

Two miles at Cross Lake to J. E. Bostrom; two miles at Kilmar, including 400 ft. of tunnel, to Larson Bros.; three miles near Osterlund to F. Peterson & Co.; and two miles at Scovil to J. Moran.

Poling Yard at Fort William.—With the increased output of wheat in the Northwest the C.P.R. last year found that its facilities for handling the traffic at Fort William, Ont., would soon become inadequate. During the months of navigation on Lake Superior practically all the freight to and from the west is handled at this point. The C.P.R. has six elevators, coal docks, freight and flour sheds located there, and besides this there are two private elevators, private coal docks, etc. The grain is inspected in Winnipeg and taken to Fort William, where it is re-inspected and cars marked for the different elevators. In the fall rush—from the end of September till the close of navigation—it is very hard to get the grain switched to the elevators as fast as it comes in, and it was therefore decided to handle all the grain in separate yard, and locate the latter at West Fort, about two miles west of Fort William. The new yard is laid out for a no. 7 frog angle; which is the standard frog angle in yards on this road, the yard tracks are all spaced at 13 ft. centres, the poling track at 13 ft. from running track except along the distribution yard lead where the distance is increased to 14 ft. to allow room for switch stands. The yard tracks will be laid with 60 ft. steel, leads, poling and running tracks with 72 lb. steel. All switches will be split switches. The main line to the north of the yard rises west at a gradient of 0.2%. The grade for receiving tracks will be kept 0.075%, falling east, and the poling and running tracks raised sufficiently to allow a fall of 0.2% on the west distribution yard lead, and a fall of 0.3% from the lead in the receiving yard for 300 ft. The main lead branches off the main line about 100 ft. east of the diamond crossing with the Canadian Northern Ry. All grain trains will pull into the receiving yard which has a capacity of 410 cars. Each track is sufficiently long to take a train of 40 cars, which is the largest train the C.P.R. can handle from Dexter—50 miles west—into Fort William. The distribution yard contains 12 tracks, and has a capacity of 390 cars. The sorting yard which was estimated to cost \$110,000 was opened for traffic Sept. 29.

Macleod Deviation.—It has been arranged to construct a deviation of 3.9 miles so as to give the C.P.R. a line into Macleod, Alta. The deviation will start from mileage 140.8 on the Lethbridge section, and will join the Crow's Nest Pass line at Macleod Jct. The deviation will be constructed at once, and a contract will be let for the work at an early date.

Columbia and Western Ry.—A survey is reported to be in progress on this line in the vicinity of Rossland, B.C., by J. McLatchie, of Nelson, B.C.

A Disastrous Lake Storm.

A heavy gale swept over the Upper and Lower Lake regions between the night of Oct. 19 and the morning of Oct. 21, during which period 42 vessels were either wrecked or damaged, and 23 lives lost. The largest loss of life was in the sinking of the schooner Minnedosa, owned by the Montreal Transportation Co., Montreal, in Lake Huron, with her entire crew of eight. The Minnedosa was built at Kingston, Ont., 1890, her dimensions being: length, 245 ft.; breadth, 36.3 ft.; depth, 15.1 ft.; registered tonnage, 1,041 tons. She had a cargo of 75,000 bush. of grain, and was, together with the schooner Melrose, in tow of the company's str. Westmount, and was bound to Montreal. It has been alleged that the schooner was overloaded, but this is denied by the company's officers. A statement has been made by an officer of the Department of Marine, that no control can be exercised over vessels loading grain for inland ports, the Department's jurisdiction extending only to vessels taking grain cargoes to ocean ports. A list of the losses on the different lakes shows the following:—

LAKE ERIE.—Total losses—Str. Sarah E. Sheldon; schooners Commerce, Tasmania, Yukon. Partial losses—Strs. Siberia, F. H. Prince; tug Walter Metcalfe.

LAKE HURON.—Total losses—Str. Joseph H. Fay; schooners Mautenee, Minnedosa. Partial losses—Tug boats Margretta, Signet; despatch boat Whistler; schooners Katadin, Emma Nelson, D. P. Rhodes.

LAKE MICHIGAN.—Total losses—Tug Irene; schooners G. Cuyler, J. V. Jones, Kate Lyons, Lydia, Vega.

LAKE SUPERIOR.—Total loss—Schooner Alta. Partial losses—Schooners Foster, Galatea, Nirvana, Olga, Oregon; tug Perry.

A number of other vessels were disabled, but not so seriously damaged.

Orders by the Railway Commissioners.

Following additional orders to those on pg. 513 have been issued by the Board of Railway Commissioners:—

No. 657. Sept. 14.—Dismissing application of Robert Reid under section 186 of the Railway Act, 1903, to compel the Canada Atlantic Ry. to provide certain highways in Nepean tp., across the company's railway.

No. 662. Sept. 12.—Sanctioning location of the Canadian Northern Ry. through townships 8 to 10, range 26, W.P.M., being mileage 23 to 36.34, reckoned from Hartney, Man.

No. 688. Sept. 28.—Authorizing the Lake Erie and Detroit River Ry. to take part of lots 39, 41, and 42, on the south side of Talbot Road east, in Southwold tp., Elgin Co.

ELECTRIC RAILWAYS.

Quebec Railway, Light and Power Co.

The directors' report presented at the annual meeting recently gave the result of operations for the year ended June 30, 1905. The net profits were \$58,641.13, which, added to the balance of profit and loss account, increased the amount at the credit of that account to \$211,629.05. The result of the year's business was very satisfactory, the favorable climatic conditions of last winter materially assisting the company in the results obtained. The largely increasing business naturally demands a careful study of its future requirements, the most pressing of which is the necessity of more power. With this object in view, the directors, after a careful study of the situa-

tion, have deemed it advisable to take advantage of the natural facilities offered them to proceed with the construction of a new dam at the foot of the Natural Steps on the Montmorency River. This dam, when completed, will act as a storage reservoir in low water periods and prevent the waste of water so badly needed during these periods, enable the company to operate its present power plant to its full capacity at all times and give an additional 500 h.p. at the new dam. The construction of this work is now proceeding very satisfactorily.

The report of E. A. Evans, General Manager, respecting the operation of the railway portion of the company's undertaking follows:

CITADEL DIVISION.—During the year 4,741,708 passengers were carried, an increase of 283,947 over the previous year. The car mileage has been 1,156,777, an increase of 18,231 miles over the previous year; sweeper mileage, 5,731, a decrease of 5,834 miles, due to the favorable climatic conditions of last winter. The operating expenses represent 11.51c. per car mile, a reduction of three-tenths of a cent over last year. Owing to the great increase in the passenger travel, especially during the summer months, it is now necessary to add at least six more open cars to the rolling stock of this division. The necessity for this is shown from the fact that during the past summer the 28 open cars now in operation have been carrying an average of over 100 passengers per hour.

THE MONTMORENCY DIVISION, which runs from Quebec to Montmorency and Ste. Anne de Beaupre, continues to show marked increases, the number of passengers carried being: by electric trains, 816,393; by steam trains, 130,677; making a total of 947,070; an increase on the electric trains of 95,063 passengers, and a decrease upon the steam trains of 25,303, making a total increase of 69,760 passengers over last year. The continued increase in passengers again requires more rolling stock and the purchase of three large cars, with electrical equipment for one, is recommended. No accidents or injuries to passengers have occurred during the year. The freight business is still showing good increases, being 44,813 tons, as against 35,313 the previous year, an increase of 9,500 tons; and notwithstanding the fact that during the year 10 new flat cars and 6 new box cars have been added it is still necessary, in order to properly satisfy the requirements of the services, to add 5 additional flat cars and 5 additional box cars. The Kent House hotel and park have been the means of very considerably increasing the travel upon this division, as evidenced by the increase of passengers carried in the elevator this year, the number of passengers carried being 174,947 as against 146,772, an increase of 28,175 passengers.

ASSETS.

Road and equipment, real estate, build-	
ings, etc., including Kent House.....	\$5,442,949.21
Cash on hand and in bank.....	10,664.26
Power division operating, including	
accounts due, stores for operating	
equipment, etc.....	44,354.52
Kent House operating account.....	9,735.29
Citadel division operating account,	
represented by stores on hand.....	10,690.53
Montmorency division operating ac-	
count, stores on hand, cash assets, etc.	33,166.46
Accounts receivable.....	9,968.30
	\$5,561,528.57

LIABILITIES

Capital stock.....	\$2,500,000.00
Bonds.....	2,500,000.00
Preferred capital stock.....	\$ 500,000.00
Less in treasury.....	250,000.00
	250,000.00
Bills payable.....	20,187.50
Accrued interest account.....	23,646.63
Accounts payable.....	56,064.59
Profit and loss account.....	211,629.85
	\$5,561,528.57

A. B. Smith, who has been appointed Manager of the Grand Trunk Pacific Ry. Telegraph Department, with office in Montreal, is a native of that city, where he entered the service of the Montreal Telegraph Co. at an early age as messenger, being advanced to the positions of clerk and operator. In 1870 he was appointed chief operator at Hamilton, Ont.; in 1872 travelling inspector for Ontario; in 1880 Division Superintendent at Ogdensburg, N.Y.; in 1883 general inspector, and in 1889 superintendent of construction and maintenance for the entire Great Northwestern Telegraph Co.'s system, into which the Montreal and Dominion Telegraph Co.'s lines had been merged. He is a past president of the Canadian Electrical Association and has on various occasions performed special service work for the Dominion Government.