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## Progress of Rogers Pass Tunnel Construction, Canadian Pacific Railway.

The following table, for which we are indebted to J. G. Sullivan, Chief Engineer, C.P.R., Winnipeg, shows the progress made from July 29 to Sept. 2, also the total progress to Sept. 2. The figures give the number 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 Canadian Railway and Marine World) in 1898, its founder consulted several of the principal Canadian railway officials, among them Sir William Van Horne, who, while sympathetically friendly to the project, doubted whether it could be made a financial success. 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 Canadian Railway and Marine World, and I am more than ever struck by the extraordinary amount and the high character of the information it contains, which puts it on a par with or even beyond any railway journal 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 Francisco, 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 Vancouver, 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 employes, for patriotic purposes, by means of monthly contributions. C. Forrester, 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 Government 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 municipally 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 decision of the California Railroad Commission. The City and County of San Francisco 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 between 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. Investigation 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 expense 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 certain similar cases in Los Angeles were cited as precedent.

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

—The question of the ownership of a logging railway from Powell Lake to the seacoast in British Columbia came before a court at Vancouver, Sept. 2, upon an application of the Powell River Co. for an injunction 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 railway which runs from Powell Lake to Malaspina 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 transferred 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 Columbia Ry. ....	36.10
Grand Trunk Pacific Branch Lines Co. . .	6.16
Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co. ....	2,880.00
Total .....	3,891.11

Railway Route Map Approved.—The Minister 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.