply business and has resided at Toronto for the last 25 years.

Mr. H. S. Stebbins, traffic manager of the General Motors Company, Detroit, Mich., who are the largest manufacturers of automobiles in the world, called on President Hays, Vice-President Kelly, and Vice-President Dalfour recently in connection with the development of the several plants located on the Grand Trunk line in Michigan. Among other interesting things Mr. Stebbins stated that their shipments had been so far, this year, in excess of any previous year, they had offering now for movement at their factories 1,200 carloads of automobiles, in addition to their usual daily shipments.

The automobile business is enjoying a prosperous year, a condition that applies particularly to the factories in the State of Michigan, and Mr. Stebbins has filed request that the entire 600 new cars specially constructed for the carriage of automobiles, which the G. T. P. is receiving next month, be turned over to him for loading.

Mr. Howard G. Kelley, vice-president of the Grand Trunk System, has returned to Montreal after several days' absence in New England where he has been in connection with G. T. R. extensions through the State of Massachusetts, Connecticut and New Hampshire.

The chief engineer of Mr. Arthur Bros., the big contractors of New York city, who have had much experience in new railroad construction, reports, after his forces have spent several days in going over the plans for the New England extensions of the Grand Trunk, that the manner in which the locating engineers have taken advantage of every point of the situation to obtain a low grade line with economy of construction, and the manner for which they have placed the line in the congested manufacturing district through which it will be constructed, so as to enjoy central locations with the least possible damage to property, was a marvel of ingenuity and foresight, and redounded greatly to the credit of the engineers in charge of the work; and further that the plans and information submitted to the contractors were the most complete and reliable that they had

met with in their experience. This only indicated the care and thoroughness with which the Grand Trunk has prepared all of its plans for its extensions into this important industrial section.

It has been announced that the Grand Trunk Railway Company has decided to raise the wages of the telegraph operators throughout its system. The reason given for the change, which will come into effect immediately, is that many operators that work on Sunday have not been receiving any extra pay. In the future, additional remuneration will be given for Sunday work as well as the regular salary for the other six days, and it is most cases the change will result in a substantial increase in the monthly wages.

On March 27 the ratenayers of Port Colborne, Ont., will be asked to vote on a bylaw fixing the assessment on all Grand Trunk property in that town at \$15,000 for a period of 20 years and also giving the company permission to close two streets and to move two others so as to allow for the construction of a large number of switches for yard accommodation. In return the railway agrees to build a new passenger depot and freight shed there inside of two years and to open up Second street.

Latest reports from the Rocky Mountain section of the Grand Trunk Pacific Railway show that track has been laid on the various sections as follows:

Track Laid.	Length of Section.
Wolf Creek to Athabasca River	100 miles 100 miles
Yellowhead Pass to Tete Jaune Cache	55.5 miles 79 miles
Aldermore to Copper River	36 miles 140 miles
Copper River to Prince Rupert	100 miles 100 miles
Rivetting on the superstructure of the Athabasca River bridge has been completed and the deck was commenced on Feb. 26, so that trains are now able to cross upon it. The roundhouse at Fitzhugh has also been completed.	

All work on the G. T. P. in the Province of Alberta is to be rushed this spring and the Calgary-Lethbridge line will be commenced as soon as the weather permits.

According to a statement recently issued by the American Bureau of Railway Economics, there were substantial increases in the wages of railway employees during the year 1911. Reports filed with the Interstate Commerce Commission show that the total compensation to the employees of railways over 500 miles long was \$1,065,227,245. The total wage cost to the railways for the year was greater by \$41,868,822 than it would have been at the rate of pay in effect during 1910 and greater by \$69,597,676 than it would have

been at the rates of pay in effect during 1909.

Notwithstanding an increase of 2,100 miles of railway operated there were fewer employees on the payrolls June 30, 1911, than on the same date of the preceding year by 31,687, yet the total compensation paid to employees during 1911 was greater than that paid in 1910 by \$49,576,216. This greater than the increase in the gross earnings of the railways by \$22,536,121. The net revenue of the railways, which are what is left after paying operating expenses, fell off by \$40,565,559 during this same period in which compensation increased nearly fifty million dollars.

Mr. R. C. W. Lett, travelling passenger and colonization agent of the Grand Trunk Pacific, who has just returned to Winnipeg from a trip into the mountains in British Columbia where he has been securing the valuable views, reports that the first bridge in that province on the 29 mile line has now been completed. This structure, which crosses the Fraser River, is of steel and is almost 500 feet long, while the height from the river bed is 75 feet. The stream itself at this point is so shallow that horses can cross easily. At the 29 mile post the first real view of the mountains is obtained and for fully twelve miles the scenery is unequalled in the whole range, the line skirting along the base of many lofty peaks.

At a recent meeting of the Real Estate Exchange of Vancouver a resolution was passed in favor of the remission by the city council of all taxes for the proposed Grand Trunk Pacific Hotel, so as to facilitate an immediate start upon its construction, instead of waiting till the completion of the G. T. P.'s transcontinental line. Mr. F. M. Rattenbury is the architect, and it is said that the building will rival anything of its kind upon the Pacific coast.

Mr. Charles R. Morgan has been appointed city passenger agent of the Grand Trunk Railway System at Hamilton, succeeding his father, Mr. Chas. E. Morgan, who was 47 years in the service of the G. T. R. and whose death some months ago created the vacancy thus filled.

According to western advices received recently at Grand Trunk Pacific headquarters in Montreal, there has been an unusually heavy traffic in wheat at Portage la Prairie for some days past, which is, however, now rapidly diminishing. In ten days the G. T. P. handles over 2,000 cars, while 1,300 were re-billed and shipped in bond to Kingston, Ont. These shipments represent an immense sum to the farmers as, prior to this, they had their grain on the tracks with no hope of moving it till the spring. Hundreds of cars were taken to Westport and Transcona and brought back to Portage

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