

minor importance as compared with the distribution of folders to ticket agents, which has been paid special attention to by the R. and S. F. D. Co., its distribution reaching every ticket agent on every line of railway in the Dominion.

The Prince Edward Island Ry.'s summer folder contains, in addition to time tables, some useful information about the attractions of the Island for tourists, with hotel lists, etc. The size of the pages, 7 x 3½ inches, might well be increased in future editions, especially the length, so as to conform to the size issued by the great majority of railways. The illustrations might also be improved on. Three pages, which are devoted to views of the Pan-American Exposition, the Charlottetown market-place and public buildings, and an everyday farm scene, could be utilized to far better advantage by filling them with views of the Island's chief charm, the summer resorts of the north shore, with their miles of surf bathing, sand-hills, etc. A new map of the Island should also be prepared, the present one being incorrect in the location shown for at least one of the principal north shore resorts, and not being up to date. The space devoted to a list of a number of officials of the I.C.R., who have no jurisdiction on the P.E.I.R., might be devoted to more useful matter.

A committee has been formed for the purpose of drawing up a plan for an insurance fund for the employees of the Prince Edward Island Ry. The present fund provides for employees injured or killed by accident, and it is proposed to add to this insurance in the case of death or total disablement, as well as accident insurance and sick benefits. Assistance is looked for from the Government in the same way as it is granted to a similar fund on the I.C.R.

Current Topics.

Circulation.

Some features of our subscription list are very gratifying, as showing that our efforts to produce a thoroughly up-to-date paper are appreciated by the managements of the leading transportation companies, the result being that **THE RAILWAY AND SHIPPING WORLD** now has as paying subscribers over 80 per cent. of all the railway and steamship officials in Canada, as well as a considerable number of express, telegraph and telephone officials. In addition to individual subscriptions many companies subscribe for the paper for all their officials, the C.P.R. and the G.T.R. supply it to all employees' reading-rooms throughout their systems, and the Lake Erie and Detroit River Ry. has recently given an order to supply it to the principal agents along that line. Such marks of approval are much appreciated and are an encouragement to keep on improving the publication.

List of Shipping.

The Department of Marine issues in book form a list of vessels on the registry books of the Dominion, but it is only brought out every three years. The last one was up to Dec. 31, 1898, so that there will not be another issued until next year, bringing the record up to Dec. 31, 1901. The shipping list is of much more importance than many of the blue books which are published annually, and there does not seem to be any good reason why it should not be made a yearly publication. We beg to direct the Minister of Marine's attention to the matter in the hope that he will see his way clear to make the desired change. The question of expense should not stand in the way, but if it does it could easily be got over by dropping some of the less use-

ful blue books. If an annual publication cannot be made, a supplement, giving the new registrations, might be issued yearly. Three years is too long to wait for the information.

The Upper St. Lawrence Channel.

The letter on this subject from Capt. T. Donnelly, which we published recently, is well worthy of careful consideration. It was written in response to our request, not with any desire to find fault, but to point out the true position of affairs. Capt. Donnelly states his positive opinion that there is not a safe 14 ft. channel throughout the season between Montreal and Kingston, but adds that he believes the Government will make it a safe channel in the very near future. The importance of prompt action in this matter cannot be over-estimated, and we hope the Minister of Railways and Canals will see that the necessary work is gone on with without delay.

Rules of the Road on the Lakes.

The memorial to the Minister of Marine from the Lake Carriers' Association, published in our April issue, will doubtless receive from Sir Louis Davies the careful consideration that its importance demands. It is most desirable that on the Great Lakes, the jurisdiction over whose waters is divided between Canada and the U.S., there should be a uniform system of rules of the road. A similar case was under discussion recently in regard to the adoption of the standard code of operating rules of the American Railway Association on the Grand Trunk, Canadian Pacific, Canada Atlantic, and other railways in the Dominion. We strongly supported the adoption of the rules, and the result of their being put in force has shown that the arguments in their favor were well founded. But it must be borne in mind that the membership of the American Railway Association comprises representatives of Can-

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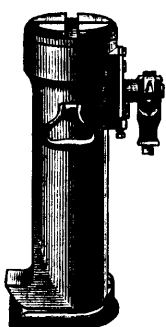
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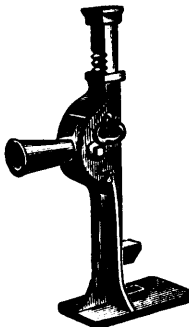
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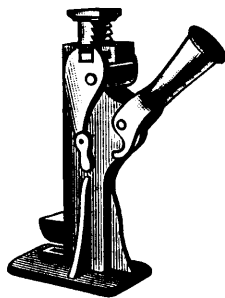
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