I.C.R. Staff Reorganization.

On his return from the Maritime Provinces to Ottawa, Aug. 21, after making an inspection of portions of the Intercolonial Ry., and the whole of the Prince Edward Island Ry., the Minister of Railways stated in an interview to the Ottawa correspondent of the Globe:—"So far as our recent trip went to show anything, it proved beyond question that the Intercolonial to-day, even though it has seemed to cost a very considerable sum, is in the best position it ever was as regards road-bed, rolling stock, station and terminal facilities, and traffic. The conditions which prevailed during the past year were exceptional, and they certainly wrought havoc with the financial results of operating the line. But the close inspection of the Deputy Minister, his clear analysis of the conditions presented, and his businesslike grasp of the whole situation, give promise of better results hereafter. I may say that as a result of our investigations up to the present a reorganization of the several branches or departments of the railway has been mapped out and will be immediately put into effect. The office of Chief Superintendent, held by the late J. E. Price, of Moncton, will be abolished, on the recommendation of the Deputy Minister and General Manager, who advise me that by this step about $1,000 a month will be saved in salaries, without in any way impairing the efficiency of the operation of the line. This will be accomplished by adding further duties to those now discharged by the divisional superintendents, and holding them more strictly to account for results than heretofore. By the policy of decentralization we shall be able to relieve the central office of considerable routine business, and give the General Manager time to go out over the Intercolonial system and closely watch operations with a view to greater efficiency. It has been decided to place the track and maintenance of way departments under the charge of T. C. Burpee, C.E.; he and all the other leading officials whose responsibilities are increased will be held accountable for the results in their respective spheres of action, and if not satisfactory they will have to reckon with their superiors. . . . We have yet to inspect the Cape Breton section of the line and also the divisional points between Moncton and Montreal. The changes to which I have referred will take effect immediately, as they cannot be delayed. The remainder will be dealt with in a detailed and comprehensive report which Mr. Butler will prepare at the close of our tour."

Referring to press reports that offers had been made on behalf of certain interests to purchase the I.C.R., the Minister stated that he did not know of any such having been submitted to members of the government. Certainly none had ever been brought before the cabinet.

A Request to Subscribers.

The supply of copies of our July issue at our disposal has been completely exhausted and owing to an oversight in our office the usual number required for our files were not retained.

We are extremely anxious to obtain a few copies for July and shall be very much obliged to any subscribers who do not file their copies if they will mail us July numbers.

Eastern Canadian Passenger Association.—At a special meeting of the Eastern Canadian Passenger Association, held in Montreal, Aug. 15, T. Henry, Chairman, presided and the following lines were represented: C.P.R., G.T.R., Great Northern Ry. of Canada, New York Central and Hudson River Rd., Northern Navigation Co., Ottawa and New York Ry., Quebec Central Ry., Quebec Ry. Light and Power Co., Quebec Southern Ry., Richelieu and Ontario Navigation Co., Rutland Rd., Temiscouata Ry.; and G. H. Webster, Secretary. Notice of the granting of reduced fares was given by the several lines for Labor Day, Sept. 4th; National Encampment Grand Army of the Republic at Denver, Col., Sept. 4-7; excursions to Port Huron, Mich., Chicago, Ill., and as far west as St. Paul, Minn.; harvest excursions to Manitoba and the Canadian North-west; hunters' excursions; convention of Women's Christian Union at Los Angeles, Cal., Oct. 25-Nov. 2. A resolution was adopted that a letter be prepared and sent to the Dominion Government asking that Thanksgiving Day be celebrated on the Monday after the third Thursday in Oct.

The Great Northern Ry. of Canada is suing the G.N.W. Telegraph Co. for $4,000 damages caused by the burning of the Hawkesbury, Ont., station.

The C.P.R. stations on the Lyleton branch have been changed as follows:—Corona to Dalny, at mileage 21.5 from Deloraine; and Eggo to Lydiatt, at mileage 28.6 from Deloraine, Man.

The Conservative Association of the newly founded Province of Alberta, has declared, among the resolutions passed at its initial convention, that the C.P.R. exemption from taxation was a consideration given by the Dominion as a whole, and should not be saddled on the western provinces alone; and that it is the duty of the Government "to so adjust this right with the company that such exemption may be removed and said lands become liable to taxation, and that this view should be constantly pressed upon the Dominion Government by the provincial authorities until this end is accomplished."

C. A. Matcham, Manager of the Lehigh Portland Cement Co., of Allentown, Penn., accompanied by A. W. Thorn, representative of the company for Canada, were in Belleville, Ont., recently and closed the purchase of about 1,000 acres of limestone and clay lands preparatory to the erection of what will be one of the largest single cement plants in the world; namely, to have a capacity of 4,000 barrels a day. The company hopes to be turning out cement at its Canadian plant some time next summer. The Thorn Cement Co., Buffalo, N.Y., will be the Canadian distributors. Until the completion of the Canadian plant the Lehigh cement will be supplied from the Lehigh Portland Cement Co.'s present mills at Allentown, Pa., where it manufactures some 9,000 barrels a day. This company also has a large mill at Mitchell, Ind., of 2,000 barrels a day, and is erecting another large mill at Mitchell of a capacity of 4,000 barrels a day.

C. W. Spencer, who has been appointed Manager of the Mackenzie, Mann & Co's lines east of Port Arthur, Ont., was born at Kemptville, Ont., Oct. 11, 1857, and entered railway service May 7, 1871, since which he has been consecutively to 1874 operator and clerk at Ottawa station; 1874 to May, 1880, assistant agent at Ottawa; May, 1880, to Jan., 1881, assistant train dispatcher; Jan. to May 11, 1881, Chief Train Dispatcher; May 11 to June 29, 1881, Traffic Superintendent; June 29, 1881, to Aug. 1, 1884, Assistant Superintendent; Aug. 1, 1884, to Sept. 30, 1887, Assistant General Superintendent; Oct., 1887, to June, 1903, General Superintendent, eastern division, at Montreal; June, 1903, to Aug., 1905, General Superintendent of Transportation lines east of Fort William, Ont.; entire service on C.P.R. He was also Vice-President and Managing Director of the Kingston and Pembroke, the Pontiac Pacific Jct., and the Ottawa, Northern & Western railways which had been acquired by the C.P.R.

Railway Finance, Meetings, etc.

The Albert Southern Ry. has not been operated for several years, and the shareholders have not been called to meet for some years. W. A. Trueman, Albert, N.B., is Secretary.

Atlantic and Lake Superior Ry.—The Court of Exchequer has given judgment in the application of this company for approval of a scheme of arrangement with its creditors. The court holds that the scheme cannot be confirmed, the line being in possession of the bondholders who are operating it. It was further declared that the court could not see its way to hand over the line and its appurtenances to the company in view of the manner in which it had administered its affairs heretofore.

An action has been entered by P. J. Galindez & Co., London, Eng., against the company to recover $336,054, which they had invested in its bonds, etc. The plaintiffs state that they endeavored to make an arrangement with the company's creditors, but had failed; they now sought to recover the money they had invested.

Bay of Quinte Ry.—A recent press report stated that D. D. Mann had been inspecting this line with a view to purchasing it for the Canadian Northern Ry. Mr. Mann subsequently stated that the story was absolutely without foundation.

Canada Atlantic Ry.—It has been announced that the G.T.R. will take over the C.A.R. and the C.A. Transit Co. from the present owners, as soon as the new bonds are signed and delivered.

The Canadian Pacific Ry. Co. since 1901 has spent nearly $40,000,000 on additions and improvements. In three years the company has spent about $12,000,000 on equipment and $4,000,000 on shops, $5,000,000 on bridges and line improvement, $2,000,000 on grade reduction, $3,000,000 on yards, $1,500,000 on terminals, $850,000 for elevators. Of this expenditure in three years $23,500,000 came from capital account and $3,000,000 from surplus.—Wall St. Journal.

The accounts for the year ended June 30, show gross earnings of $50,480,882; working expenses, $35,006,794; net earnings, $15,475,088; income from other sources, $1,584,663; total net earnings, $17,059,751. From this there has to be deducted fixed charges, $7,954,066, and $230,000 applied against ocean steamships and pension fund, leaving available for dividend $8,875,685. The directors have declared a dividend of 2% on the preference stock, and of 3% on the common stock for the half year, which with the dividend paid for the previous half-year will absorb $7,091,133, leaving a balance of $1,784,553 to be carried forward.

Central Ontario Ry.—The Judicial Committee of the Privy Council in London has upheld the decision of the Canadian courts in the action in which the trustee for the bondholders asked for an order for the sale of the line. The company contended that a railway being a public utility, could not be sold. The Ontario courts decided against this contention and ordered the sale. The litigation has been going on for nearly three years.

Grand Trunk Ry.—A suit has been instituted by the Connecticut Valley Lumber Co., claiming $300,000 damages by fire to 30,000 acres of timber lands alleged to have been caused by sparks from a G.T.R. locomotive. Other lumber firms have claims for damages amounting to $200,000 arising out of the same fire.

Irondale, Bancroft and Ottawa Ry.—A report is current that an arrangement is being made for the amalgamation of the I.B. and O.R. with the Central Ontario Ry.