

THE LIFTING  
OF G.T.P.,  
N.T.R. AND  
C.N.o. RAILS  
IN QUEBEC  
AND B.C.  
DURING  
W.W. I

## Lifting of Canadian Northern and Grand Trunk Pacific Railway Rails, for Shipment to France.

Canadian Railway and Marine World for June contained particulars of about 300 miles of steel rails, with the necessary turnouts, angle bars, bolts, spikes, and other track material, having been taken up from the National Transcontinental line between Moncton, N.B., and Winnipeg, and shipped to France, for military purposes. Of this, 98.2 miles were taken up from the N.T.R., between Moncton and Diamond Jct., 11.8 miles east of Lewis Que., and 206.6 miles were taken up between Quebec and Winnipeg. These rails, etc., were not taken out of the main line, but out of sidings and divisional yards. About two-thirds of the rails lifted have been replaced by lighter rails. The balance have not been replaced, as the sidings and divisional yards were built to take care of a very large business anticipated in the future, and will not be required for some years to come. It was also mentioned that a request

dened, and the G.T.P.R. line to be relaid with light steel. Starting from the east at Imrie, G.T.P.R. rails are taken up to Chip Lake, 14.4 miles, and both G.T.P.R. and C.N.R. trains run over C.N.R. tracks between those points, a connection having been built from the G.T.P.R. to the C.N.R. at Lobstick. From Chip Lake to Dandurand, 56.9 miles, the G.T.P.R. is used by both companies, the C.N.R. being abandoned for 59.8 miles between those points. From Dandurand the C.N.R. track is utilized for both companies for about 80 miles, to near Henry House, the G.T.P.R. being abandoned, except from Pocahontas west to the new junction point with the C.N.R. The G.T.P.R. line between Pocahontas and the new junction point has been relaid with light rails, so as to maintain shipping facilities for the Jasper Park Coal Co.'s line at Pocahontas. From the point above mentioned, near Henry

House, the G.T.P.R. is used.

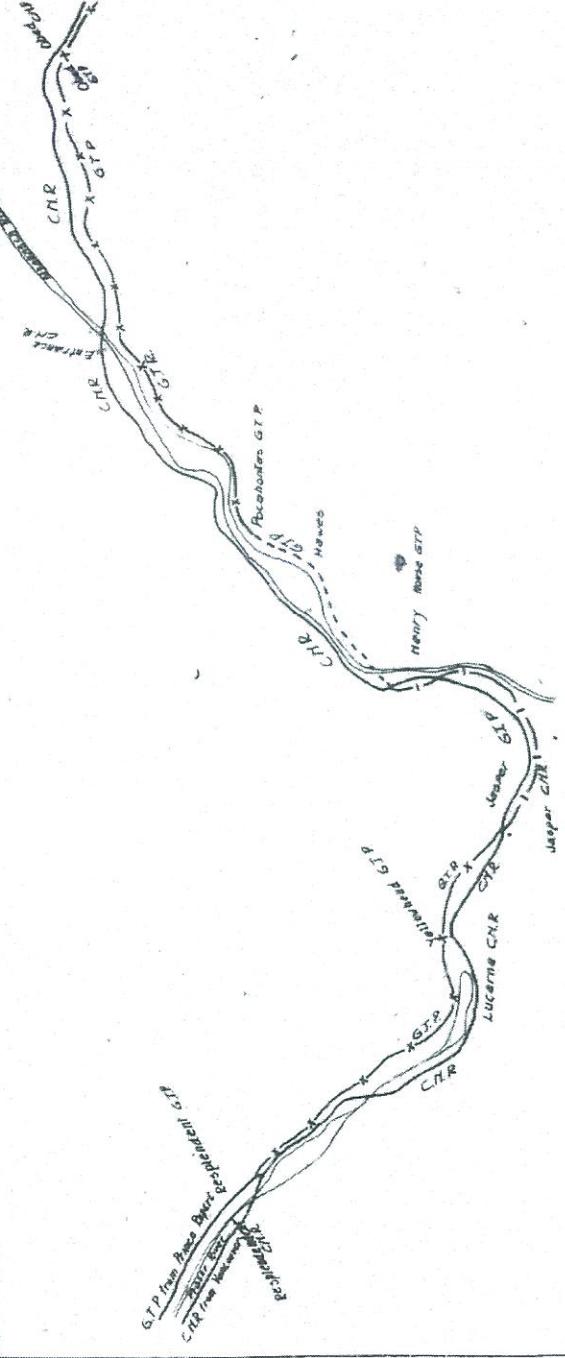
The arrangements for lifting track, and

other matters connected therewith, are in

to connect with the composite line at mile 1,016. This means a temporary line of 16 miles, and, as practically all shipments of coal from this mine are eastward, it means that it must be hauled back from mile 1,016, in other words, an extra haul of 30 miles, which in one sense is considerable, but in another sense, when it is considered that most of the coal has to be hauled hundreds of miles, it is incon siderable. It is hoped to overcome this difficulty by running a short trestle across Brule Lake, at about mile 1,001, to make a connection with the composite line, which is on the other side of the lake, but it will not be possible to give this service until the rails are lifted and the work of getting the new line operated is completed. The Jasper Park Coal Co. will therefore have some temporary inconvenience in the extra haul.

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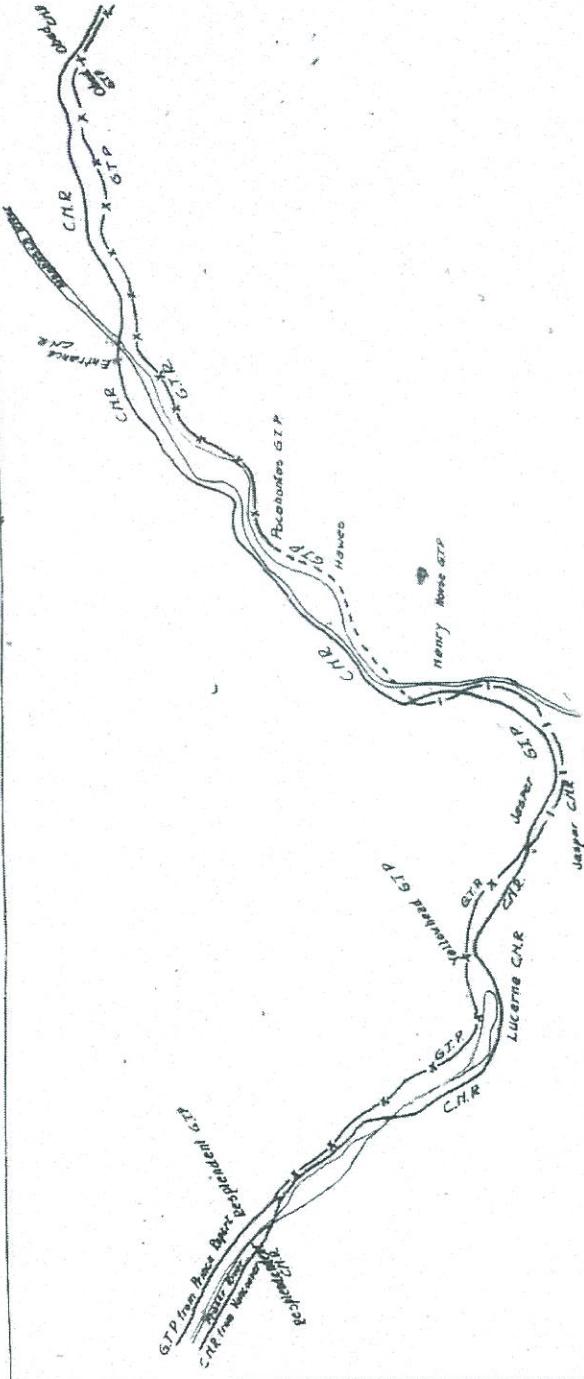


Track Lifting for Overseas Shipment, Canadian Northern and Grand Trunk Pacific Railways, Inrie, Alta., to Resplendent, B.C.  
had been received by the Dominion Government about 300 miles of rails.

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Track Lifting for Overseas Shipment, Canadian Northern and Grand Trunk Pacific Railways, Inrie, Alta., to Respondent, B.C.  
had been received by the Dominion Government for another 300 miles of rails, etc., which would be taken up from the Grand Trunk Pacific, west of Edmonton, where it closely parallels the Canadian Northern, and that Grand Trunk Pacific trains would be run over Canadian Northern tracks between those points. Subsequently it developed that some places, particularly Edson, Alta., would be seriously affected by removing the G.T.P. track, and the plan was changed so as to take up some G.T.P.R. and some C.N.R. track.

The track that has been, or is being taken up, is situated between Inrie, on the east, and about Resplendent, on the west. Inrie, on the G.T.P.R., is 865.6 miles west of Winnipeg, and Lobstick, the corresponding point on the C.N.R., is 906.4 miles west of Winnipeg. Resplendent, on the G.T.P.R., is 1,073 miles west of Winnipeg, and on the Canadian Northern, 1,117 miles west of Winnipeg. The accompanying map shows the main through line to be retained and to be operated by both the C.N.R. and the G.T.P.R.; the C.N.R. and the G.T.P.R. lines to be abandoned.

special charge of G. A. Bell, C.M.G., Assistant to Minister of Railways, and Financial Comptroller of the Railways Department, and Alex Ferguson, Inspecting Engineer, the latter having been on the ground in the west for some time.

Quebec and Saguenay Ry. Purchase.— It was reported in Ottawa recently, that a bill is to be introduced by the government fixing a specific price for the purchase of the Q. and S. Ry. An act was passed last session, under which the government took over the line, the value of the property to be fixed by the Court of Exchequer. The Exchequer Court judge made an investigation and asked for instructions as to allowing interest. Nothing further was done and it is now reported that the Government will, in the new bill, fix a definite price approximating, the report says, \$4,200,000.

The C.P.R. Stirling subdivision has been extended to Manyberries, Alta., by the opening up of the new section of the Weyburn-Lethbridge extension from Pakowki, 18.2 miles.

### Canadian Northern Railway Construction, Betterments, Etc.

**Western District.**—The Minister of the Interior has been authorized by Order in Council to grant to the C. N. R. a license of occupation of a portion of the bed of Red Deer River, in the S.W.  $\frac{1}{4}$  Sec. 28, Tp. 28, Range 19 $\frac{1}{2}$  west of the 4th Meridian, Alta., as a site for a railway bridge on the Saskatoon-Calgary line.

**Pacific District.**—It is reported that the B.C. Government has called upon the company to proceed at once with the completion of all the lines on the mainland for which provincially guaranteed bonds have been issued. This covers the branch line from near Kamloops into the Okanagan Valley, for which surveys have been made, and the terminals at False Creek, Vancouver, where considerable work is in progress. The company's traffic at present goes into Vancouver over the Great Northern Ry., the plans for its own line from New Westminster not yet having been definitely settled.

We are officially advised, in regard to the company's car shops, at Port Mann,

False Creek, but that will be attended to after the completion of the sea-wall just west of the Main St. bridge. The filling in will then extend right out to the sea-wall and the Main St. bascule bridge will be unnecessary when that is done. But it may be some time next summer before that is accomplished, although it is expected to have the station and a good deal of the other terminal work done this year.

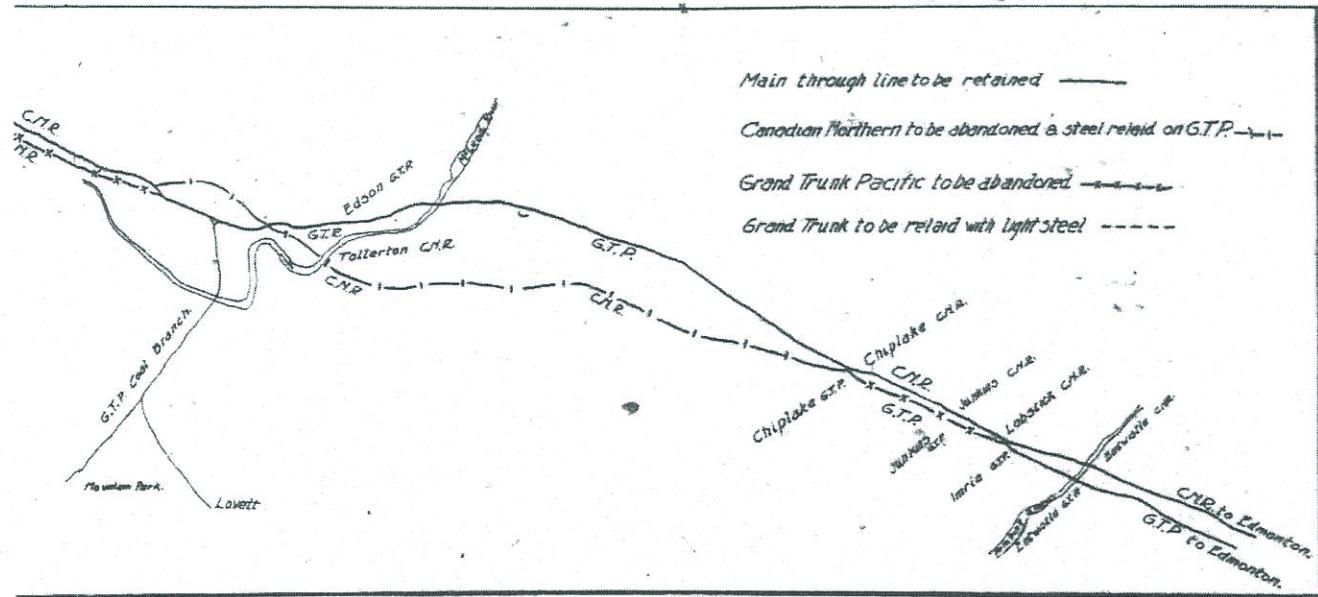
**Vancouver Island.**—The British Columbia Government has notified the company that it must proceed at once with the uncompleted portion of its undertakings. The time fixed by the late government for the completion of the lines on the Island was July 1, and this company asked for a further extension. There are funds arising out of the proceeds of the sale of provincially guaranteed bonds available for this work, which includes the completion of the line from Patricia Bay to Victoria, the line from Victoria to Barkley Sound, and the laying out of terminals in Victoria.

The Patricia Bay-Victoria line is practically completed, and the finishing up work is in progress. A station 40 x 25

### Canadian Pacific Railway Construction, Betterments, Etc.

**Ontario District.**—The C.P.R. has moved the old Lambton station, which about three years ago was moved from its original site, to a new one, up to the golf club grounds, where certain trains have been stopping for some years past. On the site and grounds adjoining the old station, sidings have been laid. Other sidings, principally for coal traffic purposes are necessary and the company has applied to the York Tp. Council and to the Board of Railway Commissioners for approval of the plans. The work will necessitate the closing up of a street, and the strengthening of the walls of a subway. The company proposes to provide a new street 66 ft. wide, but the township council is asking for one 80 ft. wide. The matter came before the Board July 17. Work in connection with the laying of the new sidings is in progress.

**Saskatchewan District.**—The Board of Railway Commissioners has authorized the opening for traffic of the Moose Jaw south westerly branch, from Vantage to



Track Lifting for Overseas Shipment, Canadian Northern and Grand Trunk Pacific Railways, Inuvik, Alta., to Respondent, B.C. (See pg. 308.)

that W. E. Suter, of Winnipeg, is in charge of filling up the plant, which will be operated by electricity generated at the company's own plant, and that no decision has been reached as to the date for

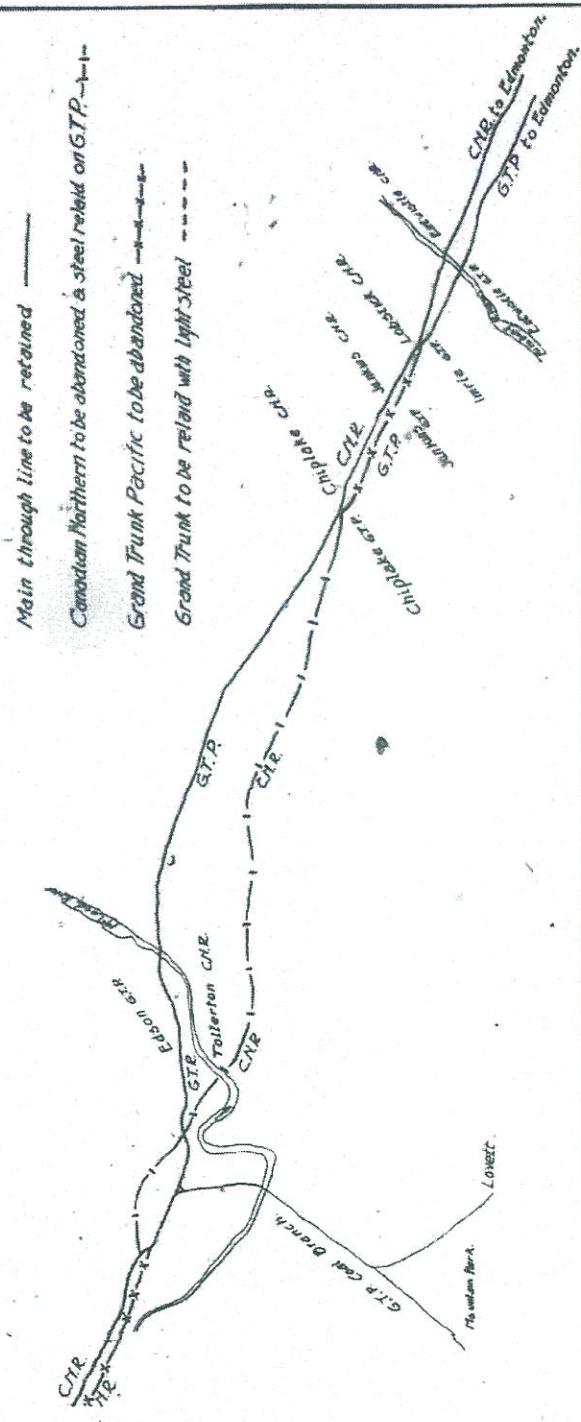
ft. is being erected at Cordova Bay.

Some rails have been laid on the line to Barkley Sound, but generally work is at a standstill on it, owing to shortage of rails.

Assiniboia, Sask., mileage 50 to 64.5. The extension was actually opened for traffic June 18, but regular train service was not placed in operation until June 24.

**Alberta District.**—The distance be-

the company's car shops, at Port Mann, work is in progress. A station 40 x 25 south westerly branch, from Vantage to



Track Lifting for Overseas Shipment, Canadian Northern and Grand Trunk Pacific Railways, Inverle, Alta., to Resplendent, B.C. (See pg. 308.)

that W. E. Stuter, of Winnipeg, is in charge of filling up the plant, which will be operated by electricity generated at the company's own plant, and that no decision has been reached as to the date for the plant being started in operation.

Vancouver Terminals.—Rapid progress is reported on the work of erecting the passenger station at False Creek, Vancouver. All the foundation work has been finished, the form work for the concrete for the second story is practically in place and the concrete men are at work on that floor. Once the concrete is set for that floor, good progress can be made towards finishing the building, as there is a vast quantity of cut stone, tiling, and terra cotta on the ground all ready for the completion of the structure. Meanwhile, work on the offices and freight sheds located a short distance south of the station has also been rushed and these are practically finished as far as the acting details to the offices and freight sheds are being attended to by the various sub-contractors. There is a considerable amount of filling in to be done yet over the whole area of the C.N.R. grant at

Cordova Bay. Some rails have been laid on the line to Barkley Sound, but generally work is at a standstill on it, owing to shortage of rails.

It is reported that the plans for the terminals in Victoria have not been submitted to the B.C. Government for approval. (July, pg. 274.)

Railway Lands Patented.—Letters patent were issued during June, respecting Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:

Calgary & Edmonton Ry.,	Acrea.	11,386.00
Canadian Northern Ry.,	6,47	3,520.00
Canadian Pacific Ry., granite		
Canadian Pacific Ry., roads and sta-		
tion grounds	12.49	
Canadian Northern Western Ry.	1.72	
Edmonton, Dunvegan & British Colum-	336.58	
bia Ry.		
Qu'Appelle, Long Lake & Saskatchewan		
Rd. & Steamboat Co.,	800.00	
Total		16,968.26

Alberta District.—The distance between Weyburn and Lethbridge, when the new line is completed, will be to 55.8 miles. This line will connect with the line into Lethbridge at Sterling, and the only section now to be built is that between Altawan, at the Saskatchewan-Alberta boundary, and Manyberries, Alta., 37.9 miles. The construction of this section is likely to be undertaken from the Manyberries end. (July, pg. 270.)

Intercolonial Railway Coal Rates.—It was announced recently that a general increase in freight rates on coal, from Nova Scotia and New Brunswick mines, had been put into effect. We were officially advised July 23 that it had been considered advisable to modify these rates for the time being, and that the rates that would be adopted eventually had not then been decided on.

D. O. Lesperance, Chairman, Quebec Harbor Board, has been appointed a sen-

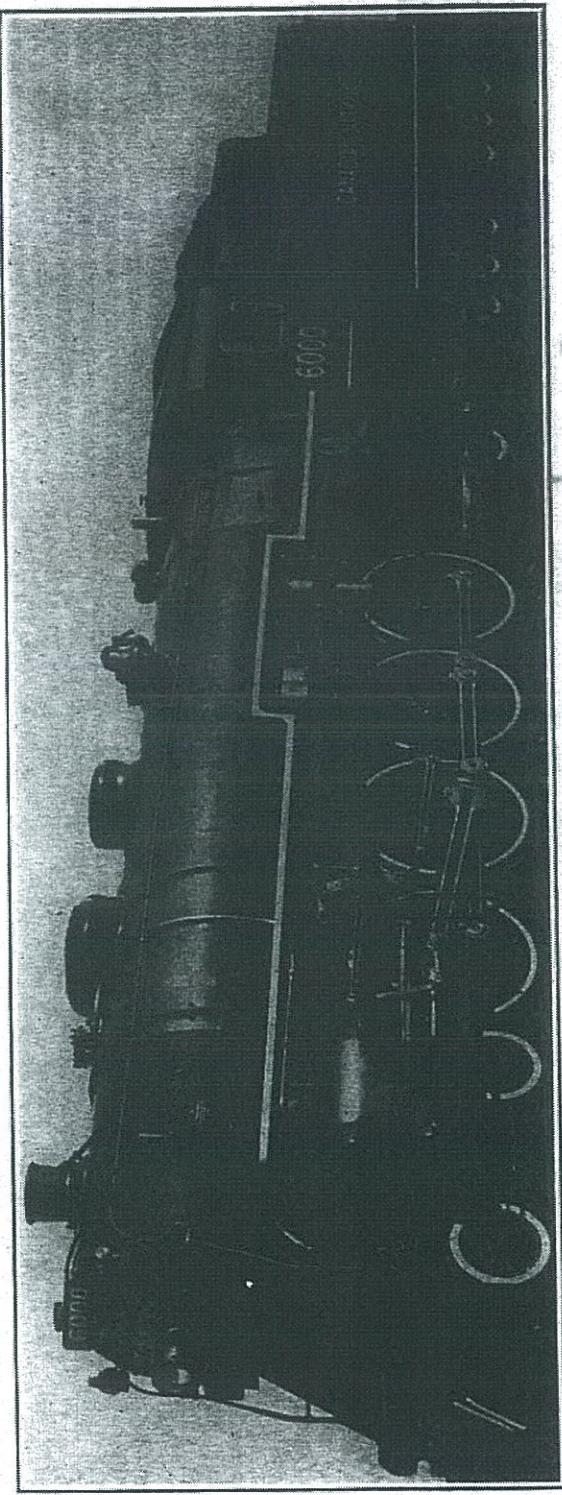
FAST  
PASSENGER  
TRAINS ON  
THE CANADIAN  
NATIONAL  
RAILWAYS  
IN 1930.

## New Fast Passenger Trains on Canadian National Railways.

A statement was issued from the Canadian National Rys. head office in Montreal on April 5 as follows:—"R. L. Burnap, Vice President in charge of Traffic, announces that the International Limited train between Montreal and Chicago will operate on a new fast schedule commencing April 27, and will be the fastest train in the world over a similar distance. It will save 1 hr. 40 min. between Montreal and Toronto and 4 hr. 10 min. between Montreal and Chicago. This has been made possible by the provision during the past few years of powerful locomotives, new steel passenger cars and a roadbed of the highest standard. The International Limited, which has been in service every day of the year since 1900, will leave Montreal at 3 p.m., arrive at Toronto at 9 p.m.; leave Toronto at 9.10 p.m., reaching Chicago at 8.15 the following morning. The previous running time of this train between Montreal and Toronto was 7 hr. 40 min., which will be reduced to 6 hours, the running time from Montreal to Chicago being 18 hr. 15 min., compared with 22 hr. 25 min. under the present schedule. East-

ing. There will be in all three trains a day between Montreal and Detroit and three trains between Montreal and Buffalo. With the new schedules many new connections will be made, giving the public, over a widespread area, improved facilities for travel. It will be possible to leave Montreal on the International Limited at 3 p.m., join the Confederation at Toronto that night, and reach Winnipeg early on the second morning, with virtually the loss of only one business day. Improved service between Toronto and Ottawa and Toronto and Quebec will also be provided in the new schedules. The ever-increasing tourist traffic will receive further encouragement from the new schedules. It is felt by the C.N.R. that the new fast trains and their improved connections will aid materially in promotion of this class of traffic, which is of tremendous importance to the country. Steamship services from Montreal and other Canadian ports have been steadily expanding, and the changes will serve to place Canadian ports on a parity with the U.S.A. Atlantic ports in the competition for the important traffic

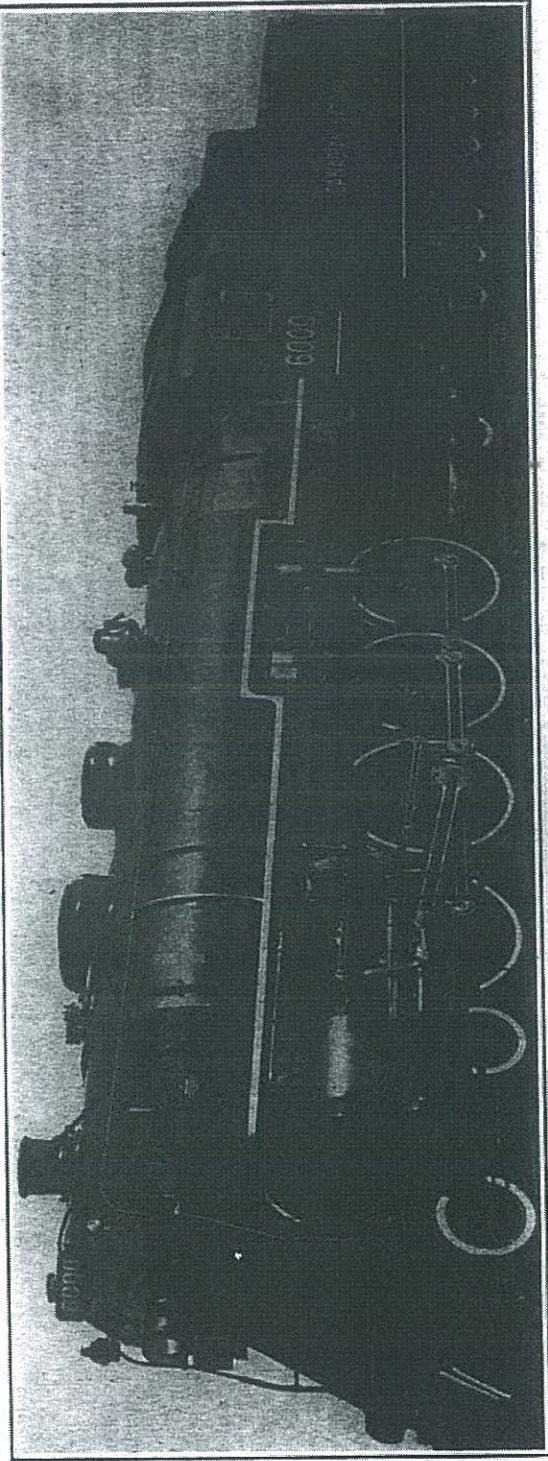
former schedule the westbound International Limited (no. 15) left Montreal at 10 a.m. eastern time and arrived at Chicago at 7.25 a.m. central time, taking 22 hr. 25 min. for the 848.08 miles journey, the same train on the new schedule, by leaving Montreal at 8 p.m. eastern time and arriving at Chicago at 8.15 a.m. central time, makes the run in 18 hr. 15 min., effecting a saving of 4 hr. 10 min. The eastbound International Limited (no. 14) left Chicago formerly at 5.30 p.m. c.t. and arrived at Montreal at 6 p.m. e.t., making the run in 22 hr. 30 min. Under the new schedule it leaves Chicago at 6.30 p.m. c.t. and arrives at Montreal at 4.45 p.m. e.t., making the run in 21 hr. 15 min., or 1 hr. 15 min. less than formerly. Westbound, no. 15 under the new schedule stops at Brockville, Kingston, Belleville, Oshawa, Toronto, Brantford, London, Sarnia, Port Huron, Flint, Durand, Lansing, Battle Creek, South Bend, Valparaiso, and at 47th St., Chicago. Eastbound, no. 14 stops more frequently, at 47th St., Valparaiso, South Bend, Cassopolis, Battle Creek, Lansing Durand, Flint, Port Huron, Sarnia, Lon-



Mountain Locomotive, of type operated on Canadian National Railways new fast trains.

bound from Toronto there will be a similar from Chicago and the west. The building ...  
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don, Brantford, Sunnyside, Toronto, Dan-  
forth, Oshawa, Port Hope, Cobourg,



Mountain Locomotive, of type operated on Canadian National Railways new fast trains.

bound from Toronto there will be a similar fast train, leaving Toronto at 4 p.m. and arriving in Montreal at 10 p.m. This will also provide fast service for passengers from Chicago, Buffalo and Detroit to Montreal. Passengers from Detroit will leave there at 8.30 a.m.; those from Buffalo will leave at 11.50 a.m., and those from Chicago at 11.50 p.m. Business interests have urged the necessity for fast afternoon trains connecting Montreal and Toronto. With this service effective, the business man will be able to spend almost the entire day at his desk, and reach his destination the same night. There will also be fast trains leaving in the morning and excellent services for those who prefer to travel at night. The new schedule will provide two trains a day in each direction between Montreal, Toronto and Chicago, in addition to the International Limited. The morning train, the Maple Leaf, will leave Montreal at 9.30, and reach Toronto at 5.10 p.m., and, running via Hamilton, will reach Chicago early next morning. The night train between Montreal, Toronto and Chicago will continue to leave at 11, and will be known as the Inter-City Limited. It will arrive at Toronto at 7.30 a.m. and Chicago at 8.45 p.m. A new service will be provided between Montreal and Detroit, leaving Montreal on the International Limited at 3 p.m., and arriving at Windsor and Detroit early the next morning.

from Chicago and the west. The building up of the Canadian route to the sea will bring to the people of Eastern Canada increased trade and prosperity." A statement issued by the C.N.R. Publicity Department on April 7 said that the time table revision will result in the provision of three fast trains each way daily between Montreal and Chicago; that the 6-hour trains between Montreal and Toronto will make 4 stops, viz., Brockville, Kingston, Belleville and Oshawa; that the trains will be hauled by the big 6,000 class locomotives, and that the passenger equipment will be of the very latest type. Westbound, the Maple Leaf, leaving Montreal at 9.30 a.m. and arriving at Toronto at 6.10 p.m., will replace the International Limited as the fast morning train, will make all the stops formerly made by the International Limited, and proceeding via Hamilton will reach Chicago early on the following morning. The 11 p.m. train from Montreal will be known as the Inter-City, and there will be no change in the stops scheduled for it. The eastbound Maple Leaf, leaving Chicago at 9.05 a.m. as formerly, will be speeded up, making the same stops as formerly. The present 11.50 p.m. train from Chicago will be known as the Inter-City, connecting with the 6-hour train leaving Toronto at 4 p.m.

Official advices regarding these train service changes show that while on the

don, Brantford, Sunnyside, Toronto, Danforth, Oshawa, Port Hope, Cobourg, Trenton Jct., Belleville, Kingston, Gananoque Jct., Brockville, Prescott and Cornwall wall.

The former Inter-City trains between Montreal and Toronto, no. 35, leaving Montreal at 12.30 p.m., except Sundays, and arriving at Toronto at 8.30 p.m., and no. 36, leaving Toronto at 1.30 p.m., except Sundays, and arriving at Montreal at 9.30 p.m., have been discontinued, no. 35 having been replaced by the International Limited operating on the new schedule, and no. 36 now being unnecessary on account of no. 6, which formerly operated Chicago-Toronto, now being operated through to Montreal. The name International City Limited has been given to the westbound train no. 17 leaving Montreal at 11 p.m. and arriving at Chicago at 8.45 p.m., and the eastbound train no. 6 leaving Chicago at 11.50 p.m. and arriving at Montreal at 10 p.m. No. 17 makes the same stops as formerly between Montreal and Chicago; no. 6 makes the same stops as formerly between Chicago and Toronto. Between Toronto and Montreal, leaving Toronto at 4 p.m. and arriving at Montreal at 10 p.m., no. 6 stops only at Oshawa, Belleville, Kingston and Brockville. The through train service between Montreal, Toronto and Chicago is now as follows:—no. 5, the Maple Leaf,

lv. Montreal 9.30 a.m., arr. Toronto 5 p.m.,  
 lv. Toronto 5.15 p.m., arr. Chicago 7.25  
 a.m.; no. 15, the International Limited,  
 lv. Montreal 3 p.m., arr. Toronto 9 p.m.,  
 lv. Toronto 9.10 p.m., arr. Chicago 8.15  
 a.m.; no. 17, the Inter-City Limited, lv.  
 Montreal 11 p.m., arr. Toronto 7.30 a.m.,  
 lv. Toronto 8 a.m., arr. Chicago 8.45 p.m.  
 Eastbound.—no. 4-16, the Maple Leaf, lv.  
 Chicago 9.05 a.m., arr. Toronto 10.35 p.m.,  
 lv. Toronto 11 p.m., arr. Montreal 7.20  
 a.m.; no. 14, the International Limited,  
 lv. Chicago 6.30 p.m., arr. Toronto 8.35  
 a.m., lv. Toronto 9 a.m., arr. Montreal  
 4.45 p.m.; no. 6, the Inter-City Limited,  
 lv. Chicago 11.50 p.m., arr. Toronto 3.35  
 p.m., lv. Toronto 4 p.m., arr. Montreal  
 10 p.m. Additional service between Mon-  
 treal and Toronto is furnished by trains 9,  
 19 and 21 westbound, and 10, 18 and 20  
 eastbound, 18 and 19 being daily trains,  
 9 and 10 daily except Sunday, and 20 and  
 21 daily except Saturday.

The former running time for the International Limited between Montreal and Toronto, 334.04 miles, was 7 hr. 40 min. This distance is now covered in 6 hr. by the westbound International Limited and the eastbound Inter-City Limited, with 4 stops in each case. Without allowing for stops, the train speed has to be 55.67 m.p.h. to allow the 334.04 miles to be covered in 6 hr.; allowing for stops and for braking and acceleration, it is probable that average speed will have to approach closely, and possibly exceed, a mile a minute to permit of schedules being adhered to. In this connection, however, it may be pointed out that a lot of the saving in time for trains 15 and 6 between Montreal and Toronto is due to the cutting out of stops. Between Montreal and Toronto no. 15 now makes 11 less stops than formerly. Allowing 8 min. for braking, length of time stopped at station, and accelerating, a reasonable figure, a total of 88 min. is saved by cutting out the 11 stops. This is not far off the total of 1 hr. 40 min. saved, leading to the conclusion that average road speed will not be much greater than it was before the new schedules took effect.

The locomotives used on the trains operating between Montreal and Chicago are of the 6,000 class, mountain type, which have been described and illustrated in these columns previously, and which have 73 in. driving wheels and 24 x 30 in. cylinders, tractive effort being 49,600 lb., the valve setting providing 1 1/8 in. lap, 1/4 in. lead and 1/4 in. exhaust clearance.

18. In 1929 the westbound train, no. 3, left Toronto at 9 p.m. eastern time and arrived at Vancouver at 2 p.m., Pacific time on the fourth day, making the trip in 92 hr.; this year, it will leave Toronto at 9.30 p.m. and arrive at Vancouver at 11 a.m. on the fourth day, making the trip in 88 hr. 30 min., thus saving 3 hr. 30 min. Eastbound the train left Vancouver during 1929 at 10.30 a.m. and arrived at Toronto at 7.40 a.m., taking 90 hr. 10 min.; this year, beginning May 20, it will leave Vancouver at 1.35 p.m. and arrive at Toronto at 7.35 a.m., taking 87 hr. for the trip, and saving 3 hr. 10 min. in comparison with last year's time.

### Newsprint Freight Rates Hearing Postponed.

The hearing on freight rates on newsprint from Canada to United States points which was to have been held by the Board of Railway Commissioners on April 10 was postponed to May 12. The rates in dispute are joint international ones proposed by the railways in tariffs filed with the Board providing for increases by the elimination of a number of commodity rates and placing the traffic on a 6th class basis. The increases were protested by newsprint producers and by consuming interests in the United States, and the tariffs were suspended pending hearing. The Board's notice of the hearing to have been held on April 10 stated that it was "in the matter of the application of Memphis Freight Bureau, Memphis, Tenn.; Guy Tombs, Ltd., Montreal, et al, re suspending changes and advances in rates on newsprint paper, in carloads, from Canadian shipping stations to destinations in the United States, and in the matter of orders 42,931, July 8, 1929, and 43,039, July 23, 1929, suspending tariff schedules in so far as they provide for changes and advances in the rates on newsprint paper in carloads, from Canadian shipping stations to destinations in the U.S.A. pending further order of the Board." The rates concerned are of great importance, involving one of Canada's greatest industries and contributors to her export trade, some millions of dollars of railway revenue each year, and large U.S.A. newsprint consuming interests. Newsprint rates have been a matter of considerable controversy for some years; the U.S. Interstate Commerce Commission has given the matter much attention during the last two years, and consideration

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The locomotives used on the trains operating between Montreal and Chicago are of the 6,000 class, mountain type, which have been described and illustrated in these columns previously, and which have 73 in. driving wheels and 24 x 30 in. cylinders, tractive effort being 49,600 lb., the valve setting providing 1 1/8 in. lap,  $\frac{1}{4}$  in. lead and  $\frac{1}{4}$  in. exhaust clearance. These locomotives are equipped with automatic stokers. On Montreal-Toronto runs one locomotive handles the train over the whole distance; on the Montreal-Chicago runs, locomotives run through from Montreal to Sarnia, 511.03 miles, and from Port Huron to Chicago, 333.96 miles, the trains being handled by electric locomotive through the St. Clair tunnel, between Sarnia and Port Huron, 3.09 miles. On the Montreal-Toronto runs, locomotive crews are changed at Brockville and Belleville, and on the Montreal-Chicago runs at Brockville, Belleville, Toronto, Sarnia, Port Huron and Battle Creek, the lengths of runs for the steam locomotive crews being as follows:—Montreal-Brockville, 125.64 miles; Brockville-Belleville, 95.04; Belleville-Toronto, 113.36; Toronto-Sarnia, 176.99; Port Huron-Battle Creek, 157.29; Battle Creek-Chicago, 176.67. Notwithstanding the long runs for the steam locomotives (511.03 and 333.96 miles), no trouble is experienced in maintaining fires in good condition.

The C.N.R. has also announced a decrease in the time of its Confederation train from Toronto to Vancouver, effective with its first trip for the summer on May