

Commercial Travellers' Baggage.

"A Commercial Traveller's" letter published on pg. 1 of our last issue has attracted considerable attention, but we do not think the suggestions it contained are likely to commend themselves to the railway managements. These suggestions were ostensibly made for the benefit of the railways, but the officials of those companies are hardly likely to credit commercial travellers with a desire to benefit the railways without securing a substantial benefit in return. It is probable that from 10 to 25% of the commercial travellers, varying with the associations to which they belong, are what may be called heavy baggage men & carry over 300 lbs. of baggage each. A reduction in the rate per 100 lbs. would benefit them, but charging for every pound of baggage carried by the remaining 75 to 90% of the travellers would certainly not satisfy that large percentage, hence the suggestion is naturally made to reduce the present passenger rate to commercial travellers on eastern lines from 2½ to 2c. per mile, which would apply to all commercial travellers irrespective of the amount of baggage carried, & this combined with the reduction in the cost for 100 lbs. of the excess baggage would be a far heavier reduction than the railway companies would be likely to make up by charging for the baggage & by saving the cost of excess tickets & prepaid certificates. As far as we can ascertain the feeling of the railway managements on this subject it appears to be that the ideas promulgated in "A Commercial Traveller's" letter are not simply to trade even, but to receive considerable to boot.

Mica Boiler Covering.

The Mica Boiler Covering Co. reports having received news from the British Admiralty that the 10,000 sq. ft. of covering which the Co. supplied for use on Her Majesty's new yacht has given great satisfaction in every way. Of course this is very gratifying to the Co., as the Admiralty officials have been most particular as to the quality of the materials used in the construction and equipment of this splendid vessel. Nothing but the finest in every particular has been used on her, & she is supposed to be the most magnificent piece of ship building that the Admiralty has ever turned out. It says volumes for the mica boiler covering that it was chosen by the Admiralty for use on this yacht, after keen competition from every other known first-class covering.

The Co.'s trade with the English railways is rapidly increasing. It has recently shipped from Montreal a number of laggings for the Great Eastern Ry. of England, one of which is to be used on the locomotive to be shown by that Co. at the Paris Exposition. This order was received from the G.E. Ry. Co. by cable.

The M.B.C. Co.'s business has increased so rapidly that it found its Toronto factory totally inadequate to supply the demand, & it has opened a large factory on Ann St., Montreal, but even with the additional facilities, the Co. is kept busy filling orders.

Canadian Ticket Agents' Association.—President Churchill has issued the following circular to members: During our sojourn in the Prairie City in Oct. last, one of the daily papers, in writing of the visit of our Association, made the statement that our objects were purely of a social nature. I think it is undesirable that such an impression should obtain currency, & I take it that our Association was not originally formed with any such intention. As you have done me the honor of electing me your President for this year, I venture to ask your views as to the best method of popularizing the educational or

beneficial purpose. My personal view is that there should be at least two short papers read & discussed annually, such papers to be of an educational or helpful nature. I would also suggest the advisability, in the interest of new & inexperienced men, of a question drawer; all questions to be in the hands of the Secretary at least a week before the annual meeting. Our Association numbers amongst its members many old, tried & experienced agents, & possibly to them such papers & hints would be merely the hauling of coals to Newcastle, but to the large number of men of limited experience occupying small offices, a free discussion of matters connected with the successful conduct of a ticket office would prove of great value. I am satisfied that some such programme as that outlined would tend to the mutual advantage of ourselves & the great corporations we represent; & would serve to whet the appetites of all for the social side of our programme, & that we should appreciate even more fully than heretofore the boundless courtesies which have always characterized our annual gatherings.

RAILWAY FINANCE, MEETINGS, &c.

Algoma Commercial Co.—F. H., B. J. & E. V. Clergue & H. C. Hamilton, of Sault Ste. Marie, Ont., E. V. & W. P. Douglas & F. S. Lewis, of Philadelphia, Pa., have been incorporated under the Ontario Companies Act as the Algoma Commercial Co., with a capital of \$10,000,000, the objects of the Co. being as a contractor, to construct railways & public & private works of all kinds & to equip the same, & to operate any of the works constructed by the Co. except railways; to acquire mines & mining lands, timber & timber lands & other lands & to lease, sell or otherwise dispose of the same, & to manufacture & sell the products of raw materials.

Baltimore Coal Mining & Railway Co.—A meeting was held at Moncton, N.B., Jan. 10, to increase the capital stock of the Co. from \$300,000 to \$1,000,000.

Calgary & Edmonton.—Earnings Dec. 1899, \$18,599.21, against \$13,345.40 in Dec. 1898.

Carrillon & Grenville Ry.—At the annual meeting in Montreal, Jan. 9, the following were elected:—President, S. W. Simpson; Vice-President, H. W. Shepherd; other directors, R. Bolton, J. J. Gibb, R. W. Shepherd & H. Walters. It is said that negotiations are on for the sale of the line to the Great Northern Ry. of Canada. The C. & G. Ry. runs from Carrillon to Grenville, 13 miles, & has a gauge of 5½ ft. It is operated in connection with the Ottawa River Navigation Co.'s steamers.

Cumberland Ry. & Coal Co.—At the annual meeting in Montreal Feb. 14, the following were elected:—President, R. Cowans; Vice-President, Hon. G. A. Drummond; General Manager, J. R. Cowans; Directors, D. Morrice, E. S. Clouston, W. J. Crossen, E. McDougall, W. J. Morrice; Secretary, H. R. Drummond.

Dominion Atlantic.—Net earnings for 1899, \$772,246, against \$644,733 in 1898.

East Richelieu Valley.—It is said negotiations have been completed for the transfer of this line to the G.T.R. The road, which was built in 1898, runs from Iberville to Noyan Jct., Que., 23 miles, & is being worked by the United Counties Ry. It runs through a good district & about 100 car loads of hay per week are being shipped on it. It connects with the Canada Atlantic and the Rutland railways at Noyan, and with the new Rutland extension, which will be completed by June, its acquisition will shorten the G.T. connections with Boston and New York, making it the shortest route to Boston by 26 miles, and the shortest to New York by 16. It will also, it

is claimed, give the G.T. the most complete connection between the Richelieu Valley & Montreal.

The above was current as a rumour in Montreal early in Feb. On Feb. 19 we were informed that in the absence from Montreal of General Manager Hays, who had gone south for a brief rest, nothing was known at the G.T.R. general offices in regard to any such acquisition as above mentioned.

Great Northern (U.S.A.)—The Co. will issue 90,000 shares of preferred stock for the purpose of acquiring 35,000 shares of stock of the Eastern Ry. of Minnesota and 55,000 shares of the Willmar & the Sioux Falls Ry., including Sioux City & Northern & the Sioux City & Western railways. The opportunity is offered to stockholders of record Jan. 29 to subscribe at par for the new stock to be issued at the rate of 1 share for each 10 shares of present holdings. According to impressions current among those acquainted with the G. N.'s policy, it is likely that a further stock increase of \$1,000,000, bringing the total capitalization up to \$100,000,000, will be authorized within the near future. This addition, however, will not, in the light of present probabilities, be offered to stockholders, but rather to employees of the system. The details of the plan are believed to have been worked out, but have not yet been adopted by the directors. Wall Street information has it that the stock will be offered to employees earning \$3,000 or less a year, presumably at par.

The Co. has declared its usual quarterly dividend of 1¼% on its preferred stock.

Great Northwest Central.—At a special meeting of the shareholders at the Union Station, Toronto, President J. W. Leonard, General Superintendent of the Ontario & Quebec Division of the C.P.R., presiding, it was decided to lease the G.N.W.C. to the C.P.R. Co. in perpetuity, & to issue bonds on the Co.'s property which will be mortgaged to the trustees to secure the payment of the bonds. The Co. will make application to the Dominion Minister of Railways and Canals in Ottawa on Mar. 3, for the sanctioning of the lease. (Nov. '99, pg. 321.)

Guelph Junction.—At the annual meeting, Feb. 8, the statement showed that \$7,724.24 had been received from the C.P.R. for the earnings of the line for 15 months to Dec. 31, 1899. The following were elected:—President, W. Bell; Vice-President, Mayor Nelson; other Directors, J. M. Bond, F. Gowdy, Lt.-Col. McCrae, Major Davidson, Aldermen Kennedy & Hamilton. A committee was appointed to act in connection with any municipal committees appointed in connection with the proposed extension of the line to Goderich.

Halifax & Yarmouth.—Notice is given that the Lieutenant-Governor of Nova Scotia in Council has issued a proclamation bringing into effect an act passed at the 1899 session of the Legislature to amend & consolidate the various acts relating to the Coast Ry. Co. of N.S., & to change its name to the Halifax & Yarmouth Ry. Co., Ltd.

Hamilton & Barton Incline Ry.—At the annual meeting, Jan. 16, a dividend of 3½% was declared. The officers for the current year are—President, G. E. Tuckett; Vice-President, J. Dickenson; Sec.-Treas., L. Bauer.

London & Port Stanley.—At the annual meeting at London, Jan. 16, the report showed that the lessee of the road, the Lake Erie & Detroit River Ry., had paid rental according to agreement. The receipts were, balance from 1898, \$205.79, rental, \$12,596.60, which was paid over to the interest account of the city of London. Mayor Rumball, of London, is President for this year, & Ald. Douglass, Vice-President.

Manitoba & Northwestern.—Notice was recently given of a meeting of the 1st mortgage