

it is expected that some 300 miles of construction will be carried out, and work will be continued far into the winter. Among the many new lines under construction in Manitoba are the lines from Winnipeg to McCreary via Neepawa; from Hallsboro', on the Neepawa branch, to Carberry, on the main line of the C.P.R.; from Greenway, on the Morris-Brandon branch, to Killarney, and from Winnipeg to Oak Point, on Lake Manitoba. The officials of the road say that they will move 60% of the crop on their lines before the close of navigation.

"The railway corporations have been accused of many sins in connection with the west, but the companies have not been niggardly in giving the best of their men to the task of solving the problems of the country. How far they have succeeded this year will be shown when that at present unknown quantity—the crop—is harvested."

### Engineers' Club of Toronto.

About 25 members visited Niagara Falls, Ont., May 30, to see the work in progress on the three electrical power plants. Lake Ontario was crossed on the steamer Chicora, of the Niagara Navigation Co., and at Queenston a special car on the Niagara Falls Park and River Ry. was taken. The party was met at Queenston by C. B. Smith, Resident Engineer of the Canadian Niagara Power Co., at whose suggestion the invitation for the visit was given by the three power companies. After a short stop at Brock's Monument, the special car ran through to the upper end of the Dufferin islands, where the party disembarked and went over the site of the Ontario Power Co.'s intake, where the cofferdam has already been completed and a temporary wooden flume is in course of construction to supply power to drive rock crushers, concrete mixers, air compressors, etc., which will be used in the building of the intake wing dam. Next down stream the site of the Toronto and Niagara Power Co.'s intake, wheel pit and power house was visited. A cofferdam is in course of construction here, the irregular surface of the bed of the river and the great force of the current in the breakers rendering the work one of extreme difficulty. Again, further down stream, the Canadian Niagara Power Co.'s intake, wheel pit and power house sites were visited. Very satisfactory progress is being made with this work, and it is expected to be producing power within a year. Continuing down stream, the site of the Ontario Power Co.'s wheel pit and power house below the Falls was visited. The party was entertained at luncheon at the Lafayette House, where brief speeches were made by the representatives of the power companies, by President Rust and Secretary Chipman on behalf of the Club, and by Principal Galbraith, of the Toronto School of Practical Science. In the afternoon some of the party went down into the Canadian Niagara Power Co.'s wheel pit, others rambled about Queen Victoria Park, and some visited the New York State Reservation, all returning to Toronto in the evening by the Chicora.

There are in British Columbia 1,382.93 miles of railway, of which 952.71 miles are assessable for taxes by the Province, on a value of \$3,000 a mile, at 3-5 of 1%. The total valuation is \$2,858,130, and the tax is \$17,148.88. The return from which these figures are taken shows that the cost of the lines in the province amounted to \$66,547,969; that 345 miles of the C.P.R. is exempt from taxation for 10 years, and that 185.22 miles of line are assessable for taxes in municipalities only.

### Canadian Northern Ry. Lands.

A syndicate of U.S. capitalists has been formed to purchase the C.N.R. Co.'s land grant, and a contract has been entered into for the sale of the land at a fixed price per acre, the total amount aggregating about \$12,000,000. A. B. Davidson, of Duluth, Minn., negotiated the purchase, and is arranging for the formation of the Manitoba and Saskatchewan Land Co. (Ltd.), with a capital of \$5,000,000, to finance the transaction. Those associated with him in the transaction are: A. D. McRae, G. C. Howe, of Duluth, Minn.; A. R. Davidson, of Little Falls, Minn.; F. C. Kenaston, G. F. Piper, W. D. Douglas, of Minneapolis, Minn.; A. J. Adamson, of Rosthern, Sask.; D. P. McDonauld, of Fort Qu'Appelle, Sask. It is proposed to establish branches of this company in Canada and Great Britain, and to sell the land to actual settlers.

The total area of the land grant to which the C.N.R. became entitled through companies which it has amalgamated was about 3,500,000 acres situated in Manitoba, Assiniboia and Saskatchewan. The eastern boundary of the area in which these lands are situated is Lake Winnipeg, the northern boundary extending from 30 miles north of the Manitoba boundary to the Saskatchewan river; the western and southern boundaries run down by a series of steps from the Saskatchewan, to the Riding Mountains, about 10 miles north of Clanwilliam, Man.; and thence easterly to Lake Winnipeg, the line crossing Lake Manitoba, south of Oak Point. This area is traversed by the C.N.R. line, and the line under construction from Grand View, Man., to Edmonton, Alta., is south of it. The Attorney-General of Manitoba is reported as stating in reference to the sale: "We have a right to select 258,000 acres out of the land held by them, but only after a survey has been made by the Dominion, and then, according to agreement, in alternate odd numbered townships and ranges, and we simply cannot do anything until the Dominion survey is made."

### Duties on Steel Rails.

Two items in the financial arrangements of the Dominion for the current year affect the steel rail trade in Canada. The first is the imposition of a duty of \$7 a ton on iron and steel "railway bars, or rails in any form, for railways imported into Canada," as soon as it is proved to the satisfaction of the Government that steel rails can be produced in Canada to meet the ordinary requirements of the market. In this connection is announced that the rail mills of the Algoma Steel Co. at Sault Ste. Marie, Ont., will be operated from the end of June onwards, and that the capacity is 150,000 tons a year. In 1902 the imports of steel rails into Canada from all parts totalled 132,000 tons. It is therefore assumed that the requirements of the resolution will be complied with and the duty enforced by proclamation.

The second item is the imposition of a surtax of one-third of the duty on articles manufactured in any country which discriminates in its tariff against Canadian goods. The supply of steel rails for the railways in Canada is drawn from Great Britain, the United States, Belgium and Germany, and as the latter country has a tariff discriminating against Canada, steel rails purchased there would come under the terms of the resolution. The date for the coming into force of the surtax was fixed for June 30, for goods purchased, or contracted for before April 16, but on representations being made to the Government the date has been altered to Sept. 30. It is calculated that contracts were placed by Canadian railways with manufacturers of steel rails in Germany for over 100,000 tons of rails for delivery this season.

### TRANSPORTATION APPOINTMENTS.

**Canadian Pacific Ry.**—Arthur Piers, heretofore General Superintendent of Steamship Lines, has been appointed Manager of Steamship Lines, with charge of all the steamships owned and operated by the company. Office at Montreal.

D. W. Campbell, heretofore Manager for Elder Dempster & Co. at Montreal, has been appointed General Superintendent of the company's Atlantic Service. Office at Montreal.

Capt. J. W. Troup, heretofore Manager of the Canadian Pacific Navigation Co., has been appointed General Superintendent of the company's British Columbia Coast Service. Office at Victoria, B.C.

Lincoln Smith, heretofore in charge of the Upper Lake S.S. office at Owen Sound, has been appointed Superintendent of the company's Upper Lake Service. Office at Owen Sound.

Capt. J. C. Gore, heretofore Assistant Superintendent of the water routes at Nelson, B.C., has been appointed Superintendent of the company's British Columbia Lake and River Service. Office at Nelson, B.C.

The above named officers will all report to the Manager of Steamship Lines.

G. H. Webster, heretofore General Tie Agent, has been appointed Right-of-Way Agent. Office at Montreal. He will report to the Chief Engineer.

Thomas Walklate has been appointed General Tie Agent, vice G. H. Webster transferred. Office, Montreal.

Superintendents' accountants have been appointed as follows, including those mentioned in our last issue: F. A. Cousins, Brownville Jct., Me.; R. G. Allen, Woodstock, N.B.; I. A. Moody, Farnham, Que.; A. E. Crilly, Montreal; D. Mitchell, Ottawa; E. Patterson, Toronto; A. N. Hackett, Montreal; E. M. Favreau, North Bay, Ont.; J. McEniry, Chapeau, Ont.; W. T. Hayes, Schreiber, Ont.; W. A. James, Fort William, Ont.; J. Eggo, Winnipeg; C. B. Platt, Souris, Man.; S. J. Farmer, Brandon, Man.; H. W. Harding, Regina, Assa.; P. D. Shand, Moose Jaw, Assa.; W. M. Lafferty, Calgary, Alta.; W. W. Foster, Revelstoke, B.C.; R. Heddle, Vancouver, B.C.; R. A. Weir, Nelson, B.C.

J. T. Matthews, heretofore agent of the North American Life Assurance Co., has been appointed soliciting passenger agent. Office, Charlottetown, P.E.I.

Wm. Downie, heretofore Superintendent at Nelson, B.C., has been appointed General Superintendent of the Atlantic Division, vice J. Osborne, transferred. Office at St. John, N.B.

C. W. Burpee, heretofore Roadmaster at St. John, N.B., has been appointed Superintendent of district 1, Atlantic Division, with office at Brownville Jct., Me., succeeding W. K. Thompson, transferred to Moose Jaw, Assa.

Jas. Manson, heretofore Superintendent old districts 8 and 9 at Toronto, has been appointed Superintendent district 2 Ontario Division, north and west of Toronto Jct., vice A. Price, transferred to Fort William, Ont. Office, Toronto.

Geo. Spencer, heretofore Chief Train Dispatcher of the Ontario Division at Toronto, has been appointed Superintendent district Ontario division, between Smith's Falls and Hamilton, inclusive of Toronto terminals, succeeding J. Manson transferred. Office, Toronto.

A. L. Smith, heretofore train dispatcher old districts 10 and 11 at Toronto, has been appointed Chief Train Dispatcher for the Ontario division, succeeding G. Spencer, promoted. Office, Toronto.

L. Mulkern, heretofore corresponding and enquiry clerk in the general freight office, Toronto, has been appointed city canvassing agent, succeeding H. C. McMullen. L. Doherty succeeds L. Mulkern.