

# Canadian Railway AND Marine World

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## Progress of Rogers Pass Tunnel Con- struction, Canadian Pacific Railway.

The following table, for which we are in-  
debted to J. G. Sullivan, Chief Engineer,  
C.P.R., Winnipeg, shows the progress made  
from July 29 to Sept. 2, also the total pro-  
gress to Sept. 2. The figures give the num-  
ber of feet:

EAST END.		
Pioneer heading .....	Complete	10,740
Main heading .....	1,455	7,999
Main tunnel .....	690	5,906
WEST END.		
Pioneer heading .....	Complete	8,870
Main heading .....	1,400	8,869
Main tunnel .....	951	4,705

## Sir William Van Horne's Appreciation of Canadian Railway and Marine World.

Before starting the publication of the  
Railway and Shipping World (now Cana-  
dian Railway and Marine World) in 1898,  
its founder consulted several of the prin-  
cipal Canadian railway officials, among them  
Sir William Van Horne, who, while sympa-  
thetically friendly to the project, doubted  
whether it could be made a financial suc-  
cess. But from the issue of its first number  
he evinced a keen interest in it, received  
it regularly, and took many occasions to  
recommend it. Only last year he wrote our  
Managing Director as follows:

"Montreal, Jan. 31, 1914.

"My dear Burrows,—I have just now been  
looking over the last number of your Cana-  
dian Railway and Marine World, and I am  
more than ever struck by the extraordinary  
amount and the high character of the in-  
formation it contains, which puts it on a  
par with or even beyond any railway jour-  
nal I know.

"I remember the doubts I expressed to  
you at the time you started it, and I feel  
bound to confess the extent of my mistake,  
and to congratulate you warmly on your  
splendid success.

"Sincerely yours,

W. C. VAN HORNE."

"P.S.—I am still confined to my room, but  
am beginning to hobble about on crutches.  
I have just found the photograph you ask  
for and send it herewith."

[The photograph referred to is the one  
reproduced on the first page of this issue.—  
EDITOR.]

The International Engineering Congress,  
which concluded its sittings at San Fran-  
cisco, Cal., Sept. 25, arranged for a series  
of excursions to be held subsequently so  
that the members could return to their  
homes by a number of routes. One of these  
trips was arranged from San Francisco,  
via Portland, Ore., to Seattle, Wash.,  
thence by steamship to Victoria and Van-  
couver, and by special train on the C.P.R.  
and its Minneapolis, St. Paul and Sault Ste.  
Marie Ry. and other connections to New  
York. The special train was timed to leave  
Vancouver Sept. 30, and it was expected to  
reach Chicago about Oct. 7.

The G. T. R. Stratford Division Patriotic  
Association, Palmerston Branch, has been  
formed to raise funds among the company's  
local employees, for patriotic purposes, by  
means of monthly contributions. C. For-  
rester, Superintendent, Stratford Division,  
Ontario Lines, G. T. R., has been elected  
President.

Dominion Government Elevators.—The  
completion of the Government elevator at  
Calgary, Alta., makes a chain of Govern-  
ment elevators from Calgary to the head of  
the lakes. The capacity of this elevator is  
about 2,500,000 bush.

## Putting Municipal and Private Utilities on a Par.

New evidence of the spreading tendency  
in the United States to subject all munici-  
pally owned utilities, like electricity and gas  
works, street railways, etc., to the same  
standards of operation and finance that are  
applied to public service companies under  
private ownership is seen in a recent deci-  
sion of the California Railroad Commis-  
sion. The City and County of San Fran-  
cisco applied for permission to carry the  
Municipal Ry. tracks on Potrero Ave. at  
grade across two main tracks and a siding  
of the Southern Pacific Co. It further asked  
that the expense of maintaining the  
main line crossing be ordered divided be-  
tween the municipality and the railway and  
that the spur crossing be maintained by the  
railway. Special privilege was claimed by  
virtue of being a municipal corporation. In-  
vestigation showed that the railway had a  
franchise from the city permitting it to  
cross Potrero Ave., with its two main  
tracks, but that the siding existed only on  
sufferance. Permission was granted the  
city to make the crossing, but the entire ex-  
pense of construction and maintenance was  
imposed on the Municipal Ry., under the  
usual rule of imposing the burden of a grade  
crossing on the junior company. Municipal  
privilege was specifically denied, and cer-  
tain similar cases in Los Angeles were  
cited as precedent.

## The Ownership of a B. C. Logging Railway.

—The question of the ownership of a log-  
ging railway from Powell Lake to the  
seacoast in British Columbia came before  
a court at Vancouver, Sept. 2, upon an ap-  
plication of the Powell River Co. for an in-  
junction to restrain the Jordan River  
Lumber Co., Elder Bros., and other lumber  
operators from using this railway. The  
plaintiff company owns the townsite of  
Powell River, which is crossed by the rail-  
way which runs from Powell Lake to Mal-  
aspina Strait. The Canadian-Puget Sound  
Co. had a 10 year contract for the use of the  
railway, and the plaintiffs desire that the  
defendant companies be enjoined from using  
the line. Counsel for Elder Bros., contended  
that the plaintiffs were putting quite a  
wrong interpretation upon the facts, as the  
line which was the property of the Canadian-  
Puget Sound Lumber Co., had been trans-  
ferred to his clients. Elder Bros. had been  
using the line since May, and were shipping  
150,000 ft. of logs daily over it. The hearing  
was adjourned.

Railway Lands Patented.—Letters patent  
were issued during August, for Dominion  
railway lands in Manitoba, Saskatchewan,  
Alberta and British Columbia, as follows,—

	Acres.
Calgary and Edmonton Ry. ....	319.00
Canadian Northern Ry. ....	643.00
Canadian Pacific Ry. ....	6.85
Edmonton, Dunvegan and British Colum- bia Ry. ....	36.10
Grand Trunk Pacific Branch Lines Co. .	6.16
Qu'Appelle, Long Lake and Saskatch- ewan Rd. and Steamboat Co. ....	2,880.00
Total .....	3,891.11

Railway Route Map Approved.—The Min-  
ister of Railways and Canals approved, on  
Sept. 1, the general location of a branch  
line of the Edmonton, Dunvegan and British  
Columbia Ry., from Spirit River Settlement,  
near Dunvegan, southerly to Grand Prairie  
Settlement, about 50 miles.

The G. T. R. Barrie Division Railwaymen's  
Association is making its first contribution  
of a fully equipped motor ambulance for  
European service, and is co-operating with  
the Red Cross Society in field comfort work.