

J. W. Flavell, John Hoskin, Q.C., Z. A. Lash, Q.C.

At a subsequent meeting of the Directors, Mr. A. G. Ramsay & Mr. F. W. Gates were unanimously re-elected President & Vice-President, respectively.

C.P.R. Operating Notes.

On the Crow's Nest Pass Ry. the change from mountain to Pacific standard time will be made at Cranbrook, B.C.

Now that regular mixed trains have been established on the Rat Portage & Wabigoon sections of the Western Division for the handling of local business, the practice of carrying passengers on freight trains will be discontinued unless on special orders from the Manager or his Assistant.

The Assistant to the Manager of the Western lines has issued the following circular: "This Co.'s expenditure for the purchase of temporary & repairs of permanent grain doors still continues abnormally large. The attention of agents is called to the fact that they are required to exercise great care to prevent the removal of temporary grain doors or damage to permanent ones, & to report all cases where cars which have been equipped with permanent grain doors have any portion of the equipment missing or broken. Conductors of freight trains will report any missing side, end, or ice box doors on cars in their trains to their Superintendent by first mail, stating number of train, date, car number, initials, & where car lifted from. Agents will make same report about all cars set out at their stations. Missing doors must be sent to the nearest car repairing point so that they may be reappplied to cars as opportunity offers. Sectionmen must see that all doors found lying along the track between stations are picked up & taken into stations for shipment to car repairing points."

The Manager of the Eastern lines has issued the following circular: "The use of cold water to cool hot boxes undoubtedly has an injurious effect on axles, & therefore this practice, now very generally followed, must be discontinued except when necessary to avoid delay to an important passenger train, & then the conductor must report the fact to the car inspector at the next terminal so that

the axle may be either removed or marked for scrap to be removed at first opportunity."

The Manager of the Eastern lines has issued the following circular: "If on account of severe weather or other unavoidable cause, it is found impossible to keep the rear car or cars on a passenger train at the proper temperature by steam heat from the locomotive, Baker heaters should then at once be started & kept going while necessary to maintain the proper temperature in such car or cars, the steam heat during such time being shut off from them. It will be the duty of the train conductors to see that this is done & that proper temperature is always maintained in passenger cars."

There have been many rumors about faster transcontinental service, but nothing appears to be settled, & it is likely the matter will remain in abeyance until Vice-President Shaughnessy makes his annual trip to the Pacific Coast in April. One proposal is to run a special train, to be called "The Imperial Limited," twice a week each way, making the run between Montreal & Vancouver in about 90 hours. Another idea is to relieve the Pacific & Atlantic expresses west of Winnipeg of all local traffic between Winnipeg & Medicine Hat, & to serve that territory by a second daily train each way, which would also run over the Crow's Nest Line between Dunmore Jct. & Kootenay Landing.

It is reported that trouble is brewing between the Co. & its locomotive engineers in consequence of the expected criticisms from headquarters about their methods of utilizing fuel, but not even an echo of this coming trouble has yet reached headquarters. From a railway point of view it is difficult to see what ground the engineers have for complaint. It is no doubt true that for some time past circulars have been issued from headquarters in Montreal explaining to the engineers the steps they ought to take to get the best results from coal. They were frankly told that they were not getting as good results from the use of their coal as they might, but there was no intention on the part of the management that the inference should be drawn that they were not treating the Co. fairly. They have been called upon to make explanations where it was believed that they had been extravagant in the use of coal, but it is explain-

ed by the management that it is necessary that the most rigid economy should be exercised in the use of fuel, which is the greatest single item of expenditure that the railways have to meet. It is said that a committee of engineers will be appointed to interview the management on this question, & it is exceedingly probable that the management will be glad to have the opportunity of meeting the men & placing the position clearly before them.

The Canadian Ex. Co. has extended its service over the Ottawa & New York, the Tilsonburg, Lake Erie & Pacific, the Detroit & River St. Clair, & the Pembroke Southern railways.

W. Stitt, Chief Clerk of the C.P.R. Passenger Department at Winnipeg, who is at Los Angeles, Cal., at present, is improving very much in health, & it is hoped he will be able to resume his duties towards spring.

SHIPPING MATTERS.

Notices to Mariners.

The Dominion Department of Marine has issued the following notices:

No. 3, Jan. 24, Ontario.—1. Weller's Bay range lights. 2. Removal of the wreck of the Monitor in St. Mary's River.

No. 4, Jan. 26, Nova Scotia.—Change in position of Brooklyn pier light.

No. 5, Feb. 10, Nova Scotia.—Louisburg buoys adrift.

No. 6, Feb. 18, British Columbia.—Change in character of Fiddle Reef light.

No. 7, Feb. 20, Ontario.—1. No light at Port Bruce. 2. Michipicoten Island fog bell discontinued.

General Shipping Notes.

Goderich, Kincardine, & other ports on the south-east shore of Lake Huron are trying to secure a steamship line for that route. Since the wreck of the Cambria and the withdrawal of the Carmona the Windsor-Soo route is vacant.

W. H. Moore, solicitor, Toronto, gives notice of application to Dominion Parliament for an Act incorporating a company to con-

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