

ton will be the eastern terminal of the projected G.T. Pacific Ry.

R. C. Manson, heretofore Travelling Freight Agent Eastern division at Montreal, has been appointed chief clerk to F. J. Watson, Division Freight Agent, Montreal.

J. Edward, heretofore Contracting Freight Agent for the National Despatch Great Eastern line at Montreal, has been appointed Travelling Freight Agent Eastern division, succeeding R. C. Manson, promoted.

V. G. Snell has been appointed Contracting Freight Agent Eastern division at Montreal, succeeding J. Edward.

D. Morice, heretofore Terminal Superintendent at Toronto, has been appointed General Agent at Suspension Bridge, Ont., succeeding J. Beck, transferred to Black Rock.

Walter White, heretofore chief clerk to the Superintendent Middle division, has been appointed Terminal Superintendent at Toronto, vice D. Morice, assigned to other duties.

Ira W. Gantt, Division Freight Agent, Detroit, has been moved to Toledo, Ohio. Office Little Spitzer Building, Toledo, Ohio.

**Milwaukee and Michigan Line and G. T. Despatch.**—David Brown, heretofore first assistant General Traffic Agent G.T.R. at Chicago, has been appointed Manager Milwaukee and Michigan line and G. T. Despatch, succeeding C. Clarke and I. W. Gantt, resigned. Office Brush st. station, Detroit, Mich. The appointment is made jointly by the New York Central and Hudson River Rd., the West Shore Rd., and the G.T.R.

**Minneapolis, St. Paul and Sault Ste. Marie Ry.**—J. R. Michaels has been appointed assistant Superintendent Minnesota division, main line. Office at Glenwood, Minn.

**Montreal Street Ry.**—D. McDonald has been appointed assistant General Manager of the M.S. Ry. and the Montreal Park and Island Ry., and will report direct to the Vice-President and General Manager.

### Railway Equipment Notes.

The Mabou and Gulf Ry. has added a new locomotive and 11 hopper coal cars to its equipment.

The G.T.R. has added four locomotives to its equipment. These were built at its Point St. Charles shops.

The Intercolonial Ry. has placed orders for six second-class, vestibule sleeping cars, to be built in Canada.

The C.P.R., between July 16 and Aug. 11, ordered 10 first-class passenger coaches, to be built at its Hochelaga shops.

The Elgin and Havelock Ry. has added two locomotives to its equipment, and has had rebuilt two passenger cars and ten freight cars.

The Hiram L. Piper Co. (Ltd.), of Montreal, has issued its catalogue, no. 30, giving particulars of the different lines of railway, marine and electric supplies handled by it.

The Locomotive and Machine Co., of Montreal, has commenced building locomotives at its shops at Longue Point. The first locomotive is for British Columbia, and will be delivered in Nov.

The C.P.R. private car, Cornwall, part of the royal train, has been returned to Montreal, having been recently sent to Vancouver to bring the Crown Prince and Princess of Bavaria east.

The G.T.R. was reported to have placed orders for the construction of 19 new shunting engines of a specially powerful type at its Point St. Charles shops in U.S. papers, but we are officially informed that no orders have been placed.

The Intercolonial Ry. has received 135 box cars, 80,000 lbs. capacity, from Rhodes,

Curry & Co., Amherst, N.S.; and one conductor's van and 50 platform cars from its Moncton, N.B., shops; and 19 box cars, 60,000 lbs. capacity.

Rhodes, Curry & Co., Amherst, N.S., have received an order for the construction of 10 first-class vestibule passenger coaches for the Intercolonial Ry., and 100 flat cars for the Temiskaming and Northern Ontario Ry. Commission.

The B.C. Electric Ry. Co. has completed two cars for interurban service at its new shops at Vancouver, B.C. It is rebuilding one car, has two cars for its Vancouver line under construction, and proposes building six more cars for its city line. It has also completed a 40-ft. freight car with a 200 h.p. equipment.

The Stone and Webster Co., of Boston, Mass., has placed orders for large numbers of cars for its various lines, including three 20-ft. car bodies for the Cape Breton Electric Co., Ltd., of Sydney, N.S., and two 20-ft. car bodies for the Sydney and Glace Bay Ry. Company, Ltd., of Sydney, N.S. These orders have been placed in Canada.

In reference to the purchase of locomotives in Germany, Scotland and elsewhere, Sir Thos. Shaughnessy recently stated that the management of the C.P.R. are influenced by price, quality of workmanship and expedition in construction—especially at such a time as the present, when the traffic is expanding so rapidly, and it is difficult to find locomotive firms in a condition to complete large orders in conformity with type, which is a most essential matter, but that when the conditions were about equal, preference would undoubtedly be given to British builders.

The two simple consolidation locomotives being built at the Cooke Works of the American Locomotive Co., for the Sydney and Louisburg Ry., Sydney, N.S., for Oct. delivery, will weigh 184,000 lbs. each in working order, with 164,000 lbs. on the drivers, which are to be 50 ins. in diameter; cylinders 21 by 26 ins. The boiler will be straight, 72 ins. in diameter at the smallest ring, with firebox 96 ins. long, and 72 ins. wide. There will be 368 tubes, 2 ins. in diameter and 13 ft. 11 ins. long; to stand a working pressure of 200 lbs.; total heating surface in tubes and firebox, 2,849.36 sq. ft. The tender will be of the sloping back type, with a capacity for 4,000 gals. of water and 8 tons of coal.

The C.P.R. received the following equipment between July 16 and Aug. 11: 4 passenger locomotives from Scotland; 26 freight locomotives from the American Locomotive Co.'s Schenectady works; 3 switching locomotives from the company's Montreal shops; 2 dining cars from the United States; 2 first-class passenger cars and 24 refrigerator cars for service on passenger trains from Rhodes, Curry & Co., Amherst, N.S.; 84 box cars, 60,000 lbs. capacity, 23 refrigerator cars for freight train service, and 6 stock cars from the company's shops at Perth, Ont.; 90 flat cars, 60,000 lbs. capacity, from the Algoma Central and Hudson's Bay Ry. Co.'s shops at Sault Ste. Marie, Ont.; 14 flat cars, 60,000 lbs. capacity, built in Canada, and 12 vans from the company's shops at Farnham, Que.

### Grain Elevator Notes.

The additional accommodation at the C.P.R. elevators at Fort William, Ont., will be completed in time for the handling of this season's crops.

The Prince Albert, Sask., Elevator Co. decided at its annual meeting recently held to sell its elevator by tender, to wind up its affairs, and dissolve the company.

The Canadian Elevator Co. has passed by-laws increasing the number of its directors

from five to six, and changing its chief place of business from Toronto to Winnipeg.

The Prescott, Ont., elevator was recently sold for \$28,000 to the Merchants Bank, which has a claim against the Elevator Co. The elevator and equipment originally cost \$150,000. The company is in process of liquidation.

The contract for the erection of the new conveyors at the C.P.R. elevators at St. John, N.B., to replace those burned at the fire, has been let to D. C. Clark, of St. John. The new conveyors will be constructed 12 ft. higher than the old ones, and the belts will be located 7 ft. further back from the face of the wharf than was the case before the fire.

The Hazledean Farmers' Elevator Co. has been incorporated under the Manitoba Companies' Act. It will carry on business at Hazledean siding, Man., with a capital of \$10,000. The incorporators are: J. McGill, J. E. Tampman, W. J. Renton, A. McGregor, C. H. Robinson, A. Craig, J. W. Disher, R. A. E. Gage and J. Renton, of Deloraine, Man.

The Montreal Harbor Commissioners are considering the advisability of collecting the penalty of \$100 a day from the contractors for the construction of the new elevator. The contract called for the completion of the work by Aug. 1, but a report presented to the Commissioners Aug. 10, shows that the work will not be completed for six or eight months. The contractors state that the Commissioners are responsible for the delay.

### SHIPPING MATTERS.

#### List of Canadian Shipping.

The Department of Marine has just issued the List of vessels on the registry books of the Dominion corrected up to Dec. 31, 1902. Hitherto this list has only been published every three years, and consequently has not proved of that value to the shipping interest as it should have done. The annual issue of the blue book will be welcomed by shipping men all over the Dominion. There are some improvements that could be effected with advantage, notably the inclusion of particulars regarding the engines and boilers of steamers. This could be added without materially increasing the bulk of the volume. The total number of vessels on the books at that date, including old and new vessels, sailing vessels, steamers and barges, was 6,836 measuring 652,613 tons register tonnage, an increase of 44 vessels and a decrease of 11,870 tons register over 1901. The number of steamers on the books on the same date was 2,289, with a gross tonnage of 303,353 tons. Assuming the average value to be \$30 a ton, the value of the registered tonnage in Canada on Dec. 31 last, would be \$19,578,390. Following is a summary showing the number of vessels and number of tons on the books on Dec. 31, 1902:

	Sailing ships and steamers.	Steamers.	Gross tonnage steamers.	Net tonnage of sailing ships and steamers.
New Brunswick..	917	129	9,991	64,605
Nova Scotia .....	2,037	172	20,530	212,967
Quebec .....	1,288	363	77,860	1,36,660
Ontario .....	1,699	1,138	125,610	1,56,449
P. E. Island .....	156	16	3,272	13,464
British Columbia .....	584	359	55,050	58,292
Manitoba .....	139	97	7,030	7,536
Yukon district ..	16	15	4,010	2,640
Total .....	6,836	2,289	303,353	652,613

There are 75 ports of registry in the Dominion: 7 in New Brunswick, 21 in Nova Sco-