

2677, increasing as from Feb. 15, 1914, switching charges within Toronto terminals. Upon reading the applications of the Canadian Manufacturers' Association, the Toronto Board of Trade, the York Sandstone Brick Co., and the York Sand & Gravel Co., protesting against the proposed increase. It is ordered that they be suspended, pending the hearing and determination of the matter by the Board.

National Transcontinental Railway Construction.

The ninth annual report of the Commissioners of the N. T. R. shows that the expenditure for the year ended Mar. 31, 1913, was \$13,729,461.44, making a total of \$130,247,152.95 since construction was started. The total grading done was 1,739 miles, on which 1,720.36 miles of main line track had been laid, and 384.73 miles of sidings, yard tracks, and second track. Since that date the grading on the line has been completed and track laid on the entire 1,804 miles between Moncton and Winnipeg.

An interim report of the commissioners presented to the House of Commons, Feb. 18, shows that the total expenditure on the line to Dec. 31, 1913, was \$140,562,147, of which \$10,314,944 was expended since Mar. 31, 1913. Track laying had been completed over the entire line, and the bridges were 95.3% completed. At the date of the report trains were being operated on 1,160 miles of the total 1,804 miles between Moncton and Winnipeg, and the report stated that trains could be run on the remaining mileage if there was any immediate necessity therefor.

The line from Moncton to Edmundston, N. B., 230 miles, was put in operation Nov. 20, 1912, and the result of the operation shows a revenue of \$13,557.76, with operating expenses of \$36,146.97, and expenditure on equipment of \$7,009.38, and \$3,006.95 net on stores. The deficit is \$32,605.54, against which is placed \$3,577.37 of uncollected earnings, and \$10,016.33, value of equipment and stores on hand. In addition to this section there is a considerable mileage east and west of Cochrane, Ont., being operated by the contractors, and the section from Winnipeg, east to Superior Jct., is being operated by the G. T. Pacific Ry.

It was reported Feb. 6, that the entire line from Moncton to Winnipeg will be ready for operation by Sept. 1. (Feb., pg. 72.)

Grand Trunk Pacific Railway Construction.

The Commissioners of the National Transcontinental Ry. are asking the Dominion Parliament for an extension of time for the completion of the prairie section of the Western Division of the line,—from Winnipeg to Prince Rupert—which is being built by the Grand Trunk Pacific Ry. The extension asked is for one year from Dec. 1, 1913. A similar extension is being asked for by the G. T. Pacific Ry.

The Board of Railway Commissioners has authorized the opening for traffic of the section of the main line between Fraser River, mileage 1,189 westerly of Winnipeg, and Fort George, B.C., mileage 1,280.5, the speed of trains being limited to six miles an hour at the Fraser River bridge and to 15 miles an hour on the last 35 miles into Fort George. A tri-weekly train service was put in operation Feb. 1, over the section. The line is completed and in operation easterly from Prince Rupert, to mileage 324. This leaves 124 miles of grading and

tracklaying to be completed. The grading on this section is well advanced and it is expected to have tracklaying completed during next summer.

The question of the location of the station at Fort George, B.C., has been finally decided on an appeal to the Governor in Council, judgment being given Feb. 8. The Board of Railway Commissioners after two hearings directed in May, 1913, that the company should build its station within 3,000 ft. of the eastern boundary of Fort George. The company appealed, and it has now been decided that the station must be built as ordered by the Board.

Considerable progress has been made with the wharves, dry dock and other facilities which are being constructed at Prince Rupert for use on the opening of the line right across the continent.

The annual report of the Minister of Railways for Alberta shows that to Dec. 31, 1913, the Province had guaranteed the company's bonds at the rate of \$15,000 a mile for the building of 201.5 miles of line from Tofield to Calgary, and at the rate of \$20,000 a mile for 58 miles from Bickerdike southwesterly. These lines are now practically completed. Guarantees of bonds were voted for some other lines, but up to the end of 1913, the construction of them had not been arranged for.

The arbitrator appointed to fix the value of the R. N. W. M. Police barracks site at Calgary, Alta., which the G. T. P. Ry. had required for terminal purposes, decided on \$210,000. The Dominion Government in reviewing the proceedings increased the price to \$250,000, which the company has agreed to pay. An order in council was signed Jan. 27 granting the site to the company at that figure subject to the company donating a right of way 25 ft. wide on the south and west sides of the property so as to widen 9th Ave. and 6th St. East, and to erecting on the site a station having the same character and accommodation as that to be erected at Regina. (Feb., pg. 72.)

Exclusive Use of Drawing Rooms and Compartments.

Central, New England, Trunk Lines and Southwestern Passenger Association railways recently filed with the Interstate Commerce Commission, U.S.A., tariffs as to the number of tickets required for the exclusive use of drawing rooms and compartments on sleeping cars, to be effective March 1. The Trans-Continental and Western Passenger Associations also adopted similar rules, effective March 15. This has been followed by Canadian railways adopting the following rule, effective March 15:—

"A minimum of two adult first class one way or round trip passage tickets will be required for the exclusive occupancy of a drawing room, and a minimum of one and a half first class one way or round trip passage tickets will be required for the exclusive occupancy of a compartment."

The C. P. R. Hotel at Calgary, now under construction, is to be called the Palliser, Sir Thos. Shaughnessy having chosen that name in honor of the late Captain Palliser, who in 1847 led a government expedition to explore the country between Lake Superior and the Rocky Mountains. Capt. Palliser, with a staff of scientific men, continued his investigations until 1859, and reports of considerable value were published as the result.

W. W. Toby, M. Can. Soc. C. E., read a paper before the Canadian Society of Civil Engineers in Montreal, Feb. 19, on bridge substructures built by the pneumatic method.

Railway Rolling Stock Notes.

The Duluth, Winnipeg and Pacific Ry. has received 100 flat cars from the Mount Vernon Car Co.

The Canadian Northern Ry. has ordered 8 baggage cars, 60 ft. long, and 3 commissary cars, 60 ft. long, from the Preston Car and Coach Co.

The Timiskaming and Northern Ontario Ry. Commission, operating the Nipissing Central Ry., expects to place an order shortly, for two interurban motor cars.

The G.T.R. has received the following additions to rolling stock:—300 box cars from Eastern Car Co.; 864 box cars from Western Steel Car and Foundry Co., and 191 gondola cars, from Pressed Steel Car Co.

The Confederation Construction Co., Thorold, Ont., which has a contract on the construction of the Welland Ship Canal, has received two saddle tank locomotives from Canadian Locomotive Co.

The Canadian Northern Ry., between Jan. 14 and Feb. 14, received the following additions to rolling stock:—75 box cars from Canadian Car and Foundry Co.; 153 box cars from National Steel Car Co.

The C.P.R., between Jan. 1 and Feb. 15, ordered the following additions to rolling stock from its Angus Shops:—142 steel frame box cars, 8 vans, 19 freight refrigerator cars, 1 ballast spreader, and 16 stock cars.

The Intercolonial Ry. has ordered 25 refrigerator passenger cars from its Moncton Shops; 180 box cars, 80,000 lbs. capacity, from Nova Scotia Car Works, and 180 box cars, 80,000 lbs. capacity from Eastern Car Co.

The C.P.R., between Jan. 1 and Feb. 15, received the following additions to rolling stock:—189 steel frame box cars, 2 vans and 5 class D4 locomotives, from its Angus Shops; and 2 class N3 locomotives from Canadian Allis-Chalmers, Ltd.

The Intercolonial Ry. has received 5 colonist cars, 4 first class and baggage cars, and 132 box cars, 60,000 lbs. capacity, from Canadian Car and Foundry Co.; 9 box baggage cars, from its Moncton Shops; 4 consolidation and 3 switching locomotives from Canadian Locomotive Co., and 2 first class cars from Preston Car and Coach Co.

The Reid Newfoundland Co., during 1913, added the following rolling stock to its equipment, all of which was built at its shops at St. John's:—3 ten wheel passenger locomotives, 2 consolidation freight locomotives, 25 box cars, 40,000 capacity; 20 flat cars, 40,000 lbs. capacity; 2 first class cars, 2 second class cars, and 2 mail and baggage cars. Considerable additions will be made during the current year, and will also be built in the company's shops. W. E. Ladley is Superintendent of Motive Power.

The National Steel Car Co. reports having orders in hand for rolling stock, as follows:—593 wooden box cars, 30 tons capacity, for Canadian Northern Ry.; 100 flat cars, 40 tons capacity, 150 hopper cars, 50 tons capacity, and 3 eight wheel cabooses, for Toronto, Hamilton and Buffalo Ry.; 300 underframes for Michigan Central Rd.; 30 logging cars, 30 tons capacity, for St. Lawrence Pulp and Paper Co.; 8 interurban passenger cars and 2 interurban express cars, for Montreal and Southern Counties Ry.; 67 flat cars, 40 tons capacity, and 44 composite box cars, 40 tons capacity, for Pacific Great Eastern Ry.; 10 standard steel underframe baggage cars, and 500 stock cars, for Grand Trunk Ry., and 100 wooden box cars, 30 tons capacity, for J. D. McArthur Co.