

relating to railroad matters. We, therefore, propose forming a club (the name of which will be decided at our organization meeting) whose object shall be 'the discussion and dissemination of ideas pertaining to the construction, operation and maintenance of steam and electric railroads and their equipment, and the promotion of social relations among railroad men and others of like interest. It is also the purpose of this club to work in unison with those in the U.S. so as to get the benefit of their proceedings. The endorsements that have been received from railroad officials in all parts of Canada on this movement are very gratifying indeed, and the younger element who have indicated their willingness to join the club, not only for educational purposes but also because of the desire to serve their employers more intelligently, consider that an appeal should be made to the higher officials, urging them to become members of this club in order that we might have the benefit of their presence at the various meetings, and be guided by their valuable opinions on all questions of importance that come up for discussion, thus preventing any possible chance of information of an erroneous or objectionable character from creeping into the reports of the proceedings, which the Committee can see might be the case, without the aid of the more experienced and far-thinking minds. We will hold a meeting at the Windsor Hotel, Montreal, Mar. 11, at 8 p.m., at which the permanent organization and election of officers will take place. If you approve of an organization as outlined above, will you kindly favor us with your presence or a letter of approval on date mentioned."

Canadian Northern Railway Mileage.

By the completion of its line between Port Arthur and Winnipeg, the C.N.R. takes rank as the fourth system in Canada in point of mileage, as follows:

C.P.R., including leased and operated lines.....	Miles. 8,042.30
G.T.R.....	3,153.98
Canadian Government Rys.....	1,510.94
Canadian Northern Ry.....	1,243.70

Of the Government railways the Intercolonial has 1,301.94 miles, so that this year's construction will put the C.N.R. in the third place for individual lines, and possibly also for systems. Its mileage now operated is divided as follows:

Main line, Port Arthur, Ont., to Erwood, Sask.....	Miles. 810.2
Duluth Extension, Stanley Jct. to Gunflint, Ont.....	66.9
Winnipeg Transfer Ry.....	1.24
Emerson branch, Portage Jct. to Emerson, Man.....	63.00
Brandon branch, Morris to Brandon, Man.....	145.3
Souris branch, Hartney Jct. to Hartney, Man.....	50.8
Carman branch, St. Charles Jct. to Carman, Man.....	43.7
Delta branch, Portage la Prairie to Delta, Man.....	16.0
Gilbert Plains branch, Gilbert Plains to Grand View, Man.....	26.6
Winnipegosis branch, Sifton Jct. to Winnipegosis, Man.....	21.2
Beaver.....	19.2
	1243.7

Of the above the following lines were built by the Northern Pacific Rd. and are leased from the Manitoba Government:

Winnipeg Transfer Ry.....	Miles. 1.24
Winnipeg to International Boundary.....	65.9
Morris to Brandon.....	145.3
Portage Jct. to Portage la Prairie.....	52.5
Hartney Jct. to Hartney.....	50.8
Portage la Prairie to Delta.....	16.0
Beaver.....	19.2
	350.94

The Co. has completed an extension of the Carman branch for 19.8 miles west of Carman. The Co. also owns the Winnipeg Great Northern Ry.'s line of 40 miles from near Winnipeg to St. Laurent, Man., which was built some years ago but has not been operated.

Mackenzie, Mann & Co.'s system also includes the Inverness & Richmond Ry., of which 61 miles are in operation, giving them a total of 1304.7 miles in operation.

Increase in Gross Railway Earnings.

The following increases were made in gross earnings in 1901, compared with 1900:

Canadian Pacific Railway.....	\$4,009,869
Grand Trunk Railway.....	1,327,922
Minneapolis, St. Paul & Sault Ste. Marie Ry.....	897,388

Passenger Traffic Matters.

An effort will be made at the next annual convention of the National Association of General Baggage Agents, in Chicago, May 21, to have uniform rules adopted for the handling of baggage by all railways in Canada and the U.S.

The C.P.R. is spending more money in Great Britain and Europe than ever in promoting emigration to Canada, and Lord Strathcona and the C.P.R. are doing all that it is possible to do to induce small farmers and laborers to come out to Canada.

The I.C.R. purposes putting on a fast train between Halifax and Montreal, to be known as the Imperial Express, the time between Halifax, N.S. and Moncton, N.B., 186 miles, will be five hours. The name proposed is too much like the C.P.R.'s Imperial Limited, and should be changed to something original.

F. J. Murray, of the Russell hotel, Montreal, has been fined \$20 for illegally selling a C.P.R. ticket. The ticket was originally issued to a South African volunteer returning to Calgary, but fell into the hands of the accused, who sold it. Two other persons were charged in connection with this sale, but they were let go on suspended sentence.

The White Pass and Yukon Route has issued a very neat desk calendar for 1902. It consists of 12 cards in a frame, each card containing, in addition to the month, a view of some part of the railway line, or steamer route, and a short sentence setting forth reasons why the Co.'s route should be patronized. It makes an effective piece of advertising.

The passenger department of the Great Northern Ry. of Canada has issued a time table printed on ordinary dry ground wood pulp, made at Shawinigan Falls, on the Co.'s line. The folder gives some details of the industries on the line and the openings for additional industries, as well as calling attention to the advantages of Quebec as a shipping port, and to a number of tourist resorts along the line.

With the establishment of a through passenger train service from New York and Boston, via the Rutland Rd., to Montreal, another through route has been opened to the trade of Central Canada to the New England states. This means greater competition for the G.T.R. and its Central Vermont line in a field which heretofore they have practically dominated. The number of through passenger trains running daily between New York and Boston and Montreal is increased to 10, and four U.S. roads haul their own trains into Montreal—the Rutland and the New York Central going over the C.P.R., and the Delaware and Hudson and Central Vermont over the G.T.R.—Leonard's Railway News.

"Newfoundland in 1900" is the title of a well written and printed book giving brief accounts of the geography, history and natural resources of the island, and giving special prominence to the development of the railway system, and the steamer routes operated in connection therewith, which are now under the control of the Reid Newfoundland Co. While the book, which is written by Rev. M. Harvey, LL.D., contains a great deal of matter that is of interest, there is much in it that could, with advantage, have been curtailed, or even omitted, and there

are points to which more space could have been given. It is admitted by the writer of the book that there cannot be a very large or speedy growth of population in the colony, and practically no growth at all, except in connection with the railway, which should, and will, attract industries suited to the country. There is, however, a splendid opening for encouraging a large tourist traffic, not only from the United States, but from Great Britain. Thousands of British people make the trip to Norway every year, many of them spending several months there during the fishing season. Newfoundland is not a much longer sea journey from the shores of Great Britain than is Norway, and with judicious advertising the ancient colony would become the destination of many of those who now visit Norway. "Newfoundland in 1900" does not give sufficient prominence to the attractiveness of the country to tourists which might have been given. There are a large number of good illustrations to the text, but most of the portraits could have been left out with advantage. An appreciative account is given of the work of R. G. Reid in developing the railway and steamship interests of the country.

Freight Traffic Matters.

The C.P.R. has made arrangements to ship wheat from Winnipeg, via the Great Northern Ry., U.S., to Duluth, Min., to be stored there for ultimate export. The G.N.R. is lending the C.P.R. what rolling stock it can spare for this purpose.

The B.C. Fruit Growers' Association has passed a resolution expressing its thanks to the management of the C.P.R. for the co-operative spirit in which they met the desires and suggestions of the Association in encouraging the development of the fruit growing industry of British Columbia, by affording facilities for transportation to Manitoba and the Northwest Territories as well as to the mining regions of B.C.

In the B.C. Supreme Court Justice Martin has dismissed the motion of the White Pass and Yukon Ry. Co., to dismiss the suits brought against it to recover large sums of money alleged to have been illegally collected on account of the Co. not having obtained the approval of the Minister of Railways to its schedules of charges. The matter, the Judge stated, involved the question whether the Canadian Parliament could regulate rates on U.S. territory.

The general freight departments of the C.P.R. and G.T.R. have issued a circular calling attention to the existing instructions to the effect that track delivery of grain received at Montreal will not be made and that such consignments on arrival will be placed in the Canadian Pacific or the Montreal Warehousing companies' elevators, as the case may be, subject to the usual storage, etc., charges. These instructions must be carried out, and agents are warned that they must not under any circumstances issue bills of lading calling for track delivery, or, in fact, any special delivery in Montreal.

The question of freight rates on the White Pass and Yukon Ry. has been under the consideration of the Minister of Railways, and as a result an agreement has been reached with the Co. by which a tariff prepared by E. Tiffin, Traffic Manager of the Government railways, will be put in operation on the W.P. & Y. Ry. in Canada. An order-in-council has been passed bringing the agreement into effect by approving of the Co.'s by-laws fixing rates. Under the by-laws the maximum passenger rate is fixed at 18c. a mile, and freight rates per 100 lbs. as follows: 1st-class, \$1.90; 2nd-class, \$1.66; 3rd-class, \$1.42; 4th-class, \$1.19; 5th-class, 95c.; 6th-