

completed, and a siding has been run into them. In addition a spur track 2 miles in length has been constructed from the works to the marl beds at Shallow Lake.

Warton Spur Track.—A spur track about a mile in length has been completed from Warton to the new beet sugar factory in course of construction.

Spur Track to Bridgeport.—The Co. has constructed a spur line from Berlin, Ont., to the large beet sugar factory in course of construction about 1¼ miles from the station, and has carried the track about a mile farther into the village of Bridgeport.

Stratford Freight Sheds and Yards.—A new freight shed has been completed, and the freight yard has been modernized by the re-arrangement of a number of tracks.

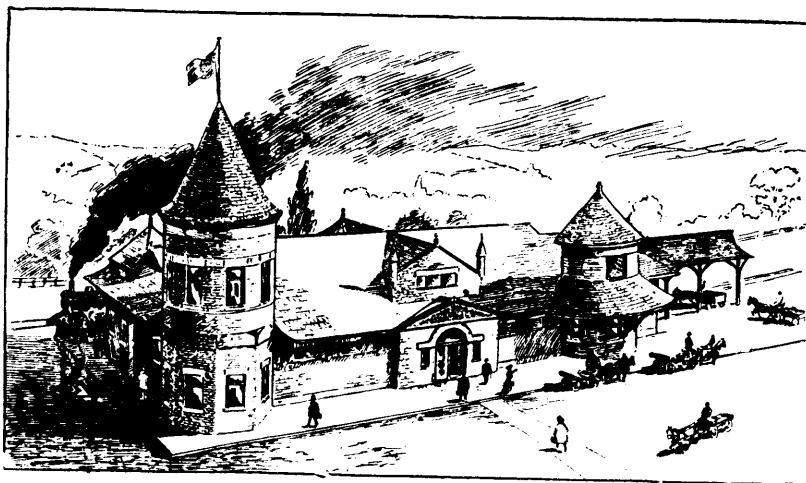
Goderich Station.—The new station now in course of erection is a convenient and commodious building. Its dimensions are: length, 83½ ft.; width at north end, 30 ft.; at south end, 24 ft.; height, 32 ft.; height of tower, 50 ft. The foundation is of stone, and the building itself is of red pressed brick. The ground floor plan shows an office 15 by 18 ft.; general waiting room 24½ by 22 ft.; ladies' waiting room, 24½ by 22 ft.; baggage room, 22 by 17 ft. The building, of which a ground-floor plan and general view appear on this page, is expected to be ready for occupation in the fall. It is understood that the freight offices will be re-arranged.

Third Track in Hamilton.—The press report stating that a third track would be laid this year through Hamilton, so as to enable trains to run to and from King st. station and take the main line without going to the Stuart St. station, were premature, as we were recently advised that no decision had been reached.

Hamilton-Niagara Double-tracking.—We were advised Sept. 12 that five miles of the grade for the double tracking of the line between Jordan and St. Davids was ready for the rails, and that the earthwork on the remaining nine miles was expected to be completed by the end of Sept. Four of the seven spans of the bridge at Jordan have been completed, and work is in progress on the fifth span.

Brantford Deviation.—Work has been commenced on the deviation from the Hamilton-London main line at Fairchild's creek bridge, near Lynden station, which is to run into Brantford, to enable the main line trains to run through that city instead of via Harrisburg, as at present. The trains will run on to the main line again at Paris. The deviation is about 4 miles in length, and will cost about \$200,000. There is considerable rock-cutting to be done, as well as some excavation through heavy gravel.

Woodstock, Ont., Station.—The erection of a new station on a more convenient site is under consideration. It is suggested that a site at the diamond would be much more convenient for handling trains, as well as for the public.



NEW GRAND TRUNK RAILWAY STATION, GODERICH, ONT.

G.T. Western Ry. Double-Tracking.—In connection with the double-tracking of the line from Port Huron to Chicago, the contractors have struck a "sinkhole" near Haslett's Park, Mich., 106.29 miles from Port Huron. Eighteen thousand yards of gravel had been dumped into the hole up to the end of Aug., and it was expected that the steam shovel would be employed in filling the hole until Nov.

Michigan Stations.—A new brick station is being erected at Lansing. A new station is also being built at Flint.

The American Locomotive Co.

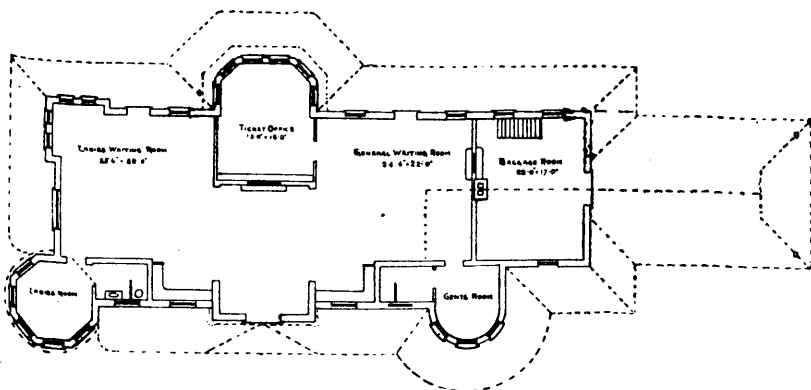
The first annual report of this Co. just issued covers from June 15, 1901, when it began business, to June 30, 1902. The capital stock consists of 7% cumulative preferred stock \$25,000,000, and common stock \$25,000,000. During the year \$1,629,227.90 were expended for additional land, new shop buildings, fixtures, machinery and other machine tools, "as a result of which the output of standard gauge locomotives has been increased more than 25% over the combined production of the constituent companies in the year preceding their amalgamation. The percentage of increase in output is far greater than the proportion which the improvement expenditures bear to the cost of the property of the Co. It is the intention further to increase the annual output of the principal plants by judicious expenditures for improvements and additional facilities, payable out of the current income." The result of the operation of the Co.'s eight plants is as follows:

Gross earnings	\$26,398,393 52
Manufacturing, maintenance and administrative expenses	23,291,216 90
Net earnings	\$3,107,176 62
Interest on bonds of constituent companies, etc.	105,864 58
Profit available for dividend	\$3,001,312 04
Dividend on preferred stock at 7%	1,750,000 00
Surplus	\$1,251,312 04

"The expenses include not only a liberal outlay for the maintenance and betterment of the property, but also a charge of \$602,151.05 for radical additions and improvements, the combined maintenance, replacement and improvement charges being more than sufficient to take up the theoretical amount required for depreciation on an annual percentage basis. The surplus of \$1,251,312.04, remaining after the payment of full dividends on preferred stock, has been carried to the credit of profit and loss account; but against the latter there has been charged \$1,027,076.85 for land, new shop buildings, machinery, etc. The directors have considered it wise to charge these improvements against the surplus of current income for the year, rather than to carry them to the permanent cost of property account of the Co."

The report states that the judgment of the organizers of the Co. as to the advantages of consolidation has been fully sustained by the results of the year's operations. "It has been the aim of the directors to increase the Co.'s profits through the lowering of manufacturing and administrative cost rather than by increases in the selling price of locomotives. The experience of the past year has abundantly demonstrated that this may be done to the mutual satisfaction of the railway companies and the manufacturer. Except, therefore, so far as may become necessary through advances in the cost of labor and material, the directors desire it to be understood that it is not their purpose to advance the selling price of locomotives. It is, too, the present policy of the Co. to devote its surplus remaining after the payment of dividends on the preferred stock, not only to substantial additions to the property, but also in part to the enlargement of its working capital. The outlook for 1902-03 is most satisfactory. Contracts for new locomotives in large quantities have been booked for delivery as late as the autumn of 1903; and inquiries continue to be received from every part of the country, as well as from foreign trade, reservation of much of the available shop space having been asked for to the end of the next fiscal year."

The Hiram L. Piper Co., Montreal, has issued catalogue no. 10 for mirror reflectors, gas reflectors, street hoods and window reflectors, copies of which, with discounts, will be forwarded on application.



GROUND FLOOR PLAN, G.T.R. STATION, GODERICH, ONT.