

THE RAILWAY & SHIPPING WORLD,

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The Official Organ of
The Canadian Freight Association.
The Canadian Roadmasters' Association.
The Canadian Ticket Agents' Association.

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TORONTO, CANADA, APRIL, 1901

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Canadian Excursion Agreement Meeting.

CHAIRMAN, J. H. Walsh, Sherbrooke, Que.
SECRETARY, A. V. Fabian, Passenger Department,
C.P.R., Montreal.
NEXT MEETING, probably in March, 1902.

Canadian Freight Association.

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Holloway, Toronto Jct., Ont.; N. Delaire, Montreal.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
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NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

Canadian Society of Civil Engineers.

PRESIDENT, E. H. Keating; VICE-PRESIDENTS, G. H.
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SECRETARY, C. H. McLeod; LIBRARIAN, E. A. Rhys-
Roberts.

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Cambie, W. Chipman, W. R. Butler, H. S. Poole, R. B.
Rogers, C. B. Smith, B. D. McConnell.

MEETINGS at 877 Dorchester St., Montreal, every
alternate Thursday, 8 p.m.

Canadian Ticket Agents' Association.

PRESIDENT, F. W. Churchill, Collingwood, Ont.; 1st
VICE-PRESIDENT, W. Jackson, Clinton, Ont.; and VICE-

PRESIDENT, M. McNamara, Walkerton, Ont.; 3rd
VICE-PRESIDENT, W. H. C. MacKay, St. John, N.B.;
SEC.-TREAS., E. de la Hooke, London, Ont.; AUDITOR,
S. H. Palmer, St. Thomas, Ont.

EXECUTIVE COMMITTEE, W. H. Harper, Chatham,
Ont.; C. E. Morgan, Hamilton, Ont.; T. Long, Port
Hope, Ont.; W. F. Egg, Montreal; J. P. Hanley,
Kingston, Ont.

NEXT ANNUAL MEETING at Montreal in 1901.
OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
Toronto.

Great Lakes and St. Lawrence River Rate Committee.

CHAIRMAN, A. A. Schantz, Detroit, Mich.
SECRETARY, G. C. Wells, Passenger Department, C.
P.R., Montreal.

NEXT MEETING, at Sault Ste. Marie, Ont., probably
in Feb., 1902.

National Association Marine Engineers of Canada.

HONORARY PRESIDENT, O. P. St. John, Toronto;
PRES., A. J. Woodward, Toronto; 1st VICE-PRES., R.
Craig, Toronto; and VICE-PRES., E. Abbey, Toronto.

COUNCIL, W. Jannison, Windsor, Ont.; J. Payne, Col-
lingwood, Ont.; O. Flummerfelt, St. Catharines, Ont.;
J. Currie & S. T. Wilson, Toronto.

TREASURER, H. Brownley, Toronto; SECRETARY, S.
A. Mills, Toronto.

Niagara Frontier Summer Rate Com- mittee.

CHAIRMAN, T. Henry, Montreal.
SECRETARY, G. C. Wells, Passenger Department, C.
P.R., Montreal.

NEXT MEETING, at New York, probably in Jan., 1902.

Track Supply Association.

PRESIDENT.—F. E. Came, Montreal.
FIRST VICE-PRESIDENT.—R. J. Davidson, Hillburn,
N. Y.

SECOND VICE-PRESIDENT.—A. O. Norton, Coaticook,
Que.

HON. SECRETARY-TREASURER.—Acton Burrows, 33
Melinda Street, Toronto.

NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

Back Numbers for Sale.

THE RAILWAY AND SHIPPING WORLD :

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THE RAILWAY AND SHIPPING WORLD,
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Great Northern of Canada.—The contrac-
tors are reported to have sold the Quebec
city and Joliette bonds, voted by these two
towns to the G.N.R. The Quebec bonds
amounted to \$200,000, and sold at 93¼, while
the \$35,000 from Joliette brought 96.

London and Port Stanley.—As stated in
our issue of Nov. last the Lake Erie and De-
troit River Ry. Co. offered the City of Lon-
don to pay \$17,500 a year for the balance of
the present lease of the L. and P.S.R. for 13
years from Jan. 1, 1901, in lieu of the present
rental of \$10,000 a year, with interest on the
bridges over the ravines near St. Thomas,
and 10% on the gross earnings over \$80,000 a
year. After the 13 years the Co. to pay \$20,-
000 a year for 20 years. This offer was con-
sidered by the L. and P.S.R. Board of the
London City Council early in March. A
motion was proposed to accept the offer and
an amendment was moved to make the rental
\$20,000 a year from Jan. 1, 1901. A vote re-
sulted in a tie. Subsequently a conference
was held between the Railway Board and the
Board of Trade when a resolution was passed
to leave the matter in the hands of the Rail-
way Board. This was followed by a public
meeting in London, at which a resolution was
passed advising that the lease be not extend-
ed at present, but that the question be left to
the people to decide. (Nov., 1900, pg. 341.)

Midland of Nova Scotia.—The annual
meeting held in Montreal, March 5, was ad-
journed for three months to Halifax, N.S.

Montreal Incline Railway.—The Mount
Royal Park Incline Ry. has offered the city of
Montreal, in consideration of receiving from
the city a renewal of lease for 25 years, free
of taxes, to run the railway under the pre-
sent conditions, with the exception that the re-
turn fare will be reduced from 8c., as at pres-
ent, to 7c. The Co.'s contract with the city
has expired, but the city has no cash to build
a new road, and so is in a very peculiar posi-
tion with the company.

New Brunswick Taxation.—Supt. Tim-
merman, of the Atlantic Division of the C.P.-
R., recently interviewed the N.B. Government
in opposition to the proposed tax of 3% upon
the gross earnings of railways in the Pro-
vince.

Newfoundland.—R. G. Reid, proprietor of
the Newfoundland Ry., has lodged with the
Land Office claims for 1,000,000 acres, being
the balance of lands unselected by him under
the terms of the railway contract, 1898, by
the terms of which, and the previous arrange-
ments with the colony, he acquired a right to
slightly over 4,000,000 acres, and of that he
has selected three-fourths, the remainder
being pre-empted. The terms of his '98 con-
tract called upon him to complete his selec-
tions within three years of its signing. Until
then the Government could not grant to other
parties any lands within 10 miles of the rail-
way. Now that prohibition is removed, and
doubtless many other persons will be seeking
areas for different purposes. It is said that
the aggregate of Mr. Reid's grants makes
him owner of just one-seventh of the usable
area of the island—farm, timber and mining
lands.

Nova Scotia Railway Claims.—The sum
of \$671,000 has been awarded to Nova Scotia
in settlement of the claims of the Province
against the Dominion in respect of the hand-
ing over of the Eastern Extension Ry. to the
Dominion Government in 1883. At the time
of the transfer, the Dominion Government de-
clined to pay the amount which the Provincial
Government had paid the Ry. Co. by way of
subsidy, but nothing was done to recover it
until 1891 when the Eastern Extension be-
came a part of the I.C.R. Then the Provin-
cial Legislature made a demand on the Do-
minion Government for \$671,000, the amount
of the subsidy. Payment was refused and
the matter remained in abeyance for some
years until, after another demand, the matter
was referred to arbitration. The result is an
award for the amount claimed, but interest
was not allowed, as this was regarded as an
unsettled claim.

Ontario and Rainy River.—The Ontario
and Rainy River Ry. Co. has ceased to exist,
and the line from Port Arthur westward to the
International boundary at Rainy River is now
called the Ontario Section of the Canadian
Northern Railway.

**The Port Arthur, Duluth and Western
Ry.,** which runs from Port Arthur, Ont., to
Gunflint Narrows, 86 miles, is now part of the
Canadian Northern system. The first 19
miles from Port Arthur to Stanley have been
incorporated in the Ontario Division of the
C.N.R., which will extend westward to the
Rainy River. The remainder of the old P.A.,
D. and W.R., from Stanley to Gunflint Nar-
rows is now known as the Duluth extension
of the C.N.R.

Quebec and Lake St. John.—Receipts for
Nov., 1900, \$6,072 less than for Nov., 1899,
making for 11 months to Nov. 30, 1900, \$45,-
581 more than for corresponding period.

Quebec Central.—Net earnings for 1900,
\$169,770, against \$168,999 for 1899. Net
earnings for Jan., 1901, \$8,243, against \$4,235
for Jan., 1899.