

and \$500,000 of 5% bonds; while the Dominion Parliament voted a bonus of \$224,000 and the New Brunswick Legislature \$180,000. The coupons due in Jan., 1890, were not met and those since due are also in arrears. The principal of the bonds was due in 1904.

The Gulf Shore Ry. Co. was incorporated by the New Brunswick Legislature in 1885, and a reviving act was passed in 1894, when a contract was entered into, under the Dominion Subsidy Act, for the construction of a line from Pokemouche siding on the Caraquet Ry., to Tracadie, 12 miles. In 1897 a further subsidy was voted towards the construction of an extension of the line from Tracadie to Big Tracadie, 5½ miles, and the line has been completed to Tracadie Mills, a total distance of 16.78 miles from Pokemouche siding. There is 1.01 miles of siding which with the main line is laid with 56 lb. steel rails. It owns one locomotive, and is operated by the Caraquet Ry. which supplies the other rolling stock required. For the year ended June 30, 1903, its operations gave the following results:—train mileage, 4,330; passengers carried, 910; freight carried, 9,101 tons; passenger earnings, \$323.10; freight earnings, \$5,630.80; gross earnings, \$5,953.90; operating expenses, \$1,788.90; net earnings, \$4,165.09. The company has issued \$6,250 of common stock out of an authorized issue of \$500,000, and has no bond issue, (there is power to issue \$250,000) and no floating debt. The Dominion Government has already paid \$53,699.20 on account of subsidies, and New Brunswick \$41,495. The total cost of the line is given as \$101,899.20.

A Car Arbitration Case.

At the recent annual meeting of the Eastern Association of Car Service Officers the committee on arbitration reported among other cases the following, the C.P.R. against the G.T.R., and the G.T.R. against the C.P.R.:

"Illinois Central car 32438 was transferred from the G.T.R. to the C.P.R. by ferry boat June 29 loaded. Was made empty July 4 and as the C.P.R. could not get the G.T.R. to send its car ferry to take it home, arrangements were made to return it via Wabash tracks at Detroit on instructions from G.T.R. This was done and the car was delivered to the Wabash at Detroit empty July 11 and switched to the G.T.R. July 17. Two days later, July 19, the car was delivered by the G.T.R. to the Wabash by which it was switched back to C.P.R., and it was held until Aug. 9 when it was again returned to the G.T.R. for home through same channel. The point at issue is: who is responsible for the time between July 19 when it was switched back to C.P.R. through error of the G.T.R. until Aug. 9 when it was returned home. The C.P.R. made claim on the G.T.R. for this per diem, basing it on the fact that the car was returned through error on the part of its staff at Detroit and on account of its being fully covered by the decision of the arbitration committee in case 4, which puts no limit to the time in which a car delivered in error must be returned. The G.T.R., although admitting that its company was in error in handing the car back to the Wabash July 19 to be switched to the C.P.R. line, declined to entertain the application for refund of the per diem, claiming that the C.P.R. staff at Windsor had no right to take the car back, and having done so, they should have returned it earlier.

"In this case the committee did not find sufficient evidence that the C.P.R. made any effort after July 19 to notify the G.T.R. of the fact that the car had been delivered to it in error. The committee, therefore, decided that both roads were equally responsible for the per diem on this car from July 19 to Aug. 9." The report was adopted.

Recent Dominion Legislation.

The following acts relating to transportation interests have been passed at the current session of the Dominion Parliament in addition to those mentioned in our last issue:

- Respecting the Berlin, Waterloo, Wellesley and Lake Huron Ry.
- Incorporating the Bessemer and Barry's Bay Ry. Co.
- Incorporating the Brantford and Hamilton Ry. Co.
- Respecting the Canada Southern Ry. Co.
- Incorporating the Chicoutimi and North-eastern Ry. Co.
- Incorporating the Crawford Bay and St. Mary's Ry. Co.
- Respecting the Essex Terminal Ry. Co.
- Respecting the Grand Trunk Pacific Ry.
- Respecting the Hudson's Bay and North-west Ry. Co.
- Respecting the Huron and Ontario Ry. Co.
- Incorporating the Interprovincial Ry. Bridge Co. of New Brunswick.
- Respecting the James Bay Ry. Co.
- Respecting the Kettle River Valley Ry. Co.
- Incorporating the Kingston and Dominion Central Ry. Co.
- Respecting the Lake Erie and Detroit River Ry. Co.
- Incorporating the Montreal, Nipissing and Georgian Bay Ry. Co.
- Amending the act respecting the National Transcontinental Ry.
- Amending the act respecting the navigation of Canadian waters.
- Respecting the Nicola, Kamloops and Similkameen Ry. Co.
- Incorporating the Okotoks and High River Lumbering and Development Co.
- Respecting the Ottawa River Ry. Co.
- Amending the Pilotage Act.
- Respecting the Rio de Janeiro Light and Power Co. (Ltd.) and changing its name to the Rio de Janeiro Tramway, Light and Power Co. (Ltd.)
- Amending the Shipping Casualties Act.
- Respecting the Similkameen and Keremeos Ry. Co.
- Amending the Steamboat Inspection Act, 1898.
- Incorporating the Thorold and Lake Erie Ry. Co.
- Respecting the Temiscouata Ry. Co.
- Respecting the Tillsonburg, Lake Erie and Pacific Ry. Co.
- Respecting the Toronto and Hamilton Ry. Co.
- Respecting the Trans-Canada Ry. Co.

The Manual of Statistics for 1904, published by the Manual of Statistics Co., 24 West Broadway, New York, gives in its 1,040 pages information relating to railway and industrial companies in Canada and the U.S. Of the 800 pages devoted to this section of the work 331 are given to railways and 469 to industrial concerns, many of which are closely allied to the railway interests. In the railway pages will be found information and statistics relating to 18 Canadian railways, and to 10 lines in the U.S. in which Canadian lines have a controlling interest, or which have Canadian connections. Among the industrial concerns are included electric railways, coal mining companies (a number of which own railways), telegraph and telephone companies, navigation companies, and a large number of manufacturing concerns. The information is given in a very concise manner, and so far as the Canadian companies are concerned is generally accurate, although in some instances it could be brought a little more up-to-date. The other 200 pages are devoted to records of prices of stocks, etc., and other information of a general kind about which investors want to know.

Master Car Builders' Association.

The 38th Annual Convention of the Master Car Builders' Association was held at Saratoga, N.Y., June 22 to 24. After an address by the President, F. W. Brazier, and the consideration of routine business, reports of committees were taken up and considered as follows:—

Revision of Standards and Recommended Practice, W. P. Appleyard, chairman. Some discussion was caused on the brake-beam question as to the location of fulcrum holes. On automatic couplers, and limit gauges of couplers, yoke and draw-bar straps, no action was taken. When buffer blocks were reached there was a great difference of opinion about the abandonment of same, which was due, it transpired, to a misunderstanding of the terms. The discontinuance of buffer blocks was meant to refer to the man-killers still in use on some cars, and not to the block which receives the impact of the horn on a coupler. On vote, the buffer block is to remain. The wheel defect gauge was left as it stood. The recommendation to change journal box bolts from 1½ to 1¼ inches was lost, on vote. Action on journal bearing wedge, arch bars, siding, floors, hand-holds, centre-plates, etc., was left as reported.

Tests of M. C. B. Couplers, read by W. P. Appleyard, which embraced in its findings, consideration of the new contour lines adopted Jan., 1904; also worn coupler limit gauge, drop test machine, separate knuckle test, physical tests, inspection, etc. The report was voted to be referred to letter ballot, with an amendment covering the construction of a sentence that required improvement. Standard Location of Third Rail for Electric Operation, J. W. Taylor. The report was accepted and the committee discharged. The committee on Stenciling Cars was continued another year. Coupling Chains, R. P. C. Sanderson, chairman. A minority report was read, and the committee was continued.

The air-brake hose specifications committee reported and was continued another year. The committee on draft gear reported and the report was referred to the committee on standards. The report of a committee on what is the best preventive of rust on steel cars was next taken up but the discussion brought out no new developments. The report was accepted. The report of the arbitration committee was read, and the findings of the report were adopted as they stood with the exception of some minor points which were to be referred to the association. In the report on prices for repairs to steel cars, the report was accepted except that part referring to prices, which item was referred back for a joint report with other committees interested. The report of the committee on rules of the arbitration committee, so far as passenger equipment was concerned, was referred back for a final report next year. The question of the outside dimensions of box cars was taken up and after a lengthened discussion was referred to letter ballot as recommended practice. The use of steel in passenger car construction was considered on a paper read by R. A. Forsyth, and the suggestions were accepted and placed on record as recommended practice. Other matters considered were: cast-iron wheels, revision of rules for loading long materials, steam and air line connections, tanks, and a number of topical subjects. The officers for 1904-5 were installed as follows: President, W. P. Appleyard; 1st Vice-President, J. Baker; 2nd Vice-President, W. E. Fowler, C.P.R., Montreal.

The Canadian Northern Transfer Co. has been licensed to do business in Ontario under the provisions of the act relating to Extra-Provincial Companies, R. P. Ormsby, of Toronto, being appointed its attorney.