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Progress of Rogers Pass Tunnel Construction.

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 Dec. 30, 1915, to Jan. 17, and the total progress to Jan. 27:—

	EAST END.	Progress.	Total.
Main tunnel	806 ft.		9,548 ft.
	WEST END.		
Main tunnel	557 ft.		9,849 ft.

One-man Car Operation.—Investigation by the American Electric Railway Association shows that out of a total of 111 American cities in which one-man car operation is in use, 30 cities in 1910 had a population of more than 25,000, which means that 27% of the cities using the one-man method of operation are cities of large population. Eight other cities ranged between 20,000 and 25,000 population and 45 others are between 10,000 and 20,000, leaving for the small city of less than 10,000 a total of but 28. Of the 30 companies operating in cities with more than 25,000 inhabitants there are two companies the population of whose cities are more than 500,000; one city over 200,000, and one over 100,000, which shows the favor with which one-man operation is being met, and its ascending popularity for larger city operation.

Navigation Seasons at Port Nelson.—The record of the first steamship arrivals at, and the last departures from, Port Nelson, Hudson Bay, for 1912 to 1915, was given in the House of Commons, Feb. 7, as follows:—1912, s.s. Beothic arrived off Nelson roads, July 24, but for lack of pilot did not proceed up river until July 29; after clearing, she proceeded to James Bay. 1913, s.s. Bonaventure arrived at Port Nelson, Aug. 6, and cleared from there, with the steamships Bellaventure and Sinbad, Oct. 13, being followed on Oct. 19 by the Dominion Government survey steamship Acadia. 1914, s.s. Bonaventure arrived at Port Nelson, Aug. 14; the steamships Bellaventure and Sheba cleared from there, Oct. 17. 1915, s.s. Bellaventure arrived at Port Nelson Aug. 1, and cleared from there, with the steamships Adventure and Sheba, Oct. 22.

Judgment was given in the October Court of Appeal, Jan. 24, in an action in which the County of Wentworth, the City of Hamilton and the Hamilton Radial Ry. were concerned. The railway extends from Hamilton to Oakville, the city and county authorities granting franchises, in respect of which certain payments are made. Some difference arose between the city and county respecting these payments, with the result that action was brought, and a verdict was given July 2, 1914, in favor of the county. Against this the city appealed, with the result that the appeal has been allowed and the original action dismissed.

Alaska halibut fishermen have petitioned the United States Government to take steps to protect the industry. It is alleged that owing to the opening of the Grand Trunk Pacific Ry., the centre of the fisheries in Alaskan waters has been shifted from Ketchikan, Alaska, to Prince Rupert, B.C.

The Canadian Ticket Agents Association will hold its next annual meeting and outing at Port Arthur, Ont., early in June.

The Dominion Government Railway to Hudson Bay engineering staff has given \$513.97 as a special donation to the Manitoba Patriotic Fund.

Grain Inspection at Western Points.

Following are the number of cars of grain inspected on the Canadian Pacific, Canadian Northern, Great Northern and Grand Trunk Pacific Rys. at Winnipeg and other points in the Western Division, in Jan. 1916, in the 5 months ended Jan. 1916, and in the 5 months ended Jan. 1915, respectively:—

		5 months to Jan. 1916	5 months to Jan. 1915
C.P.R.	Jan. 1916	5,630	107,840
C.P.R., Calgary...		599	2,837
C.N.R.		3,802	55,632
G.N.R., Duluth ..		101	2,677
G.T.P.		1,593	27,412
Total		11,725	196,398
			81,369

Too Late for Classification.

The Dominion Government s.s. Quadra was sunk off Nanaimo, B.C., Feb. 26, in collision with the C.P.R. s.s. Charmer, the crew being saved. She was valued at about \$80,000 and was engaged in the fishery patrol and lighthouse and buoy service on the Pacific coast.

Canada Steamship Lines' s.s. Empress of Fort William, which since Aug. 4, 1914, has been engaged in ocean service, was sunk by a mine off Dover, England, Feb. 26, while attempting to rescue the crew of the s.s. Maloja, which had struck a mine. The Empress of Fort William was built at Newcastle, England, in 1908, and was formerly owned by the Empress Transportation Co., Midland, Ont., and was later absorbed by Canada Steamship Lines, Ltd. Her dimensions were: Length 250 ft., breadth 43 ft., depth 25 ft., and she had a cargo capacity of 3,440 tons.

The Transit Co., Ltd., has been incorporated under the Dominion Companies Act, with \$250,000 authorized capital, and office at Toronto, to carry on a general shipowning and operating business, and in connection therewith to own and operate steam and other vessels, and to enter into agreements with steam and electric railway companies to move and operate their rolling stock. The incorporators are all connected with a Toronto legal firm.

The Manitoba Public Utilities Commissioner recently suspended the order directing the Winnipeg Electric Ry. to operate its cars over the Arlington St. bridge, Winnipeg. The Board of Control on Feb. 5, instructed the City Solicitor to apply for a renewal of the order. This new application will enable the question of the sufficiency of the existing brakes on the cars, to ensure safety on the gradient at the bridge, to be settled.

The Saskatchewan Co-operative Elevator Co. proposes to extend its system to include the ownership and operation of terminal elevator facilities at the head of the lakes, and is taking steps to have the matter discussed in the Legislature, with the view of having such extension authorized, and if necessary, obtaining the financial co-operation of the province.

C. H. Gaunt, heretofore General Manager, Pacific Division, Western Union Telegraph Co., San Francisco, Cal., has been appointed General Manager at Chicago, Ill., with jurisdiction over the company's lines in ten States. He is succeeded at San Francisco by M. T. Cook, heretofore Assistant General Manager, Chicago, Ill.

During 1915, 89,195,875 tons of bulk freight were handled on the Great Lakes, an increase of 16,256,272 over 1914.