

In the case of the appeal of the Toronto Ry. Co. against the decision of the Supreme Court, Ottawa, that its cars are to be assessed as real estate, to the Judicial Committee of the Privy Council, London, Eng., has been decided in favor of the company, costs to be paid by the Toronto City Council.

White Pass and Yukon Ry.—Gross earnings for year ended June 30, \$1,713,000. Gross earnings for July, \$223,144.

Winnipeg Electric Street Ry.—A special general meeting of the shareholders of the W.E.S. Ry. was held for the purpose of considering a proposal to amalgamate with the Winnipeg General Power Co. It is understood that the amalgamation was approved, and that arrangements to carry out the absorption are in progress. The Winnipeg General Power Co. was organized under an act passed by the Manitoba Legislature in 1902. This act incorporated W. Mackenzie, D. D. Mann, F. W. Thompson, W. A. Black, F. S. Pearson, under the title of the Winnipeg General Power Co., with a capital of \$2,000,000 to develop power at some point on the Winnipeg River or elsewhere in Manitoba, and to deliver the same in Manitoba; also among other powers, to construct an electric railway from a point on the Winnipeg city boundary to West Selkirk, or from the Winnipeg city boundary to the Winnipeg River, via Selkirk or otherwise; or between intermediate points, and with the approval of the Lieut.-Governor-in-Council, to construct branch lines or other lines, subject to the consent of the municipalities interested. The act contains a clause that the W.G.P. Co. shall not construct or operate an electric railway between Winnipeg and Selkirk during the currency of the charter of the Selkirk Electric Ry. Co., or of the Winnipeg, Selkirk and Lake Winnipeg Ry. Co.

Dominion Railway Subsidies.

At the recent session of the Dominion Parliament an act was passed voting subsidies at the rate of \$3,200 a mile towards the construction of the following railways, provided the cost of construction did not exceed \$15,000 a mile, and a further sum of \$3,200 a mile, of 50% on so much of the average cost of the mileage subsidized in excess of \$15,000 a mile, such subsidy not exceeding on the whole \$6,400 a mile.

ALBERTA.

Western Alberta Ry.—For a line from a point on the International boundary west of range 27, northwesterly towards Anthracite, Alta., in lieu of a subsidy granted in 1899, not exceeding 50 miles.

BRITISH COLUMBIA.

Lardo to Upper Arrow Lake.—For a line from Lardo towards Upper Arrow Lake, B.C., in lieu of a subsidy granted in 1901.

ONTARIO.

Bracebridge and Trading Lake Ry.—For a line from Bracebridge to Baysville, Ont., in lieu of a subsidy granted in 1900, not exceeding 10 miles.

Bruce Mines and Algoma Ry.—For that portion of its line from Bruce Mines Junction, southerly to the town of Bruce Mines, Ont., and the shore of Lake Huron, not exceeding three miles. For the six miles of line constructed from Gordon Lake station, northward to Rock Lake, not exceeding six miles. For a line northerly from Rock Lake not exceeding 12 miles. These subsidies are granted in lieu of the grant towards the construction of 21 miles made in 1903.

Nepigon Ry.—For a line from Nepigon station on the C.P.R. transcontinental line, to Nepigon Lake not exceeding 30 miles. For a line from a point on Nepigon Bay of Lake Superior to a point west of Lake Helen, on the above line, not exceeding 3½ miles. For a line from a point on the first mentioned

line near the crossing of Fraser River to a point on Lake Jess, by way of Cameron's Falls, not exceeding 1½ miles. From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles. These subsidies are in lieu of the grant for 80 miles voted in 1903.

QUEBEC

Canadian Pacific Ry.—For a branch line from St. Philippe de Argenteuil station, on the C.P.R. main line, or a point between there and Grenville, Que., northerly three miles. This is in lieu of a subsidy voted in 1903.

Chateaugay and Northern Ry.—For a line from a point in Hochelaga Ward, Montreal, to near Joliette, Que., passing through L'Assomption, and a spur line in L'Assomption, not exceeding 42 miles, in lieu of the subsidy voted in 1900. For a branch line from the main line near Charlemagne to a junction with the Montford and Gatineau Ry. at Morin Flats, not exceeding 22 miles. This first mentioned line is already completed; and the second subsidy voted is in lieu of one granted in 1903 to the Montford and Gatineau Ry.

Great Northern Ry. of Canada.—For a line from Arundel, the present terminus of the Montford and Gatineau Ry., to a point in the united townships of Preston and Hartwell, not exceeding 30 miles. This is in lieu of the subsidy granted in 1903 to the Montford and Gatineau Ry.

Ottawa River Ry.—For a line from St. Agathe des Monts station towards the township of Howard, Que., passing near Lakes St. Joseph and Ste. Marie in a southerly direction, not exceeding 15 miles, in lieu of a subsidy granted in 1903 to the Montreal Northern Ry. For a line from near St. Andrew's passing through the parishes of St. Placide, St. Eustache and St. Martin, not exceeding 38 miles, in lieu of a subsidy voted in 1903.

The Act also provides that the Governor-in-Council may grant the balance of a subsidy not exceeding \$51,000 to the Chateaugay and Northern Ry. towards the construction of a single track railway bridge with two 10 ft. roadways for vehicular traffic, from Bout de L'Île to Charlemagne, at the junction of the Ottawa and St. Lawrence Rivers.

The act provides for the payment of the subsidies upon completion of the work, or by instalments on the completion of 10 mile sections, or upon progress estimates on the certificate of the Chief Engineer of the Department of Railways; and that the works shall be commenced before Aug. 1, 1906, and completed by Aug. 1, 1908; steel rails made in Canada to be used if procurable at as reasonable rates as rails can be purchased elsewhere. It is also provided that the Board of Railway Commissioners may make orders granting running powers over the several subsidized lines to other companies.

Union Station at Winnipeg.—At a session of the Board of Railway Commissioners for Canada held at Winnipeg, Aug. 9, the Chief Commissioner referred to the desirability of erecting a union station in that city. He considered it the duty of the railway companies to get together at once and arrive at terms of mutual agreement for the erection of a union station. The Board was not without considerable power in the matter, and the difficulties would have to be very serious, in fact insuperable, in order to prevent the Board from compelling the companies to agree on a union station. It was thought right to bring the matter publicly to the attention of the companies before matters had progressed too far to make an arrangement of that kind. It was now perfectly convenient and comparatively easy to have steps taken to that end. There were but two railways in the city at present, but there would undoubtedly be others in the near future, and they should have the same opportunity of entry into the city.

September Birthdays.

Many happy returns of the day to—

W. D. Barclay, ex-Manager, Alberta Ry. & Coal Co. and Great Falls and Canada Ry., now a contractor at St. Paul, Minn., born at Campbellton, N.B., Sept. 23, 1852.

G. T. Bell, General Passenger and Ticket Agent, G.T.R. at Montreal, born there Sept. 7, 1861.

W. H. Biggar, K.C., Assistant General Counsel G.T.R. at Montreal, born at the Carrying Place near Trenton, Ont., Sept. 19, 1852.

E. R. Bremner, Assistant General Freight Agent, Canada Atlantic Ry., Ottawa, born in Toronto, Sept. 9, 1875.

M. H. Brown, General Freight Agent, C.P.R., at Toronto, born at Victoria Square, Ont., Sept. 2, 1866.

F. R. F. Brown, ex-Mechanical Superintendent, Intercolonial Ry., now at Montreal, born at Helensburgh, Dumfriesshire, Scotland, Sept. 29, 1845.

W. G. Brownlee, Superintendent, G.T.R., Western Division, at Detroit, Mich., born at Lawrenceville, Ill., Sept. 9, 1858.

J. R. Bruce, Traffic Auditor, Intercolonial Ry., at Moncton, N.B., born at Portsoy, Banffshire, Scotland, Sept. 23, 1848.

W. B. Bulling, Assistant Freight Traffic Manager, Eastern Lines C.P.R. at Toronto, born in Montreal, Sept. 16, 1858.

R. L. Burnap, Commercial Agent, Central Vermont Ry., and Agent National Despatch Fast Freight Line at New York, N.Y., born Sept. 20, 1872.

A. D. Cartwright, Secretary Board of Railway Commissioners, Ottawa, born at Kingston, Ont., Sept. 20, 1864.

G. B. Colpas, Auditor, New York & Ottawa Rd., and Ottawa & New York Ry. at Ottawa, Ont., born Sept. 28, 1858.

W. F. Egg, City Passenger Agent, C.P.R., at Montreal, born at Plymouth, Eng., Sept. 7, 1859.

A. W. Ecclestone, Southern Passenger Agent, Central Vermont Ry., at New York, born at Hamilton, Ont., Sept. 25, 1858.

Hon. H. R. Emmerson, M.P., Minister of Railways and Canals, Ottawa, born at Margerville, N.B., Sept. 25, 1853.

F. A. Folger, Jr., General Superintendent, Kingston & Pembroke Ry., at Kingston, Ont., born Sept. 17, 1865.

C. B. Foster, District Passenger Agent, C.P.R., at St. John, N.B., born at Kingston, N.B., Sept. 30, 1874.

L. A. Hamilton, ex-Land Commissioner, C.P.R., born at Penetanguishene, Ont., Sept. 30, 1852.

L. B. Howland, President and General Manager, Irondale, Bancroft & Ottawa Ry., at Irondale, Ont., born at Lambton Mills, Ont., Sept. 2, 1869.

G. R. Huntingdon, General Superintendent, Minneapolis, St. Paul & Sault Ste. Marie Ry., at Minneapolis, Minn., born Sept. 1, 1867.

J. Hone, Jr., City Passenger and Freight Agent, C.P.R., Quebec, born in Montreal, Sept. 8, 1873.

W. H. Kelson, General Storekeeper, C.P.R., born at Bath, Eng., Sept. 5, 1850.

S. B. Kramer, Master of Transportation, G.T.R., Montreal, born in Maryland, Sept. 25, 1865.

R. E. Larmour, Freight Claims Agent, Pacific Division, C.P.R., at Vancouver, B.C., born at Brantford, Ont., Sept. 26, 1868.

H. D. Lumsden, C.E., Chief Engineer National Trans-Continental Ry., Ottawa, Ont., C.P.R., born at Belhaire, Scotland, Sept. 7, 1844.

J. McNaught, First Vice-President, Great Northern Ry. of Canada, New York, born at Lexington, Ill., Sept. 9, 1842.

G. S. MacKinnon, ex-Division Master Mechanic, C.P.R., at Winnipeg, Man., born at Melbourne, Que., Sept. 16, 1854.

H. L. Maltby, Secretary and Treasurer, Ottawa, Northern and Western Ry., born at Derby, Eng., Sept. 8, 1852.