

elected. The shops are rushed to their full capacity with work, & sufficient orders, it is said, are booked to keep the works busy for months to come. Extensive improvements are being made at the works, by which the capacity of the plant will be nearly doubled. There are now some 1,500 men employed, & more will be put on when the new buildings are completed. The largest of these will be the boiler shop, the dimensions of which are 450x72 ft., with a length of 32 ft. This will be filled with the largest & most improved machinery.

During the half-year ended Dec. 31, 1899, 13 locomotives were scrapped or sold, 10 passenger engines were built at the G.T.R. Co.'s Montreal works, & 9 compound consolidation locomotives were purchased. The actual stock on Dec. 31 was 806 engines. During the half-year, at cost of capital, 5 locomotives were supplied with driver brake & air brake equipment, 10 with driver brake, 19 with car warming equipment, 68 with train air signal equipment, & 120 with vertical plane coupler. At cost of capital 1,395 freight cars were equipped with automatic couplers & Westinghouse air brakes, 2 passenger cars were fitted with air signals, & 18 passenger cars were fitted with steam-heating apparatus. At cost of revenue 5 day coaches, 2 baggage cars, & 215 box cars were built at the Montreal shops.

Manitoba & Northwestern Railway.

President Shaughnessy, of the C.P.R., issued the following circular May 9:—"The M. & N. W. Ry. having been leased to the C.P.R. Co., it will after midnight, May 14, be operated as part of the Western division of that Co. All employees then in the M. & N. W. service will become employees of the C. P. R. Co., & will take their instructions from & report to the officers of that Co."

General Manager Baker, of the M. & N. W. R., issued the following circular on the same date:—"On the 15th inst. the lines of this Co. will become a portion of the C.P.R. system, & on that date the employees of this Co. will become employees of the C.P.R. Co. As my connection with the M. & N. W. R. Co. as its General Manager will cease at the same time, I cannot allow this opportunity to pass without expressing to those who have been associated with me for so many years my grateful thanks for the cordial assistance & support that I have at all times received during the varied phases of the Co.'s career; & my earnest hope for their future welfare & success."

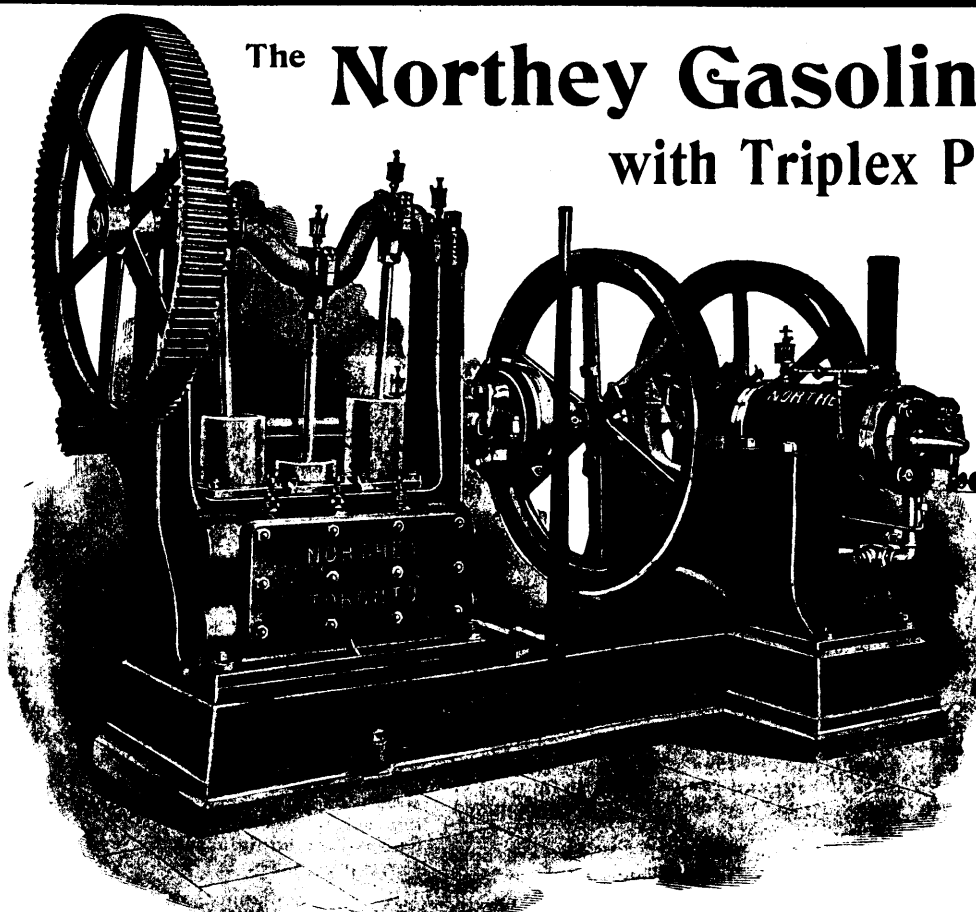
The M. & N. W. R. will be operated as the Northwestern branch of the C. P. R.'s Western division, under Manager Whyte & General Superintendent Osborne, & will be under the immediate charge of Superintendent James, whose jurisdiction includes the main transcontinental line between Winnipeg & Brandon & all the Manitoba branches, as well as the recently acquired Great Northwest Central line.

W. R. Baker, who has been appointed Executive Agent of the C.P.R. for Manitoba & the N.W.T., was born in England in 1852. He entered the railway service in 1873 as Local Freight & Passenger Agent of the Canada Central Ry. at Ottawa, since which he has been consecutively, Feb., 1881, to Sept., 1881, Local Treasurer & Assistant to General Superintendent Western Division C.P.R.; Sept., 1881, to May, 1882, Purchasing Agent Western Division C.P.R.; May, 1882, to June, 1883, Assistant to General Manager C.P.R.; June, 1883, to Sept., 1892, General Superintendent Manitoba & North-Western Ry.; Sept., 1892, to May, 1900, General Manager M. & N.W.R.

G. B. Reeve's Retirement.

The recent retirement of G. B. Reeve, General Traffic Manager of the G.T.R., from the Co.'s service, after being in it for 40 years, was made the occasion of a series of presentations & entertainments, which bore eloquent tribute to the esteem in which he is held by the Co., by its other officials & by the public generally. The principal officials of the Co. entertained him at luncheon at the Windsor Hotel, Montreal, presenting him with a solid silver dinner set of 10 pieces, & an autograph album containing the signatures of the 101 subscribers. General Manager Hays gave a dinner in Mr. Reeve's honor at the Mount Royal Club, Montreal, at which a number of the most prominent officials of the G.T.R. & of the Central Vermont were guests. And, lastly, the Montreal Board of Trade entertained him at dinner at the Windsor Hotel, some 200 being present. In the course of his reply to the toast of his health, Mr. Reeve said:—

"The G.T.R. was built up by foreign capital; it was not built up by subsidies from the provincial & federal governments. At that time they were unknown. It was entirely through foreign capital that the G.T.R. was inaugurated, & I have no hesitation in saying that if it had not been for the G.T., Canada would have been at least 20 years behind the times. It is true that I have spent the last 40 years in the service of the G.T.R. It is also true that I do not regret that service. It is further true that some years ago I had some doubts of my continuation in the service, but I always had faith in the old G.T., & always had very great faith in the future of Canada. I have always felt sorry that Canada & Canadians generally did not appreciate the G.T.R. as they really ought to have done. The railway has done much for



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