

C.N.R. carried grain to its elevator at Port Arthur, from which point it was shipped by lake carriers to eastern points, and reached the ocean-going vessels over different routes. In Oct. the Canadian Lake and Ocean Navigation Co., in which Mackenzie, Mann & Co. are interested, put four steamers of the turret type on the upper lakes to carry grain from Port Arthur to Georgian bay ports. By making Depot Harbor the Georgian bay terminal of the steamship line on the opening of navigation this year, the grain could be handed over to the Canada Atlantic Ry., with which the G.N.R. has a traffic arrangement, and carried to Hawkesbury, Ont., where it would be handed over to the G.N.R. carried to Quebec, and shipped to Great Britain by the steamers of the Leyland line, one of the lines owned by the International Mercantile Marine Co. of New York, which has contract arrangements with the G.N.R. Or the grain might be handed over at Quebec to the Canadian Lake and Ocean Navigation Co., in which Mackenzie, Mann & Co. are interested, and which it is understood will add ocean-going vessels to its fleet this year.

The G.N. Ry. owns 169.38 miles of main line from Hawkesbury, Ont., on a branch of the Canada Atlantic Ry., to Riviere à Pierre, on the Quebec and Lake St. John Ry., with 5.72 miles of branch lines; it has running powers over the Quebec and Lake St. John Ry. from Riviere à Pierre to Quebec, 58 miles; and own an elevator and other terminal facilities on the Louise basin, Quebec. It has lately acquired the Montford and Gatineau Colonization Ry. from Montford Jct. to Arundel, Que., 33 miles, which it is proposed to connect with the main line by an extension from St. Sauveur to St. Jerome, 13 miles; and will operate the Chateaugay and Northern Ry., now under construction from Bout de L'Isle to Joliette, 38 miles, which will provide an entrance and terminal facilities in Montreal. Surveys have been made for a cut-off from Garneau Jct. to St. Catherines, Que., 58 miles, and for an extension from Hawkesbury to South Indian, Ont., on the main line of the Canada Atlantic, 38 miles. The subscribed and paid-up capital of the G.N.R. was on June 30, 1901, the date of the last Government report, ordinary shares, \$4,175,000; preferred stock, \$581,625; bonds, \$4,084,000; the Dominion, Provincial, and municipal subsidies paid amounted to \$2,066,244.77; and there was a floating debt of \$138,196.17. The Co.'s annual report for the year ended June 30, 1902, showed gross earnings, \$524,763; operating expenses, \$316,801; net earnings, \$207,963; 5% bonds outstanding, \$4,040,000; equipment bonds outstanding, \$300,000, the interest and sinking fund for which is provided out of a special fund, The Montford and Gatineau Colonization Ry. had on June 30, 1901, a paid-up capital of \$18,317, a bonded debt of \$231,000, and a floating debt of \$287,748.76.

When this was written, on Feb. 25, the negotiations had not been closed, and the matter was being held open pending the return from England of W. Mackenzie, who was expected to reach Toronto about Mar. 1.

The Hiram L. Piper Co., of Montreal, has issued its calendar for 1903. The different lines of railway and shipping supplies handled are mentioned, but the attractive feature of the calendar is the portrait of Advance Guard, a celebrated horse owned by J. Carruthers, the President of the Company.

The U.S. House of Representatives has passed the Senate bill providing for the erection of a union railway station in Washington, D.C., at a cost of \$4,000,000. The members of the Canadian Ticket Agents' Association who visited Washington recently were considerably surprised at the shabby and inconvenient Baltimore and Ohio station at which they landed.

International Mercantile Marine Co.

A circular has been issued announcing the personnel of the reorganized staffs of the various steamship companies which have been merged into the I.M.M. Co., as follows:

Corporate Organization—President, C. A. Griscom; Vice-President in Great Britain, Sir C. E. Dawkins; Vice-President in America, P. A. S. Franklin; Treasurer, J. S. Swartz; Assistant Treasurer, J. F. Fahnstock, Jr.; Secretary, E. E. Parvin; Assistant Secretary, J. J. Hope; Assistant to the President and Manager Insurance Department, R. E. Griscom; Comptroller, M. W. Tingley; General Counsel, F. L. Stetson.

White Star Line—Organization for conducting business: Chairman and Managing Director, J. B. Ismay, Liverpool; General Manager, H. A. Sanderson, Liverpool; Assistant Manager, American trade, H. Concanon, Liverpool; Assistant Manager, Colonial trade, L. Fletcher, Liverpool; Freight Manager, J. Whiting, Liverpool; Saloon Manager, A. B. Cauty, Liverpool; Second and Third Class Manager, J. W. Thompson, Liverpool; General Agent, United States, J. Lee, New York; Cabin Passenger Agent, New York, D. D. Wierpert; Second Cabin Passenger New York, J. B. A. Hostage; Steerage Passenger Agent, S. S. Cortis.

American and Red Star Lines—Organization for conducting business: General Manager, C. A. Griscom, Jr., New York; Manager Freight Department, S. Bettle, New York; Manager Passenger Department, J. A. Wright, New York (especially charged with management of first cabin and second cabin business); Assistant Manager Passenger Department, A. S. Anderson, Philadelphia (specially charged with management of third class business); Manager American Line in Europe, H. Wilding, Liverpool; Assistant Manager American Line in Europe, J. E. Willett, Liverpool; Assistant Manager American Line in Europe, P. E. Curry, Southampton; Manager Red Star Line in Europe, E. Strasser, Antwerp; Manager Pacific coast, G. H. Higbee, San Francisco; Cabin Passenger Agent, New York, J. M. Kirk; Steerage Passenger Agent, New York, A. Lederer.

Atlantic Transport Line—Organization for conducting business: President and General Manager, P. A. S. Franklin, New York; Manager, New York, J. H. Thomas; Manager, Philadelphia, P. F. Young; Manager, Baltimore, J. C. C. Gorman; Manager in Europe, C. F. Torrey, London; Passenger Agent, New York, H. L. Mead.

Leyland Line—Organization for conducting business: Chairman, H. Wilding, Liverpool; Managing Director, W. Glynn, Liverpool; General Manager, H. B. Roper, Liverpool; Manager, Boston, G. Bray; Agent, New Orleans, M. J. Sanders; Manager and Agent, Montreal, J. Torrance; Assistant Manager, Montreal, J. Thom; Manager and Agent, Quebec, W. M. MacPherson; Manager and Agent, Portland, J. Torrance, Jr.

Dominion Line—Organization for conducting business: Chairman and Managing Director, H. Wilding, Liverpool; Manager, J. E. Willett, Liverpool; Manager, Boston, C. P. Jameson, Manager, Montreal, J. Torrance; Manager, Quebec, W. M. MacPherson; Manager, Portland, J. Torrance, Jr.

Advisory committees in America—Freight committee: S. Bettle, Chairman, New York; A. C. Fetterolf, Assistant to Chairman, New York. Passenger committee: J. A. Wright, Chairman, New York; W. W. Jeffries, Assistant to Chairman, New York.

Freight agents of the several companies: Chicago, W. E. Lawrence, Western Freight Agent; Chicago, W. G. Sickel, Assistant Western Freight Agent; Minneapolis, T. O. Martin, Freight Agent.

Passenger Agents of the several companies: Boston, F. O. Houghton, Cabin Passenger Agent; Boston, R. H. Farley, Steerage Pas-

senger Agent; Philadelphia, George H. Stuart, Jr., Passenger Agent; Washington, D. Lindsay, Passenger Agent; Toronto, C. A. Pison, Passenger Agent, Ontario; Chicago, F. C. Brown, Western Passenger Agent; San Francisco, C. D. Taylor, Passenger Agent, Pacific coast; St. Louis, R. E. M. Bain, Southwestern Passenger Agent.

In connection with the above it may be mentioned that C. A. Pison, heretofore General Agent for Ontario for the White Star line, is now Passenger Agent for Ontario, and sole agent for Toronto for the White Star, American, Red Star, Atlantic Transport and Leyland lines. He has taken a handsome and convenient office on the ground floor of the King Edward Hotel, 41 King St. East, Toronto. W. A. Webster, heretofore agent at Toronto for the Dominion line, has been appointed local agent at Toronto for that line. The other lines were heretofore represented at Toronto as follows:—American and Red Star, Barlow Cumberland; Atlantic Transport, R. M. Melville.

Jno. Torrance, Montreal, will handle the business of all the lines in the I.M.M. Co. for Quebec, Manitoba, the Northwest Territories and British Columbia. The Boston office will have charge of New Brunswick, Nova Scotia and Prince Edward Island.

Profit Sharing on B C. Electric Ry.

J. Buntzen, General Manager of the B.C. Electric Ry. Co., has supplied the following information:—

"The profit-sharing idea is, of course, not a new one. It has been tried many times before, sometimes successfully, sometimes otherwise. But I am not aware that it has so far been attempted by a street railway company, although this particular class of business appears to offer a specially attractive field for its adoption. The men in charge of the street cars are to a great extent left to their own devices. To supervise their work continually is an impossibility, and even to inspect and check it occasionally requires a distasteful system of espionage. Still, on the spirit in which the men carry out their work hinges the success of the company very largely. I am not sanguine enough to imagine that a participation in profits will immediately change a careless man to a watchful one, and a lazy fellow to a hustler, but I do believe that, given a fair chance to prove what it amounts to, the system will gradually create a partnership feeling in the employes that will eventually make them take the same interest in the company's welfare as they would in their own business, for the simple reason that, having the proof in their pockets, they cannot help realizing that the company's welfare is their business.

"Attempts are being made by parties who do not believe in good relations between employes and employers to belittle the profit-sharing idea by calling it wages sharing, and claiming that it is only granted by employers to get better work out of the men. Certainly, the system is based on the assumption that better and more careful work will be done, and that it will result in benefit to the employer. But if it does, it also benefits the employe, and that is exactly where its strength lies. It is a system of mutual benefit, the only fair method of co-operation. Under the arrangement with our employes we pay them union wages for skilled labor, and best local wages for unskilled labor. If, in addition to getting best local wages for their work, our men receive a substantial cash bonus, it can hardly be denied that they are better off than those who receive no such bonus. And if they have really done better work than some others—with no longer working hours—is that something to reproach them for? Does it not add to the self-respect of any decent man to feel that he is doing his duty well, and that