

The Minister of Public Works is being asked to approve of site of and plan for a lumber mill and other works to be erected in front of Waterfront Block I, Prince Rupert Harbor, B.C. (Feb., pg. 51.)

Grand Trunk Ry.—We are officially advised that plans for the proposed freight sheds at Mimico, Ont., are before the Board of Railway Commissioners. (Mar., pg. 50.)

Great Northern Ry.—F. L. Townley, architect in charge of the erection of the terminal station and other buildings on False Creek, Vancouver, B.C., is reported to have stated that 90% of the work on the station proper was completed, and it was expected to have it completed by Mar. 30. Work has been started on the locomotive house and other buildings. A car yard is being laid out about a quarter of a mile east of the passenger station. It will contain 4 tracks, each 1,500 ft. long, and will be piped for steam, compressed air, water and air brake testing lines, and provision will also be made for battery charging. (Mar., pg. 101.)

Greater Winnipeg Water District.—It is reported by the auditors that up to Dec. 31, 1916, out of \$6,180,799.94 expended for all purposes, \$1,595,666.23 was expended upon the commission's railway and its equipment.

The commission has adopted a recommendation of Chief Engineer Chace for the pipe line route between Deacon and the Red River. This is an air line route direct from Deacon to the Dawson Road, just east of the St. Boniface municipal yards. In connection with it, Mr. Chace reported that where considered solely as a pipe line route or from the standpoint of providing in addition a route for a permanent railway entrance to St. Boniface, this route is the cheapest and most satisfactory. A 100 ft. right of way will be provided the entire distance. (Jan., pg. 19.)

The Michigan Central Rd.'s station at Charing Cross, Ont., was totally destroyed by fire, Mar. 9. Arrangements are being made for rebuilding. (Mar., pg. 101.)

Montreal Central Terminal Co.—The Dominion Parliament is being asked to extend the time within which the company may build its terminal station, with railways, tunnels, and bridge connections in and around Montreal. F. E. Came, Montreal, is Secretary. (June, 1916, pg. 281.)

Pacific Great Eastern Ry.—Information as to the legislative investigation into the company's affairs is given on another page of this issue.

Construction work on the line is reported suspended for the present at least. (Mar., pg. 101.)

Prince Edward Island Ry. Car Ferry.—A press report from Charlottetown, P.E.I., states that it is expected that the car ferry service between Port Borden, P.E.I., and Cape Tormentine, N.B., will be inaugurated in August. (Feb., pg. 51.)

Saskatchewan & Hudson Bay Ry.—The Saskatchewan Legislature has incorporated a company with this title to build a railway commencing in Tp. 17 or 18, Range 30, West of the 3rd meridian, easterly through Tps. 16, 17 and 18 to Range 22 in either of these townships, thence northeasterly to Cabri, thence northerly and easterly to a point in either Tps. 27, 28, 29 or 30, in Ranges 11, 12, 13 or 14, thence northeasterly to Saskatoon. The capital is fixed at \$100,000; and power is asked to issue bonds for \$30,000 a mile. The office is to be in Regina.

The provisional directors named are: H. Keeble, Haverhill, Sask.; L. L. Dawson, Regina, and F. Crandall, Calgary, Alta.

From the association of F. Crandall, it would appear that this railway is being incorporated to build the Saskatchewan section of a railway project covered by the charters of the Calgary & Fernie Ry. and the High River, Saskatchewan & Hudson Bay Ry., and extending from Fernie, B.C., to Fort Churchill, on Hudson Bay. (See Alberta-Hudson Bay Ry., Mar., pg. 101.)

St. John & Quebec Ry.—We are officially advised that a contract has been let to the Nova Scotia Construction Co. for building the section of this railway from the present northerly terminus at Centreville, N.B., to a connection with the C.P.R. at Andover, about 26 miles. Construction work will be started early in the spring.

F. W. Summer, President, St.J. & Q.R., is reported as stating, Mar. 10, that the Nova Scotia Construction Co. would start work on the new section of the line from Centreville to Andover as soon as weather conditions permit.

T. Cozollino, President of the N. S. Construction Co., is reported to have said, Mar. 10, that satisfactory progress had been made with construction on the southern section of the line from Georgetown to Westfield during the winter. A good deal of the heavier part of the work, including a considerable amount of bridge work, has been done. (Mar., pg. 101.)

St. Maurice Construction Co., Ltd.—The Shawinigan Water & Power Co.'s annual report for 1916 has the following reference to one of its subsidiaries: "During the past year the St. Maurice Construction Co., Ltd., a subsidiary of your company, has continued the construction on the La Loutre storage dam, and steady progress is reported on this work. During the early part of the year the work consisted in building 20 miles of railway, the organization of the river transportation system and the construction of the cofferdams in the east channel of the river. The concrete has now been placed in the east channel and work is proceeding on the west, or main channel. The work is up to schedule and should be completed at the end of 1917."

We are officially advised that the railway parallels the St. Maurice River for 20 miles, beginning at Chaudiere Falls, on the river bank, 30 miles above Weymontachine, or Weymont station, on the National Transcontinental Ry. The line is standard gauge. It is operated by locomotive burning fuel oil. There are four contractors' locomotives, 18 flat cars, two box cars and 24 dump cars. The contractors and engineers were the St. Maurice Construction Co., Ltd., with Fraser, Bryce & Co., Ltd., Montreal, as supervising engineers. The maximum grade is 3½%, and the maximum curvature 18 deg.

River transportation operates between Weymont, or as a matter of fact, from Sanmaur, which is the name of a station opened for the St. Maurice Construction Co.'s operations, two miles from Weymont, to the point on the river where the railway begins. The outfit consists of about 20 scows, with capacities of between 12 and 30 tons each. These are towed by gasoline and steam tow boats. At one point in the river it is so swift that an alligator boat is used to pull the scows up. The towing is in two divisions above and below this swift water. The railway and river systems are used only

for the St. Maurice Construction Co.'s operations and business incidental to the construction of the dam.

We are further officially advised that it is impossible to state what will be the future of this railway, whether it will be taken up on the completion of the dam, or whether it will be made a permanent work and extended.

Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, compared with those of 1915-16, from July 1, 1916:

	Gross Earnings	Expenses	Net Earnings	Increase
July	\$3,834,200	\$2,636,800	\$1,197,400	\$ 711,000
Aug.	3,684,900	2,612,900	1,072,000	614,300
Sept.	3,187,900	2,455,300	732,600	x177,300
Oct.	3,716,800	2,496,500	1,220,300	x36,700
Nov.	3,722,300	2,472,300	1,250,000	38,600
Dec.	3,485,400	2,661,600	823,800	x378,300
Jan.	2,832,600	2,350,500	482,100	226,700
Feb.	2,358,600	2,250,400	108,200	x21,200

	\$26,822,700	\$19,936,300	\$6,886,400	\$ 977,100
Incr	\$5,295,100	\$4,318,000	\$ 977,100

Approximate earnings for three weeks ended Mar. 21, \$2,126,400, against \$1,627,200 for same period, 1916.

Canadian Pacific Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those of 1915-16, from July 1, 1916:

	Gross Earnings	Expenses	Net Earnings	Increase
July	\$12,247,440.39	\$8,230,348.66	\$4,017,091.73	\$1,216,688.61
Aug.	13,570,467.31	7,802,680.46	5,467,786.85	2,025,472.13
Sept.	12,134,159.96	7,004,400.80	5,129,759.16	384,458.62
Oct.	13,237,086.36	7,562,346.99	5,674,739.37	x904,694.78
Nov.	13,401,943.90	7,837,983.76	5,563,960.14	x790,452.89
Dec.	12,426,867.44	7,405,438.83	5,021,428.61	x278,806.01
Jan.	10,158,307.86	7,726,829.36	2,431,478.50	341,070.27

	\$86,876,273.22	\$53,570,028.86	\$33,306,244.36	\$1,591,648.99
Incr	\$11,817,283.34	\$10,225,634.35	\$1,591,648.99

Approximate earnings for Feb., \$8,832,000, and for three weeks ended Mar. 21, \$7,760,000 against \$8,546,000 and \$6,737,000 for same periods, 1916.

Grand Trunk Railway Earnings.

The aggregate traffic receipts of the system from Jan. 1 to Feb. 28, are:

	1917	1916	Increase	Decrease
G.T.R.	\$6,825,821	\$6,437,336	\$388,485
G.T.W.R.	1,272,560	1,383,708	\$111,148
D.G.H.&M.R.	437,852	474,762	36,910

\$8,536,233 \$8,295,806 \$240,427

Approximate earnings for three weeks ended Mar. 21, \$3,186,666, against \$2,916,801 for same period, 1916.

Grand Trunk Pacific Ry. Earnings.

The approximate earnings of the Prairie Section, 916 miles, for January were \$330,108; for Feb., \$295,512; total, \$625,620, against \$314,344 for Jan.; \$277,619 for Feb., and \$591,963, total, for same periods, 1916.

Arthur R. Mosher was detained by the Montreal police, Mar. 24, charged with having written a libellous letter concerning R. P. Neil, President of the International Brotherhood of Stationmen and Railway Employees, to Chief of Police Campeau. Mosher gave bonds for \$1,000 for his appearance in court, Mar. 26, but did not appear. On Mar. 27 Mosher's bail of \$1,000, which was ordered confiscated the previous day, was restored, when he showed that he had attended at the wrong court room.

Frederick Broughton's Pictures.—A collection of oil and water color paintings, formerly the property of the late Frederick Broughton, who was General Manager of the Great Western Ry. of Canada in the seventies, were sold by auction in Toronto recently.