

Steam Railway Track Laid in 1915.

The preliminary table of new track laid in 1915 by railways throughout Canada, made up from official replies to our annual circular, and from estimates made from information otherwise obtained, is given below. The total mileage is considerably below what it has been for the previous 10 years or more, but it is higher than was anticipated a year ago would have been the case. Tracklaying was done on 14 lines during the year, 44 miles being in Eastern Canada, 58 miles in Manitoba, and the balance in Saskatchewan, Alberta and British Columbia.

The mileage on the railways marked with an asterisk (*) has been estimated, and is subject to revision.

	Miles.	Miles.
Alberta and Great Waterways Ry.:		
Mileage 135 to 175, Alberta.....	40.00	
Canadian Northern Ontario Ry.:		
Between Ottawa and Pembroke.....	1.55	
Between Pembroke and Capreol.....	7.41	
Canadian Northern Ry.:		8.96
Grand Manas to Victoria Beach.....	14.07	
Canora to Sturgis, Sask.....	21.44	
Bienfait to Estevan, Sask.....	8.91	
Elrose to Eston, Sask.....	34.81	
Wroxton to Willowbrook, Sask.,		
Canadian Northern Sask. Ry.....	41.01	
Camrose, south easterly, Canadian		
Northern Western Ry.....	43.00	
Canadian Pacific Ry.:		163.24
Coronation, Sask., west.....	0.75	
Foremost to Pakowki, Alta.....	22.30	
Central Canada Ry.:		23.05
McLennan to Heart River, Alta.		46.00
Edmonton, Dunvegan, and B.C.		
Ry.:		
Mileage 243 to 325.....	82.00	
Essex Terminal Ry.:		
Sandwich to Ojibway, Ont.....	2.00	
Halifax and Southwestern Ry.:		
Jordan Falls Station to Jordan		
Falls N.S.....	1.29	
Hudson Bay Ry. (Dominion Gov-		
ernment):		
Mileage 197.4 to 241.24.....	43.84	
Intercolonial Ry.:		
Connection with Transcontinental		
Ry. at Moncton, N.B.....	0.85	
Dartmouth branch, Elderbank		
to Upper Musquodoboit, N.S.....	17.00	
*Kettle Valley Lines:		17.85
Between Midway and Merritt,		
B.C.....	31.00	
Coquihella Rives section.....	33.00	
*Pacific Great Eastern Ry.:		64.00
Mileage 120 to Clinton.....	46.00	
Quebec Central Ry.:		
From 5 miles east St. Camille to		
English Lake.....	14.00	
St. John and Quebec Ry.:		
From Fredericton, N.B., south....	1.24	
Total.....	547.47	

Outside Canada, the only mileage of new track laid by any of the subsidiaries of Canadian lines, was 8.91 miles by the Minneapolis, St. Paul and Sault Ste. Marie Ry., from Van Hook to Sanish, N.D.

No return has been received from the Canadian Northern Pacific Ry., and we are therefore unaware what track it laid.

Fire in G.T.R. shops.—A fire started in the tube department of the G.T.R. shops at Point St. Charles, Montreal, at noon, Dec. 10, and caused considerable damage to the tube, blacksmith and erecting shops before it was checked. The cause has not been ascertained.

Shell Making at Transcona Shops.—In connection with the press reports stating that the National Transcontinental Ry. shops at Transcona, Man., had been leased to a private company for shell making, we are advised that the Grand Trunk Pacific Ry. had a shell contract, which it was carrying out at the Transcona shops before they were taken over by the Government in connection with the National Transcontinental Ry. The G.T.P.R. was given permission to continue the shellmaking, but has since transferred its contract to the Transcona Shell Co. The Canadian Government Railways supplies light, heat and power on a percentage basis.

Railway Rolling Stock Notes.

The Canadian Northern Ry. has received 7 steel underframe tourist cars from Crossen Car Co.

The Canadian Pacific Ry. will probably change the lighting of some 130 passenger cars to electricity.

The French Government is reported to have ordered 2,000 freight cars from the Canadian Car and Foundry Co.

Canadian Government Railways has received 105 steel flat cars from Nova Scotia Car Works, and 1 consolidation locomotive from Canadian Allis-Chalmers, Ltd.

The Nigerian Ry., West Africa, has ordered through the Crown Agents for the Colonies 100 ten ton end tipping coal wagons from Canadian Car & Foundry Co.

The Canadian Pacific Ry.'s passenger car shops, at Angus, Montreal, are running at full capacity putting passenger equipment in condition to meet the increased business.

The Canadian Northern Ry., during November, received 2 dining cars and 11 sleeping cars from Canadian Car and Foundry Co., and 7 tourist cars from Crossen Car Co.

The Grand Trunk is having 1,500 steel freight cars repaired. The American Car and Foundry Co., Detroit, Mich., is doing the work on 300 cars, with the option of doing the other 1,200.

The Canadian Locomotive Co. has shipped 3 locomotives to the Russian Government. General details of these locomotives were given in a previous issue and a full description appears in this issue.

The Canadian Pacific management is considering the addition of some passenger locomotives. Details of type and number are not yet available, but the order may amount to about 50. Whether they will be built at the company's Angus shops, or ordered outside, has not been announced. Since the foregoing was put in type, a Kingston, Ont., press dispatch states that the C.P.R. has ordered 25 locomotives from the Canadian Locomotive Co.

The Canadian Government Railways, according to an unconfirmed Ottawa press dispatch of Dec. 27, has given "a large order" for locomotives for use principally, if not altogether, on the National Transcontinental Ry. It is also said that the Canadian Government Railways has leased from 30 to 40 Grand Trunk Pacific Ry. locomotives for use on the National Transcontinental. Since the foregoing was put in type, we have been officially advised that 25 locomotives have been ordered from the Canadian Locomotive Co.

The Canadian Pacific is going to build at its Angus shops, Montreal, 1,000 freight cars on replacement account. The details are not yet available, but there will probably be 800 standard box cars and 200 automobile cars. Two hundred freight refrigerator cars and 50 passenger refrigerator cars are also to be built, and there will also be some miscellaneous cars, probably 76 stock, 18 coal, 6 ore and 3 furniture. Some passenger equipment is also being considered, and will probably include the following cars: 12 mail, 1 mail and express, 4 baggage, 1 dining.

The Imperial Oil Co., Ltd., Sarnia, Ont., has ordered 100 tank car underframes and trucks, 80,000 lbs. capacity, and tank trimmings, from National Steel Car Co., and has also ordered 100 from Canadian Car and Foundry Co. The underframes will be composed of heavy 12 in. ship channels with top and bottom cover plates. At the bolsters will be half saddles which will form the side bearing, and at the same time support the tank. The trucks will be of the

Tank mountings will consist of the usual appliances on a steel tank car, comprising running board brackets, tank bands, hand rail piping and fittings, side steps, grab handles, etc. The frames will be equipped with Westinghouse air brakes and friction draft gear. The tanks will be supplied and placed in position by the Imperial Oil Co. at Sarnia.

Progress of Rogers Pass Tunnel Construction. Canadian Pacific Railway.

The following table, for which we are indebted to J. G. Sullivan, M.Can.Soc.C.E., Chief Engineer, C.P.R., Winnipeg, shows the progress made from Oct. 28 to Dec. 2, also the total progress to Dec. 2:

	Progress.	Total.
EAST END.		
Main heading.....	1,429 ft.	11,858 ft.
Main tunnel.....	806 ft.	8,053 ft.
WEST END.		
Main heading.....	783 ft.	11,912 ft.
Main tunnel.....	840 ft.	6,950 ft.

A Glacier, B.C., press dispatch of Dec. 13 says the borings from the east and west ends met at 11.30 that day, giving a continuous passage through the mountain.

Quebec and Saguenay Ry.'s Future.—Ottawa press despatch Dec. 14.—A number of petitions have been received by the Government from the communities served by the Quebec and Saguenay Ry., an uncompleted line running from the city of Quebec to Murray Bay, to have the road taken over by the Dominion Government. The suggestion is made that with this railway the Government could establish a winter port on the St. Lawrence, either at Murray Bay or beyond. The road has been constructed for from 90 to 100 miles, and is one of the group of enterprises associated with the Quebec Railway, Light, Heat and Power Co. It handles a large tourist as well as a local passenger and freight traffic between Quebec and points in Montmorency and Charlevoix Counties. Government engineers have examined the railway and have reported, and during the past summer a personal inspection of the property was made by the Minister of Railways. No decision has been reached regarding the proposed transfer.

First Aid Work on Grand Trunk Ry.—E. J. Chamberlin, President, has presented a silver shield for annual competition amongst first aid teams on the G.T.R. Elimination contests have been held recently at Montreal, Toronto, Stratford and Battle Creek, in which men representing the various terminals and shops on the line competed. The judge was an expert in first aid work, chosen by the St. John Ambulance Association, and the team receiving the greatest number of marks at each examining point competed in the final competition for the shield. The tests were of a complete character, including handling of the apparently drowned, treatment of wounds, bleeding and poisoning, temporary management of fractures, dislocations, sprains, etc., and methods of transporting injured persons. Women's teams were examined in home nursing instead of stretcher work.

International Engineering Congress.—The proceedings of this Congress, held at San Francisco Sept. 20-25, 1915, will be printed in eleven volumes. Members are entitled to receive the index volume and any other single volume according to choice, and extra volumes can be secured by members at special rates. Persons wishing to become members can still do so by remitting \$5 to W. A. Cattell, Secretary-Treasurer, Foxcroft Building, San Francisco, Cal., but prompt action will be necessary as the membership list will close at a very early date.