

cent, as compared with 220 per cent, which was the capacity of the largest locomotives previously in the service.

Slow Delivery of Freight Cars.

We ordered 1,000 fifty-ton box cars in the spring of 1916 from two large car manufacturers in eastern Canada, delivery to be completed by October 1, 1916, and January 1, 1917, so as to assist in the winter overseas freight movement; but the contractors failed to make delivery, causing much disappointment and delay, and adversely affecting overseas business. Delivery of one order of 500 was only completed on April 15 last, and in the other case only 167 of the 500 had been delivered up to April 17.

Busy Shops.

The immense demand for transportation facilities created unusual demands for locomotives and cars. By employing an increased number of car repair men our "bad order" freight cars were reduced from 1,410 to 400 during the year. We have repaired over 12,000 freight cars during the year, converted 225 to pulp cars and vans, and built 50 new flats, applied metal draft arms to 500 and safety appliances to 700. We made heavy repairs to 218 passenger cars during the year and completed the building of 4 baggage cars and 2 postal cars with steel underframes, all completely built in the Moncton shops, and also remodelled and overhauled 79 sleeping, dining and parlour cars. We looked closely after repairs to foreign equipment, and have a balance in our favour for the year of about \$90,000.

Providing Military and Hospital Trains.

We have been very busy in the Passenger Car Department during the winter endeavouring to provide passenger car equipment for military purposes, which embraced transportation on both the Intercolonial and the Transcontinental. We converted 10 sleeping cars into military hospital cars. Eight of these were repaired and painted and converted into hospital cars in 14 days. The foremen and mechanics worked in relays at high pressure, day and night, Sundays and holidays, on these cars with gratifying results, and all hands were commended and thanked for the performance of such difficult and unusual work in such a short time. In addition to these 10 hospital cars we have assigned for hospital movement seven standard sleepers, and equipped 13 tourist and six old style

sleepers which we use as tourist cars, making a total of 26 cars in hospital service. The 10 Red Cross cars aggregate 105 cots, 10 sections, 99 uppers and 5 drawing rooms. The tourist cars have a carrying capacity of 971, making total carrying capacity available for 1,200 persons.

Prince Edward Island Car Ferry and Terminals.

The car ferry steamer has been in service during the winter, between Pictou and Prince Edward Island ports, as an ice-breaking steamer, and has demonstrated her capacity for dealing with any ice conditions which may arise. At Cape Tormentine the landing pier and the bridges for transferring cars between pier and steamer deck are completed, some adjustment of machinery in the power house, and the installation of electric light plant, being all that is required to render this terminal available for service. Additional stone is yet to be added to the breakwater, and the capping stone placed, but the structure in its present condition affords good protection to the steamer berth and turning basin.

At Carleton Point progress during the season suffered through shortage of labour and the occurrence of violent storms.

The railway connection between the ferry landing and the existing lines of the Prince Edward Island railway has been completed, together with the terminal yard and buildings at Carleton Point. Some additional facilities for handling freight at this point will be added as business develops. About a week's dredging is required to clean up some high spots to give a workable turning basin for the steamer, although considerable dredging will be required to enlarge the basin to specifications. This, however, can be done during the summer. Taken altogether, the landing at Carleton Point is now usable except for the lack of a spring fender. The work on this is well forward and the placing of the fender should be completed about the middle of June, and the work in all respects completed this season.

The total estimated cost of the work is \$2,910,000, of which we have expended to date \$2,600,000.

Hudson Bay Railway and Terminals.

During the past year the rail has been brought up to Mile 332, which is the crossing of the Nelson river at Kettle rapids. The work was behind schedule, partly owing to a labour shortage and partly to the destruction by fire of the contractor's track-laying outfit thus preventing the construc-