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The Official Organ of
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The Canadian Roadmasters' Association.
The Canadian Ticket Agents' Association.

PUBLICATION OFFICE,
33 MELINDA STREET, TORONTO, CANADA.
Bell Telephone, Main 3201.

SUBSCRIPTION PRICE, postage prepaid, to Canada &
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TORONTO, CANADA, AUGUST, 1901.

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CHAIRMAN, J. H. Walsh, Sherbrooke, Que.
SECRETARY, A. V. Fabian, Passenger Department
C.P.R., Montreal.
NEXT MEETING, probably in March, 1902.

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Holloway, Toronto Jct., Ont.; N. Delaire, Montreal.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
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NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

Canadian Society of Civil Engineers.

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Cambie, W. Chipman, W. R. Butler, H. S. Poole, R. B.
Rogers, C. B. Smith, B. D. McConnell.

MEETINGS at 877 Dorchester St., Montreal, every
alternate Thursday, 8 p.m.

Canadian Ticket Agents' Association.

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VICE-PRESIDENT, W. Jackson, Clinton, Ont.; and VICE-
PRESIDENT, M. McNamara, Walkerton, Ont.; 3rd

VICE-PRESIDENT, W. H. C. MacKay, St. John, N.B.;
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Hamilton, Ont.; T. Long, Port Hope, Ont.; J. P.
Hanley, Kingston, Ont.

NEXT ANNUAL MEETING at Montreal, Nov. 6, 1901.
OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
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Great Lakes and St. Lawrence River Rate Committee.

CHAIRMAN, A. A. Schantz, Detroit, Mich.
SECRETARY, G. C. Wells, Passenger Department, C-
P.R., Montreal.

NEXT MEETING, at Sault Ste. Marie, Ont., probably
in Feb., 1902.

National Association Marine Engineers of Canada.

PRESIDENT, W. J. Barton, St. John, N.B.; VICE-
PRESIDENT, D. McQuade, Collingwood, Ont.; SEC.-
TREAS., J. A. Findlay, Toronto; CONDUCTOR, J. A.
McArthur, Montreal; DOORKEEPER, N. J. Morrison,
St. John, N.B.; AUDITOR, D. L. Foley, Toronto.

NEXT ANNUAL MEETING of the Grand Council in
Toronto, Jan. 1902.

Niagara Frontier Summer Rate Com- mittee.

CHAIRMAN, T. Henry, Montreal.
SECRETARY, G. C. Wells, Passenger Department, C-
P.R., Montreal.

NEXT MEETING, at New York, probably in Jan., 1902.

Track Supply Association.

PRESIDENT.—F. E. Came, Montreal.

FIRST VICE-PRESIDENT.—R. J. Davidson, Hillburn,
N. Y.

SECOND VICE-PRESIDENT.—A. O. Norton, Coaticook,
Que.

HON. SECRETARY-TREASURER.—Acton Burrows, 33
Melinda Street, Toronto.

NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

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33 Melinda St., Toronto, Canada.

B., is mentioned in connection with the sur-
veys. (June, pg. 167.)

Canadian Northern Ry.—The allocation of
reserve A at Port Arthur has not yet been
decided on, but W. Mackenzie and D. D.
Mann were in Port Arthur recently conferring
with the local authorities in respect to the
various proposals that have been made in re-
gard to it. The Thunder Bay, Nipigon and
St. Joe Ry. promoters are also negotiating
with the local authorities so that it may be as-
sured of an entrance to the reserve.

The foundations for the 1,000,000 bush
elevator at Port Arthur are nearly completed,
and it is expected that work on the super-
structure will be commenced on an early date.
The elevator dock is about half-a-mile in
length, and has been built by the Co., and the
erection of an additional dock is contemplat-
ed. A contract has been given for 3,270 steel
buckets for the elevator, to be delivered in
Sept. (June, pg. 170.)

Rails have been laid a short distance beyond
the Atikokan iron range, and 75% of the
grading has been completed between that
point and Rainy River. The bridge construc-
tion over Rainy Lake at Fort Frances is also
in a forward state. Every effort is being
made by the contractors to hurry the work
forward, so that the line may be opened
through from Port Arthur to Winnipeg by
Oct. 1. (June, pg. 170.)

W. Mackenzie and D. D. Mann have com-
pleted an inspection of the Ontario division
from Port Arthur as far as the track has been
laid, and of the Manitoba section from Win-
nipeg to Beaudette, and thence over the Rainy
River section to Fort Frances. Mr. Macken-
zie says that the line between Port Arthur and
Winnipeg will be completed by Oct. 1.

A dock costing \$15,000 is being built by
the Co. at Beaudette, Minn., where the line
crosses Rainy River.

The bridge across the Red River between
St. Boniface and Winnipeg is expected to be
completed by Sept. 15. (June, pg. 170.)

Nothing in the way of car or repair shops
will be built this year at Winnipeg, but some
improvements and additional machinery will
be put up so as to complete 100 box cars by
Oct., in time for the handling of the season's
crop.

It is rumored that the C.N.R. Co. intends
to rebuild the section of the Winnipeg and
Hudson's Bay Ry., which was constructed
from Winnipeg northwesterly to the vicinity of
Shoal Lake, some 45 miles, but which has
never been operated, and that it will be fur-
ther extended northwesterly.

The contract for the construction of a
branch line from St. Charles, 11 miles from
Winnipeg, on the Portage la Prairie branch
recently taken over from the Northern Pacific,
to Carman, and thence westerly 68 miles, or
100 miles as necessity may arise, has been let
to G. H. Strevel. J. W. Buchanan and A.
Labelle & Co. are sub-contractors, and grad-
ing is being pushed forward rapidly. Mr.
Strevel says the work is light. (June, pg. 182.)

Grading has been commenced on the ex-
tension of about 18 miles from Beaver, the
terminus of the Portage la Prairie-Beaver
branch taken over from the Northern Pacific
Ry., 19 miles northwest of Portage la Prairie,
to Gladstone Jct. on the Minnedosa section of
the C.P.R., formerly the Manitoba & North-
western Ry. Gladstone Jct. is the original
starting point of the Lake Manitoba Ry. &
Canal Co.'s railway, now merged in the C.N.
R. It is expected that the work, which is in
charge of R. J. Mackenzie, will be completed
by Oct. 1, and the C.N.R. will then have a
through line from Winnipeg to Saskatchewan.
(June, pg. 182.)

The Canso and Louisburg Ry. Co. is re-
presented at Port Hawkesbury, N.S., by the
Dominion Construction Co., the head office of
which is at 64 Equitable Building, Boston,
Mass. It is said this Co. proposes to con-
struct 110 miles of railway, but no names are
given of the officers or of the engineer who
will have charge of the work. This Co. was in-
corporated in 1896, being given two years with
in which to commence operations, and it was
also required to make a deposit with the
Government. In 1898 the Co. was given
an extension of two years, and in 1900 was
granted a still further extension, which gave
it four years and four months within which it
could commence work. This latter act also
recognized the charter as a valid one although
the deposit required by the original charter
had not been made. Surveys were made by
J. S. Armstrong, Chief Engineer, and in Jan.,
1900, H. Alton, the Vice-President, claimed
there was capital enough to carry the scheme
through, as well as to construct a branch to
Aricat. In a recent interview Attorney-Gen-
eral Longley said it was understood that this
charter had expired. Some surveying and a
little grading is said to be all that this Co.
has done. (June, 1900, pg. 175. See also
Cape Breton Ry. Extension Co.)

The Cape Breton Ry. Extension Co. obtain-
ed its charter from the Nova Scotia Legislature
in 1899, the incorporators being: L. Shute,
contractor, J. Shute, engineer, and H. Dix,
merchant, of Stanwick, N.J.; J. Crump, dock
superintendent, New York; D. Corfield, gen-
tleman, Philadelphia; I. Le Blanc, merchant