

Recent Manitoba Legislation.

The following acts affecting railway and other transportation interests were passed at the recent session of the Manitoba Legislature:—

Authorizing the guarantee of bonds of the Canadian Northern Ry. Co.

Respecting aid to the Canadian Northern Ry. for Winnipeg terminals.

Incorporating the Central Canada Ry. and Power Co.

Confirming and enlarging the powers conferred on the Manitoba Water Power Electrical Co.

Respecting certain debentures issued under the Railway Aid Act, 1885.

Amending the act, incorporating the River-side Park Ry. Co.

Amending the act incorporating the Winnipeg and St. Andrews Rapids Ry. Co.

Respecting the Winnipeg Electric Ry. Co.

Canadian Ticket Agents' Association.

A meeting of the executive committee was held in Toronto, Feb. 7. Present: W. Jackson, in the chair; C. E. Morgan, E. de la Hooke, W. Bunton, J. P. Hanley, W. H. Harper, W. H. C. MacKay, W. Maughan.

It was decided to hold the next annual meeting at Portland, Me., on Monday, Oct. 9. The various details have been left in the hands of Secretary-Treasurer de la Hooke to arrange. The party will probably assemble in Montreal and leave there early on Saturday, Oct. 7, by the G.T.R. The return trip may possibly be via Maine Central, Boston and Maine and C.P.R., leaving Portland early on Thursday, Oct. 12, for Montreal.

It was decided not to send a representative to the annual meeting of the American Association of General Passenger and Ticket Agents at the City of Mexico on Oct. 17.

C. E. Horning, G.T.R. ticket agent, Toronto, was elected a member of the executive committee to succeed J. W. Ryder, resigned.

Grand Trunk Pacific Ry.—An issue of £1,646,000 of 4% sterling mortgage bonds on account of the construction of the prairie section of the G.T. Pacific Ry.; and of £1,358,000 of 4% sterling mortgage bonds on account of the construction of the branch line from Lake Superior northerly, has been placed on the London market. The bonds are redeemable in 1955. Of the total amount of the issue, £1,300,000 was subscribed for at 99½, and cables of Feb. 22 state that the balance has been taken up at a premium. The bonds are guaranteed by the G.T.R.

G.T.R. St. Clair Tunnel.—For some time past there have been reports to the effect that it had been decided to adopt electricity as a motive power in the St. Clair tunnel, and a U.S. electrical paper went so far as to state that the G.T.R. had placed an order for six electrical locomotives to handle the traffic. The third rail system, it was said, would be adopted, the third rails being placed on the side of the tunnel, instead of beside the tracks, as is usual; whilst the tunnel was to be brilliantly illuminated and the walls whitened, the whole feature to be advertised as an attraction to tourists. We are advised that there must be some mistake about this, as while the matter is under consideration, no decision had been reached as to substituting electricity for steam as a motive power for handling trains through the tunnel. The question of making a change at the tunnel so as to make its operation more safe, has been under the consideration of the Railway Commissioners and G. A. Mountain, the Board's engineer, recently made an inspection of the tunnel and the operation of trains through it. His report has been prepared, but we were informed Feb. 14 that it had not been considered by the Board.

Esquimalt and Nanaimo Railway.

Negotiations have been completed for the purchase of this line by the C.P.R., and application is being made at the current session of the Dominion Parliament for the necessary parliamentary authority to transfer the line. The line is at present owned by the Dunsmuir estate, and was constructed in connection with the development of the collieries at Wellington and Nanaimo. It extends from Victoria to Wellington, on Vancouver Island, B.C., 78 miles, and the company has charter powers to extend the line further along the island coast. Its rolling stock consists of seven locomotives, two palace or drawing-room cars, five first-class cars, four second-class cars, three baggage, mail and express cars, 14 cattle or box freight cars, 42 platform cars, 19 coal or dump cars, four conductors' vans, and 28 tool cars. The company has a capital of \$3,000,000, of which \$2,500,000 is subscribed and paid up. It received \$750,000 by way of subsidy from the Dominion Parliament, and 2,000,000 acres of land from the B.C. Government. Of the land grant there had been sold up to June 30, 1903, 340,479 acres, realizing \$1,443,250. The total cost of the line and its equipment was reported to be \$3,172,715.18, and there is no floating debt. The gross earnings for the year ended June 30, 1903, were: \$270,960.50, and the net earnings \$62,125.54. It carried, during that period, 153,326 passengers and 143,139 tons of freight. The sale to the C.P.R. does not include the land grant.

A Victoria press report states that Mrs. Dunsmuir, mother of Jas. Dunsmuir, President E. and N. Ry., and some other interests concerned in the Dunsmuir estate, have applied to the courts for an injunction to prevent the sale.

A booklet descriptive of the Royal Muskoka Hotel, owned by the Muskoka Lakes Navigation and Hotel Co., has just been issued. It is one of the best illustrated booklets of the kind ever got out in Canada. The illustrations are tinted, and convey in a more attractive way than any letterpress could an idea of the hotel and its surroundings. The G.T.R., which is largely interested in the success of the hotel by reason of a guarantee to the company, is responsible for the issue of the booklet, which was prepared under the direction of H. R. Charlton, Advertising Agent.

The Canadian Westinghouse Co. has received an order for the equipment of a power house for the electrical operation of gold dredging boats on the Yukon rivers. The plan is an entirely new one, and involves many interesting features. A number of Detroit capitalists recently formed the Canadian Klondike Mining Co. A visit was made to the works of the Westinghouse interests at East Pittsburgh to ascertain if electrical machinery could be used in the gold mining plant. After considering various plans, it was decided to install a 400 kilowatt turbo-generator in the power house, to be driven by a 600 h.p. Westinghouse-Parsons steam turbine. On the dredge boats will be installed induction motors, aggregating a total of about 500 h.p., and varying in size from 7½ to 100 h.p. The power house will be located at Dawson, and the dredges will operate on the Yukon river and its tributaries. Lines for transmitting power will be strung from the station to the boats, wherever they may be working. Electrical machinery is used very extensively in mining operations, but this plant will be watched with considerable interest, owing to the remoteness of the country and the new field which will be opened.

TRANSPORTATION APPOINTMENTS.

Board of Railway Commissioners.—A. C. Killam, K.C., heretofore one of the Justices of the Supreme Court at Ottawa, has been appointed Chief Railway Commissioner, succeeding Hon. A. G. Blair, resigned.

Canadian Pacific Ry.—W. M. Kirkpatrick, heretofore Assistant General Freight Agent at Vancouver, B.C., has been appointed Export Freight Agent at Montreal, succeeding A. E. Cook, resigned on account of ill-health.

G. E. Hall, heretofore secretary to the Vice-President, has been appointed Assistant General Storekeeper, succeeding J. H. Callahan, appointed General Storekeeper, Eastern Lines.

The position of Supervisor of Weighing, at Montreal, vacant by the appointment of G. E. Graham as Superintendent of Winnipeg terminals, will not be filled for the present, and the work will be carried on under the direction of the Superintendent of Car Service.

J. W. Leonard has been appointed Manager of Construction of the railway between Sudbury and Toronto. For the present his office will be at Toronto.

R. E. Larmour, heretofore Freight Claims Agent Pacific Division, has been appointed Freight Claims Agent, Central and Western Divisions. Office, Winnipeg, Man.

G. E. Graham, heretofore Supervisor of Weighing at Montreal, has been appointed Superintendent of Winnipeg Terminals, in charge of operation and maintenance. The position of Assistant Superintendent of Terminals, heretofore held by J. L. Audrain, has been abolished.

F. Arnold has been appointed General Yardmaster, with jurisdiction over Winnipeg and St. Boniface, Man., yards.

D. G. McKay has been appointed Station Master at Winnipeg. He will have direct control of the switching of passenger trains in passenger coach yard, and at station, and will also have charge of the station and the station staff.

J. McLellan has been appointed local freight agent at Winnipeg. He will have charge of the freight office and sheds, and will be responsible for collection of the revenue for freight and switching service.

P. E. Barry has been appointed Roadmaster. He will be responsible for maintenance of way in the territory included in the Winnipeg terminals.

A. McDonald has been appointed master carpenter. He will be responsible for the maintenance of bridges, buildings and water service in the Winnipeg terminals. The general carpenter shop will be under his charge. Such work as may be required by the Second District and by the Construction Department will be done in this shop.

J. L. Audrain, heretofore Assistant Superintendent of Terminals, Winnipeg, has been appointed Trainmaster Second District, Central Division, succeeding W. Brock, assigned to other service. Office, Winnipeg, Man.

Changes have been made in the lines in charge of the undermentioned Roadmasters in the 2nd district, Central Division:—The Teulon branch has been added to R. M. Binney's district; the Winnipeg Beach branch has been added to C. J. Panser's district; and W. Cooper's district has been extended to one mile west of Rosenfeld Jct.

J. Cardell, heretofore Master Mechanic at Winnipeg, Man., has been appointed Master Mechanic at Calgary, Alta., succeeding S. Phipps, transferred.

S. Phipps, heretofore Master Mechanic at Calgary, Alta., has been appointed Master Mechanic at Revelstoke, B.C., succeeding C. H. Temple, promoted.

T. J. Coulter, heretofore Assistant Freight Claims Agent, Central and Western Divisions,