

Miscellaneous Railway Notes.

The Brown System of Discipline.—General Manager Pennington says this system is in use on the Minneapolis, St. Paul & Sault Ste. Marie Ry., & that it has proved in every way superior to the former way of handling men.

Calgary & Edmonton net earnings, Jan., \$7,694.79, against \$17,190.89 in Jan., '98.

The Canada Atlantic is building 500 box cars all of 70,000 lbs. capacity, equipped with steel trucks & Westinghouse air brakes.

Car Heating Couplers.—The Consolidated Car Heating Co. has taken action against F. E. Came, of Montreal, Canadian agent of the Gold Car Heating Co., alleging that that Co., through him, has sold its steam heating couplers to Canadian railways, & placing damages at \$15,000. The Consolidated Co. claims that the Gold coupler is an infringement of the Consolidated coupler. This is denied by the Gold Co., and Mr. Came informs us the latter Co. will protect all its customers.

Detroit River Bridge.—The bill introduced in the U. S. Senate, by Senator McMillan, to provide for the construction of this bridge, a summary of which was given in our Feb. issue, pg. 36, was not reported from the Committee on Commerce, and therefore failed to become law. The following paragraph in a Buffalo paper was doubtless written in the expectation that the bill would pass at the recent session of Congress: "Next winter the railways running into Detroit from Windsor will not be tied up with a blockade boat ferry, but will use the bridge if it is built in time. Everything is ready for work on the new bridge, & it will be located at the south bend of Belle Isle. The structure will be a high bridge, 117 ft. above the water, with a clear cantilever span of 1,300 ft. over the Canadian channel, & a total length of cantilever construction of 2,400 ft. There is also to be a steel viaduct 1,000 ft. in length, & 3 truss spans over the U.S. channel, each 335 ft. long."

Dominion Atlantic.—A special general meeting will be held in London, Eng., March 30, at which the report for 1898 will be submitted & directors elected. A resolution will be submitted authorizing the directors to issue £100,000 4% 2nd debenture stock similar to the existing £250,000 created by the trust deed of 1896.

G.T.R. Appointment.—J. Foley has been appointed Roadmaster of 22nd District from Guelph to Southampton, Harriston to Warton, & Owen Sound Branch, vice T. Lockhart assigned to other duties.

Great Northern.—A Montreal despatch says: Ross, Barry & McRae have undertaken the contract of completing this line, ex-

tending from the end of the track at Shawenegan, Que., to Hawkesbury, 88 miles. All the bonds, subsidies & bonuses have been transferred to them, & they will finish the road in 18 months. (Jan., pg. 11.)

The Great Northern Ry. (U.S.) will move its Toronto offices to the northwest corner of King & Yonge Sts., on the 1st floor over the G.T.R. offices, on April 1.

Hamilton & Caledonia.—Walter Anderson, Hamilton, who is Secretary of this proposed railway company, for the incorporation of which application is being made to the Ontario Legislature, writes us that he has every reason to believe the construction of the road will be proceeded with as soon as the charter is obtained. (Feb. pg. 34.)

Inverness & Richmond.—In Nov. last, pg. 238, we gave particulars of the charter for this Nova Scotia line, & of its control by P. Ryan & R. H. Bowes, of Toronto. They have given an option on it to Mackenzie, Mann & Co., & it is expected that firm will take it over & build the line. D. D. Mann has been in Nova Scotia recently in connection with the matter, & made a deposit of \$2,000 with the municipality of Inverness in accordance with a resolution of council. It is said P. Ryan has secured nearly all the coal-mining properties at Port Hood, paying cash for options in almost every instance. This is taken as evidence of the bona fides of the undertaking. The I. & R. Ry. Co. has already several miles of the "shore road," so called, graded between Port Hastings & Port Hood. The county has paid \$7,000 for the right-of-way. It is expected that work will be commenced vigorously early this spring, so that the outlook in this connection is very fair. A meeting of the Co. will be held in Halifax, Mar. 16, to authorize the issue of 1st mortgage bonds for \$15,000 a mile from the Straits of Canso to Cheticamp.

Liability to Passengers.—In the Exchequer Court at Ottawa recently, in the case of Colpitts v. the Queen, the decision was in favor of the Crown, & dismissing the petition. The suppliant was one of those injured in the Palmer's Pond accident, on the I.C.R., near Dorchester, N.B., in 1897. Justice Burbridge held that railway companies are not liable to passengers they carry for injuries they may receive unless there be negligence of some kind. They do not insure the safety of their passengers; their obligation is to use reasonable care to carry their passengers safely. In other words, it is upon the suppliant to show that the injury of which he complains resulted from the negligence of an officer or servant of the railway. The Judge, therefore, declined to entertain the claim for damages against the Government in the present suit, & ordered that the action be dismissed with costs. The Colpitts case was a test one. If he had won

several other suits would have been entered against the Crown.

From Morris, Man.—Howell & Mathers, Winnipeg, give notice of application to the Manitoba Legislature to incorporate a company to build a railway & telegraph line from or near Morris, northwesterly to or near Portage la Prairie, with the right to build a branch line from the main line in Township C, Range 2 west, to or near Carman; thence westerly to or near the western boundary of Township 6, Range 10 west, thence northwesterly to or near Carberry; thence northwesterly to or near Neepawa; thence northwesterly to the western boundary of the Province; & also with the right to build a branch line or extension from the easterly terminus, easterly, northeasterly or southeasterly to the eastern boundary of the Province south of Township 10.

Ottawa & New York.—We were in error in stating in our Jan. issue, pg. 13, that the bridge over the north channel of the St. Lawrence River had been completed last fall. There remains to be erected the suspended arm of the north cantilever, a matter of a few days' work only. The plans for replacing the wrecked bridge over the south channel are not sufficiently complete to admit of any information regarding them being given now.

Qu'Appelle, Long Lake, & Saskatchewan net earnings, Jan., \$125.56, against \$3,091.39 in Jan., '98.

Saskatchewan & Western.—The following officers have been elected:—President, A. M. Nanton; Vice-President, H. C. Hammond; Sec.-Treas., W. R. Baker.

United Counties.—H. Upton has been appointed Traffic Manager of this Co. with headquarters at 22 St. John St., Montreal, & all matters appertaining to rates, divisions, &c., will hereafter be dealt with by him. He will continue to discharge the duties of Auditor & Freight Claim Agent.



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