"OURSELS AS ITHERS SEE US."

When a man has done the best he could in an undertaking, and in a measure succeeded, it is very comforting to feel that his work has been appreciated. When THE CANADIAN ENGINEER was first started it was regarded by some with doubt, and by a few with what is still more discouraging for a new candidate—indifference; but in general its reception was cordial, and in very many cases enthusiastic. It is especially pleasing for us to remember the generous way in which so many have committed to us their faith by their advertisements and the recommendation of the paper to their friends. It is a great satisfaction to be able to say that our patrons in turn have been well pleased with the results, and many advertisers have told us of business received through THE CANADIAN ENGINEER. We will not take up space with these testimonials, but take pleasure in giving the accompanying letter as a sample.

CANADIAN CANOE COMPANY, LIMITED
BUILDERS OF
CANOES (Cedar Rib and Basswood), SKIFFS,
STEAM LAUNCHES, etc.

Peterborough, Ont., Mar. 21, 1894.

The Canadian Engineer
Montreal

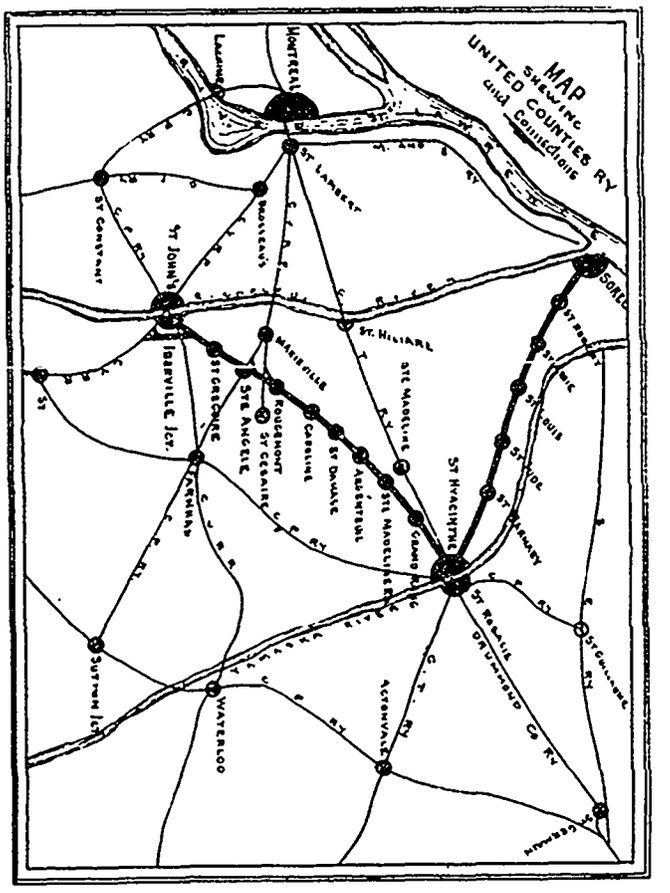
Dear Sirs:

By book post we beg to send you a copy of our new catalogue, and would ask you to kindly make a mention of it in your next number. It affords us pleasure to advise you that we consider the advertisement we now have in your paper, worth more to us than any other we ever had. The reason we know the credit belongs to you, is, that people in writing us for the first time, say they saw our "ad" in your paper. These enquiries have come from all over Canada, the States, and Europe, and frequently from places we never before corresponded with.

Yours truly,
THE CANADIAN CANOE CO. LTD
F. H. Townsend Sec'y-Treas.

Our advertising has already encroached on the reading matter of the paper, and we propose to add another four pages, thus making the second enlargement since the journal started. This increase will be made next month, which will celebrate our first anniversary.

It is no small compliment to the paper that even now, in the last month of the year, we have enquiries for back numbers from the beginning. Unfortunately the first issue (last May) was early exhausted, and though we advertised three times for copies of that number, not enough have come in to fulfil these requests. New subscribers starting now may have the paper dated from May, thus getting the second volume complete.

UNITED COUNTIES RAILWAY.

In recent numbers we have referred to the United Counties Railway of the Eastern Townships, and no doubt our readers will be interested in a map of the new road now published for the first time. The building of this road was started in 1892. It is now built and trains running from St. Hyacinthe to Iberville, opposite St. John's, a distance of 30 miles. The line will be continued from St. Hyacinthe to Sorel—nearly the same distance—and the road has already been partly graded to that point. It will probably be completed to Sorel this summer. It will have direct connections with the Grand Trunk at St. Hyacinthe; with the C.P.R. and Central Vermont at Iberville and St. John's, and with the Montreal, Portland and Boston at St. Angele and Rougemont. It will open up a good agricultural country, and, besides passenger traffic, it will be specially serviceable for freight in hay, lumber, cordwood and produce. A glance at the map will show the number of towns and villages to which it will open up communication. The officers of this new road are as follows: President, Charles D. Maze; vice-president and treasurer, L. F. Morison; general-manager and secretary, J. W. Dawsey; engineer, F. M. Murphy; auditor, H. J. McGlashan; superintendent of motive power and master car builder, Frank Carr; general agent, A. Asseline. The head offices are at St. Hyacinthe.