

wheel, centre of steel, all others of cast iron or steeled cast iron. Axle boxes & cross heads of cast steel. Iron tender frames with heavy 10 in. channel beams. M.C.B. automatic couplers to be applied on both engine & tender. Toughened steel crank pins & piston rods. Steel cab. Westinghouse train signal. Muffled pop valves. Metallic packing all around, including air pump. Chime whistle. Double latch reversing lever.

It was recently telegraphed from Moncton that Mechanical Superintendent Joughins had sold to the Government road, through a Montreal agency, trucks for 400 freight cars, or that trucks of his invention were to be used on that number of cars, & that he would get a royalty on them. We have looked into this matter carefully, & are satisfied that there was no foundation for such a statement. Steel trucks are to be used, but not Mr. Joughins'. An order has been given to a foundry to make for trial use 10 pairs of trucks, of a pattern designed by Mr. Joughins. It is a pity that political papers cannot confine themselves to legitimate criticism of the policy adopted by the political head of the road without singling out permanent officials for attack. Mr. Joughins came to the I.C.R. with an excellent reputation, & it is most unfair that unfounded charges of this nature should be made against him.

Equipment Notes.

The Erie & Huron cars are being given an overhauling at the L. E. & D. R. R. shops at Walkerville, Ont.

The Manitoba & Northwestern Ry. is about to add to its equipment 30 stock cars of the most modern pattern.

The G.T.R. has started work at its Point St. Charles works, Montreal, on the 1st of 6 large modern locomotives. They will be practically the same as the Moguls recently purchased by the Co. for the lines west of the Detroit & St. Clair rivers, of which we gave a full description in our May issue, pg. 61, & an illustration in our June issue, pg. 89.

Sir Wm. Van Horne's Western Trip.

Sir Wm. Van Horne left Montreal Oct. 3, on his annual trip to the Pacific Coast, being accompanied by Principal Peterson, of McGill University; R. B. Angus, one of the C.P.R. directors, & W. W. Ogilvie, the flour mill owner. At Winnipeg the party was joined by E. B. Osler, M.P., another C.P.R. director, who had gone on a day or two ahead, in connection with matters relating to the purchase of the M. & N.W.R. by himself & associates. Western Manager Whyte met the President at Fort William & accompanied him to the Pacific Coast & back. The trip was made by special train, going over the short line from Montreal to Ottawa, thence by Fort William to Winnipeg. As usual, Sir Wm. travelled most of the way by daylight only, so as to see the whole of the lines. From Winnipeg a rapid run was made over the southwestern branches, the actual running time for the 410 miles being 9 hours & 15 minutes. On returning to Winnipeg from this run Sir Wm. said that the appearance of the country had undergone a great change in the past few years. The solitary farm-house of five years ago was now a village, & the village of a few years ago was now a town substantial & prosperous. There was plenty of wheat on all sides, but the farmers in many instances were late in stacking.

THE KETTLE RIVER RAILWAY.

The President & his party, as well as the Council of the Board of Trade, were entertained at luncheon at the Manitoba Club by A. M. Nanton, President of the Winnipeg Board of Trade, who, in proposing Sir William's health, alluded to the community of in-

terests that exists between the C.P.R. & the people of the west, & said that, owing to its geographical position, Winnipeg ought to secure the trade of the rich mining regions of British Columbia.

Sir William, replying, discussed the question of the trade of British Columbia, which he said belonged naturally to the merchants of Winnipeg, & not to the traders of Spokane. He thought the best means of insuring that trade to Winnipeg, was by shutting out U.S. railway competition in British Columbia, which would divert the smelting business south of the line & allow the Spokane merchants to secure the trade. Last session a Mr. Corbin applied to the Dominion Parliament for a charter to build a railway to do this very thing. Parliament had, however, fortunately, thought Sir William, refused the charter. The Winnipeg Board of Trade had helped the C.P.R. in its fight before Parliament to keep foreign competition out, & the Co. had succeeded. But the Corbin interest had passed into the hands of the Great Northern Ry. Co., & another application would be made to Parliament next session for the charter. He trusted the Winnipeg Board of Trade would again be willing to lend a helping hand to keep the road out, as it would be in the interests of the merchants to do so.

IN AN INTERVIEW AT WINNIPEG

Sir William stated that the road-bed east of there was in magnificent condition; improvements were being constantly made & the permanent way was never in so good a condition as at the present time. From Fort William west, preparations for a double track were being made, & all the bridges & culverts were being widened & strengthened with this end in view. The whole line was being gradually laid with 75-lb. steel rails, which were more than sufficiently strong for any strain that they would be subjected to.

As to improvements in Winnipeg he stated they were going on all the time. There were other needs more important for the present than a new station, & these were being attended to. Within a few years, however, he

ventured to say that this much-talked-of new station would become a reality, & when the Co. did decide to build one, it would be one of which Winnipeg would have no cause to be ashamed. It might become necessary to enlarge the present building to a size enabling it to answer more fully for present needs, & these alterations might possibly be made in the near future.

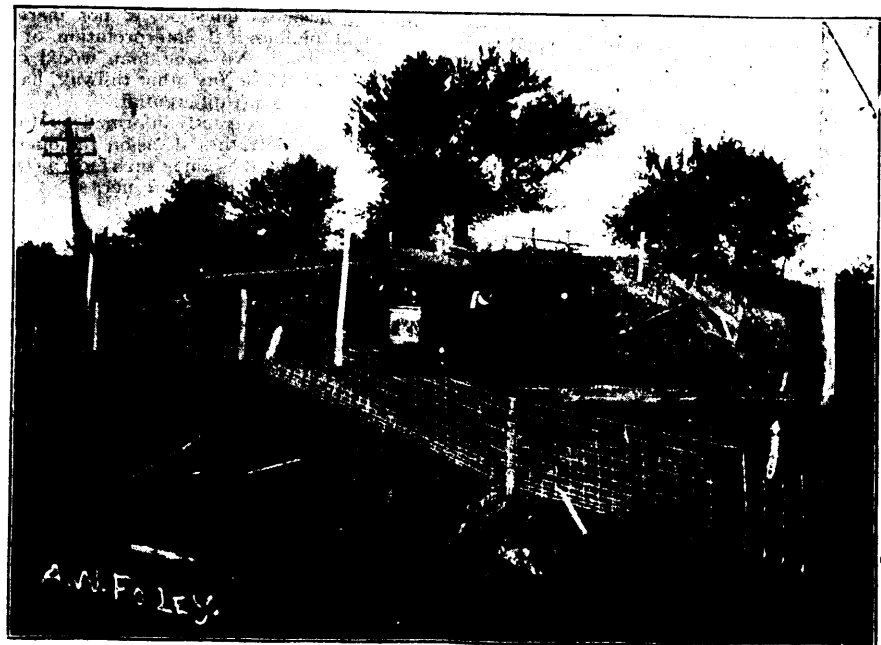
With regard to the fast 100-hour trans-continental service, of which so much was heard this summer, he said the time was not quite ripe for inaugurating it. Within a year he hoped the traffic would warrant such a service being put on. The roadway & rolling stock were quite equal to supplying such a service, or even one 28 hours faster; it was merely a question of volume of traffic.

From Winnipeg the party went direct to the Pacific Coast, spending some days

AT VANCOUVER & VICTORIA.

At the former place Sir William stated to an interviewer that the Co. would build a solid structure at New Westminster, & do what it could toward building up the city. Vancouver would soon have its handsome depot complete. The city had not had what could really be called a station before, & now it would have one that would not only be useful, but in addition, would be one of the finest buildings in the city. If Vancouver had pressed for a station some time back, another temporary building would have been put up. A good structure that would last 10 or 15 years, one that would have to do for several years yet, but not a really permanent depot. It was often the case that a city, by insisting on a new station before the Co. was ready to expend the money on it, only got another temporary structure, instead of a finer permanent building which would have been put up had it waited a year or two. When the Co. did build a depot, it tried to combine commodious & convenient premises with a handsome structure worthy of any city.

From the Coast the President & his party returned by way of Kootenay Lake & the Crow's Nest line, reaching Montreal Oct. 23.



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