

THE RAILWAY & SHIPPING WORLD,

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AN ILLUSTRATED PERIODICAL DEVOTED TO STRAM AND
ELECTRIC RAILWAY, SHIPPING, EXPRESS, TELEGRAPH
& TELEPHONE INTERESTS.

The Official Organ of
The Canadian Freight Association,
The Canadian Roadmasters' Association,
The Canadian Ticket Agents' Association.

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TORONTO, CANADA, DECEMBER, 1901.

TO ADVERTISERS.

The steam & electric railways, the steamship, express, telegraph & telephone companies in Canada are large buyers.

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If you want to do business with any of the companies mentioned above, an advertisement in this paper will prove a good investment.

Canadian Excursion Agreement Meeting.

CHAIRMAN, J. H. Walsh, Sherbrooke, Que.
SECRETARY, A. V. Fabian, Passenger Department C.P.R., Montreal.
NEXT MEETING, probably in March, 1902.

Canadian Freight Association.

PRESIDENT, W. Woollatt, Walkerville, Ont.; 1st VICE-PRES., M. T. Donovan, Boston, Mass.; and VICE-PRES., E. Tiffin, Moncton, N.B.; SEC. TREAS., J. Eails, Toronto.

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PRESIDENT, A. McAuley, Toronto Jct., Ont.; VICE-PRESIDENT, J. R. Brennan, Ottawa, Ont.; SECRETARY-TREASURER, J. Drinkwater, Winchester, Ont.

EXECUTIVE COMMITTEE.—The above & J. Jelly, Carleton Jct., Ont.; T. Graham, Depot Harbor, Ont.; F. J. Holloway, Toronto Jct., Ont.; N. Delaire, Montreal.

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Canadian Society of Civil Engineers.

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HONORARY COUNCILLORS, W. G. McMillan, W. T. Jennings, H. T. Bovey, COUNCILLORS, G. A. Mountain, D. MacPherson, J. Kennedy, J. Ross, J. Galbraith, R. Hering, W. P. Anderson, P. S. Archibald, H. J. Cambie, W. Chipman, W. R. Butler, H. S. Poole, R. B. Rogers, C. B. Smith, B. D. McConnell.

MEETINGS AT 877 DORCHESTER ST., MONTREAL, EVERY ALTERNATE THURSDAY, 8 P.M.

Canadian Ticket Agents' Association.

PRESIDENT, W. Jackson, Clinton, Ont.; 1st VICE-PRESIDENT, M. McNamara, Walkerton, Ont.; 2nd VICE-PRESIDENT, W. H. C. MacKay, St. John, N.B.; 3rd VICE-PRESIDENT, C. E. Morgan, Hamilton, Ont.; Sec-

TREAS., E. de la Hooke, London, Ont.; AUDITOR, R. J. Craig, Cobourg, Ont.

EXECUTIVE COMMITTEE, W. H. Harper, Chatham, Ont., Chairman; W. Bunton, Peterboro', Ont.; W. F. Egg, Montreal; T. Long, Port Hope, Ont.; C. C. Young, London, Ont.

NEXT ANNUAL MEETING at Washington, D.C., in 1902, probably in Oct.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD, Toronto.

Great Lakes and St. Lawrence River Rate Committee.

CHAIRMAN, A. A. Schantz, Detroit, Mich.
SECRETARY, G. C. Wells, Passenger Department, C.P.R., Montreal.

NEXT MEETING, at Sault Ste. Marie, Ont., probably in Feb., 1902.

National Association Marine Engineers of Canada.

PRESIDENT, W. J. Barton, St. John, N.B.; VICE-PRESIDENT, D. McQuade, Collingwood, Ont.; SEC. TREAS., J. A. Findlay, Toronto; CONDUCTOR, J. A. McArthur, Montreal; DOORKEEPER, N. J. Morrison, St. John, N.B.; AUDITOR, D. L. Foley, Toronto.

NEXT ANNUAL MEETING of the Grand Council in Toronto, Jan. 1902.

Niagara Frontier Summer Rate Committee.

CHAIRMAN, T. Henry, Montreal.
SECRETARY, G. C. Wells, Passenger Department, C.P.R., Montreal.

NEXT MEETING, at New York, probably in Jan., 1902.

Track Supply Association.

PRESIDENT.—F. E. Came, Montreal.
FIRST VICE-PRESIDENT.—R. J. Davidson, Hillburn, N. Y.
SECOND VICE-PRESIDENT.—A. O. Norton, Coaticook, Que.

HON. SECRETARY-TREASURER.—Acton Burrows, 33 Melinda Street, Toronto.

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that during the season of navigation a vessel on the average passes this point once every seven minutes, it is evident that any such structure is out of the question. So a high bridge it must be, with a span that will obviate the necessity of piers in the navigable part of the river."

Duluth, Virginia and Rainy River Ry.—A survey party has reached Koochiching, Minn., on the Rainy River, opposite Fort Frances, Ont., from Virginia, Minn. It is reported that not more than 15 miles of track will be laid north from Virginia this year. (Nov., pg. 333.)

Edmonton and Slave Lake Ry.—F. Degendorfer, C.E., has returned to Edmonton, having completed his preliminary location survey to Athabasca landing. He reports that a comparatively easy route, not more than 98 miles long, can be secured. The route proposed crosses the Sturgeon river near the bridge on the landing trail, trestlework being the most feasible mode of bridging. Besides the Sturgeon and Vermilion rivers, a number of minor streams would need bridging, but none offer impediments of any considerable importance. The road would be very direct and, save some valley work, could be easily built. The objective point of the line is said to be the Pacific coast at Port Simpson, as the westerly terminus of the Canadian Northern Ry. (Nov., pg. 334.)

Edmonton, Yukon and Pacific Ry.—All the cuts on the right of way from Strathcona to Edmonton, Alberta, have been completed, and nearly all the filling has been done. The culverts are all in, and the bridge building is going on. The construction is to be pushed through, notwithstanding the lateness of the season, so as to have the line in operation by the end of the year. (Nov., pg. 364.)

Fraser River Bridge.—Tenders are asked by the Commissioner of Lands and Works, Victoria, B.C., to be sent in by Jan. 8, 1902, for the substructure, the superstructure, or both, of the proposed combined traffic and railway bridge over the Fraser river at New Westminster. (Nov., pg. 334.)

Grand Forks and Kettle River Ry.—Track laying was commenced at Grand Forks, B.C., Nov. 14, and will be continued at the rate of a mile a day until Trout creek, Wash., about 9 miles from Republic, is reached, where some delay is likely to occur owing to heavy rock cuts which are being made, and some large trestles which have to be built. A Y connection has been made with the C.P.R. tracks at Grand Forks, and traffic will be interchanged between the two companies. J. A. Manley, C.E., is engineer in charge of construction. The average grade is 8-10 of 1% against empties, and the average curvature is 12°. (Nov., pg. 334.)

Great Northern Ry. of Canada.—A number of Philadelphia bankers and capitalists visited Quebec recently, and were given a special trip over the line. It is said they propose building a large hotel in Quebec for tourists.

It is reported that E. C. Loss, of Chicago, who is in charge of the construction of the Chateaugay and Northern Ry., has been given a contract for the construction of the cut-off from Garneau Jct. to St. Catherines. On this cut-off there will be 1,400 ft. of steel viaducts, one span of 200 ft., one of 600 ft., one of 125 ft., three of 100 ft. each, two of 50 ft. each, and one of 30 ft. The contract calls for the completion of the work by July, 1902. (Nov., pg. 335.)

Great Northern Ry. (U.S.)—The following extracts from the annual report for the year ended June 30 have reference to the construction of lines connecting with lines in Canada: "The Montana and Great Northern Ry. Co. is building from Jennings, Mont., northerly along the Kootenay river, about 51 miles, to the International boundary, where it will connect with a line being built by the Crow's Nest Southern Ry. Co. to the coal-fields of the Crow's Nest Pass Coal Co. at Fernie, B.C. The length of the lines from Jennings to Fernie, including spurs, will be about 100 miles. Crow's Nest Pass coal and coke are of superior quality. The coal company's plant is being enlarged and the output increased. In addition to furnishing coal for company use and for commercial and domestic purposes in the Northwest, these mines are expected to supply the smelters at Great Falls, Butte, Anaconda, Northport and Everett, and will furnish a heavy and profitable traffic. Since the close of the fiscal year, the M. and G. N. R. Co. has purchased the line of the Great Falls and Canada Railway, extending from Great Falls, Mont., to Sweet Grass, on the International boundary, 134.37 miles. This line is now narrow gauge, and, until widened to standard gauge during the current fiscal year, it will be operated by the G. F. and C. Ry. Co. As a portion of a projected extension, the M. and G. N. Ry. Co. has built 10.32 miles of line from Kalispell, Mont., south to Flathead Lake. The Washington and Great Northern Ry. Co., in the State of Washington, and the Vancouver, Victoria and Eastern Ry. and Navigation Co., Ltd., in B.C., are now building lines of railway that will form a through line from Marcus, Wash., on the Spokane Falls and Nor-