

Freight Traffic Matters.

The C.P.R. up to Dec. 31 moved 28,000,000 bush. of grain from Manitoba and the N.W.T. to Lake Superior, most of which was forwarded east.

A recent shipment of between 4,000 and 5,000 shovels from Vancouver, B.C., to Dawson, Yukon, was delivered at the latter point in 7 days from being placed on board the steamer.

The C.P.R. expects to carry between 5,000,000 and 6,000,000 bush. of wheat from Manitoba to Ontario and the Atlantic seaboard from now until the opening of navigation, and from the opening of navigation until the crop of 1902 is ready for moving the Co. expects to carry 26,000,000 bush.

A shipment of seal skins was despatched from Yokohama, Japan, Dec. 27, by the C.P.R. steamer, Empress of Japan, arrived at Vancouver, B.C., Jan. 10, reached St. John, N.B., by C.P.R. train, Jan. 17, and was expected to reach Liverpool, Eng., by the Allan liner, Pretorian, Jan. 28, thus being delivered in a month as against about 5 weeks via the Suez Canal route.

The 4th Vice-President of the C.P.R., in discussing the statement recently made that the chief obstacle encountered by Canadian woollen manufacturers in meeting British competition is the cost of railway transportation, and that the railways have been charging all that the traffic will bear, until towns in Quebec and Ontario are actually commercially further from Toronto and Montreal than towns in England and France, says: "If this is intended to mean that the British manufacturer can transport his manufactured woollen article to his Canadian consumer, the statement is erroneous and misleading. If it refers to the raw material, I should think the Canadian manufacturer would be only too pleased to get his raw material from Europe so cheaply. I should think this would be a distinct gain to the Canadian manufacturer, and have a decided tendency to assist him in his business. The C.P.R. is quite ready to have its freight rates investigated by a railway commission. The Co. is quite in a position to stand any such scrutiny."

Railway Operating Matters.

The Hampton and St. Martin Ry., N.B., has been closed for traffic.

The General Superintendent of the Western division of the C.P.R. has issued a circular stating that high explosives must not under any circumstances be carried on passenger or mixed trains.

A cargo of Nova Scotia coal has been delivered at Gothenburg, Sweden, for use on the Swedish railways, and two cargoes have been delivered in Norway. Danish and Russian railway officials are also reported to be negotiating for supplies of N.S. coal.

The General Superintendent of the Western division of the C.P.R. has issued a circular stating that bell cords will be dispensed with on all trains from which engineer can be communicated with from rear car by means of airwhistle or air brakes (conductor's valve.) When air signal cannot be used to communicate with engineer, air brakes (conductor's valve, will be used to bring train to stop, and then verbally communicating with the engineer.

The Judicial Committee of the Imperial Privy Council has given an important decision in the Quebec case of Roy vs. C.P.R., reversing the decisions of the courts of that Province, and holding that negligence must be shown before a railway company can be held

responsible for damage by fire caused by sparks from a locomotive. In this case the courts of Quebec held that the company was liable, even where it had done all it reasonably could to prevent the sparks. The company appellant, however, was directed to pay the respondent's costs.

W. C. Paver, of the Intercolonial Ry., has been visiting U.S. railway centers where pension systems for the railway employees are operated, collecting information preparatory to the establishment of a pension fund for I.C.R. employees. In this connection the Moncton Times says: "In accordance with the determination of the Minister of Railways to inaugurate a pension system for the I.C.R., it is understood that officials were some time ago instructed to prepare for him a report on the best method of carrying out his policy in the matter. The report has not yet been placed in the Minister's hands, but those entrusted with its preparation are said to have formulated a scheme very much on the lines of the pension scheme in vogue on the French national railway system. It contemplates the establishment of a pension fund by contribution from the wages of all employees, from the district superintendents to the railway laborers, which, of course, will be supplemented by a Government grant. It is contemplated, however, that the fund shall be eventually self-sustaining."

The Toronto, Hamilton and Buffalo Ry. encourages its track foremen to take special care of the sections under their charge by offering a prize for the best kept section. The award is made by a committee, which consisted for 1901 of J. N. Beckley, President; E. Fisher, General Supt.; Mr. Gray, Roadmaster; R. L. Latham, Asst.-Engineer; the roadmasters' chief clerk, and T. Hickey, Roadmaster, M.C.R. This committee and all the section foremen went over the line by special train, each being supplied with a form, on which they were asked to give marks on a scale of 10 for the following points: surface, line, spanning and alignment of ties, roadbed, ditching, right of way fences, road crossings, right of way, general work, appearance of section house, care of tools, supplies, scrap, etc.; economical handling of section, and discipline and efficiency of section. These forms were handed into the Roadmaster's office and the result was compiled and announced to all concerned. The prize, which consists of \$10, and one week's leave of absence with pay, was awarded to T. Fitzgerald, foreman of section 10, who has under him 5.07 miles, from Wentworth St., Hamilton, to Stony Creek. His percentage was 93.2; the section foremen gave him 83.2, and the special committee's figures were: on track, roadbed, etc., 86.6; on general work 96.6; on economical handling of section 100, and on discipline and efficiency 100. The prize winners in previous years have been: 1898, A. Brown, section 15, Fenwick; 1899, P. Hurley, section 11, Stony Creek; 1900, J. Yokom, section 4, Brantford.

A. C. Lytle, who recently resigned as Superintendent, etc., of the Orford Mountain Ry., writes: "I have concluded that my best way to keep in touch with my many valued old friends and acquaintances is to remain a subscriber to THE RAILWAY AND SHIPPING WORLD; it always contains the latest information."

The Quebec and Lake St. John Ry. has received from the Baldwin Locomotive Works, 2 mogul freight locomotives, the general dimensions of which were given in our Jan. issue, pg. 14. The Co. has placed another order with the Baldwin Locomotive Works for 2 mogul locomotives.

Railway Equipment Notes.

The Master Car Builders' and the Master Mechanics' Associations next annual conventions will be held at Saratoga, N.Y., the former beginning June 18, and the latter June 23.

Rhodes, Curry & Co., Amherst, N.S., during 1901 added to their buildings a 2 story dry house, 32x90 ft.; two additions to their planing mills, one 25x60 ft., the other 25x70 ft.; a 2 story warehouse 30x40 ft. in connection with their car works, and another in connection with the wood factory, 75x60 ft. They have also added about \$15,000 worth of machinery.

The Dominion Atlantic Ry.'s locomotive "President," recently put in service, was built by the Baldwin Locomotive Works. Following are the general dimensions:—

Cylinders, diameter	18 in.
" stroke	24 in.
" valve	balanced.
Boiler, diameter	60 in.
" thickness of sheets	3/4 in. and 1 1/4 in.
" working pressure	180 lbs.
" fuel	soft coal.
Firebox, material	steel.
" length	73 1/2 in.
" width	34 1/2 in.
" depth (front)	82 1/2 in.
" depth (back)	80 in.
" Thickness of sheets, sides	3/4 in.
" " back	3/4 in.
" " crown	3/4 in.
" " tubes	3/4 in.
Tubes, material	steel.
" number	256
" diameter	2 in.
" length	10 ft. 1 1/2 in.
Heating surface, firebox	144.5 sq. ft.
" tubes	1,478.8 sq. ft.
" total	1,623.3 sq. ft.
" grate area	17.9 sq. ft.
Driving wheels, diameter outside	66 in.
" diameter of centre	60 in.
" journals	8 in. x 8 1/2 in.
Engine truck wheels, diameter	30 in.
" journals	5 in. x 10 in.
Wheel base, driving	8 ft. 9 in.
" total engine	22 ft. 9 in.
" total engine and tender	45 ft. 8 1/2 in.
Weight, on driving wheels	66,210 lbs.
" on truck	40,770 lbs.
" total engine	106,980 lbs.
" total engine and tender	182,000 lbs.
Tender, diameter of wheels	36 in.
" journals	31 in. x 7 in.
" tank capacity	3,750 gals.
Service	passenger.

SHIPPING MATTERS.

Muskoka Navigation Companies.

The annual meeting of the Muskoka and Georgian Bay Navigation Co. was held in Toronto Jan. 29. The report showed that the gross earnings for 1901 were \$65,070.64, and expenses \$52,523.76, leaving \$12,546.88 net profit, or 19% on capital invested. The season's business was not as good as anticipated, as more U.S. tourists were expected consequent on the Pan-American exposition, and from assurances given by the Muskoka Navigation Co., which built the Royal Muskoka hotel. The profits in 1901 were rather less than in 1900 owing to the large amount of freight carried free for the Royal Muskoka hotel as per agreement, and to loss on the Magnetawan river division, where the loss was \$536.28 against a profit of \$1,966.85 in 1901. The Magnetawan branch has not proved a paying tourist route, and only when the lumbering trade has been good has it been profitable. When the proposed railway extension is completed, it is expected that the trade on the river will greatly increase, and the steamers will then be valuable property. Meanwhile, this asset is not a desirable one. A dividend of 10% has been paid for 1901. \$20,000 has been written off plant, an ample allowance for depreciation. The amount at credit of profit and loss and reserve account now stands at \$44,684.82, equal to about 68% on capital paid.