

ed to by A. Dick and C. M. Odell; Travelling Passenger Agents, responded to by W. T. Dockrill and G. B. Wylie; the ladies, responded to by W. Bunton. W. McIlroy, of Galt, and Messrs. Grant and Horrigan sang very acceptably.

On Tuesday, Oct. 13, the special train with the party was taken over the Sydney and Louisburg Ry. Owing to rain it was found impossible to visit the Marconi wireless telegraph station or the Dominion Coal Co.'s mines at Glace Bay, and the train went through to Louisburg, where the visitors were met by representatives of the town and taken to the hall, where they were entertained at luncheon. Mayor Lewis and Warden Lavette welcomed them on behalf of the municipalities. President McNamara expressed the thanks of the visitors, and a vote of thanks was passed to Traffic Manager McIsaac. After a visit to the Dominion Coal Co.'s shipping pier, Sydney was reached again about 5 p.m., and at 7 o'clock the special started for St. John, where it arrived at 11.30 on Wednesday, Oct. 14.

At St. John the visitors were welcomed by W. Downie, General Superintendent, C.P.R.; L. H. Ross, Superintendent of Terminals, I.C.R.; E. S. Smiley, Division Freight Agent, I.C.R., and other local transportation officials. A C.P.R. commissariat car was attached to the train; the I.C.R. locomotive was replaced by a C.P.R. one, and after a short stop the special proceeded to Westfield Beach, on St. John river, where a clam-bake, with lobsters, and many other good things, was much enjoyed. St. John was reached again at 4.30, when the party divided up between the Royal, the Dufferin and other hotels. In the evening many of them saw the Belle of New York at the theatre.

On Thursday, Oct. 15, St. John was left at 8.30 a.m. on the Star Line Steamship Co.'s boat Victoria, on the St. John river, for Fredericton. This trip was undoubtedly the most enjoyable portion of the whole outing, the scenery on this magnificent river being very picturesque. The lower portion of the river, which is very winding, has high, well-wooded banks, which were rich in autumnal tints. Luncheon was served on board. At Upper Gagetown the steamer was met by the Mayor and a number of other Frederictonians. At 4.30 the steamer reached Fredericton, and the visitors were taken for a drive about the city. In the evening they attended a reception in the Legislative Chamber, where they were received by Mayor and Mrs. Palmer, and other prominent residents. Dancing was indulged in, refreshments were served, President McNamara thanked the entertainers, and Mayor Palmer responded. At 11.30 p.m. the special train, which had been brought up from St. John, was again boarded, and it proceeded via the C.P.R. to Montreal, which was reached early in the afternoon of Friday, Oct. 16, when the party dispersed.

The following presentations were made during the trip on behalf of the members and the guests who accompanied them: J. M. Lyons, General Passenger Agent, I.C.R., pair cut glass decanters, with silver labels, in oak case; H. A. Price, Assistant General Passenger Agent, I.C.R., 2 sets silver-mounted carving knives and forks, in case; J. B. Lambkin, Assistant General Passenger Agent, I.C.R., cut glass decanter, with silver label; A. H. Notman, Assistant General Passenger Agent, C.P.R., pair gold cuff links; C. B. Foster, District Passenger Agent, C.P.R., pig-skin suit case; R. S. Orchard, Manager Star Line Steamship Co., silk umbrella; conductor of sleeping cars, silver match box.

The I.C.R. provided a splendid special train for the trip. The seven sleepers were all thoroughly up-to-date and the dining car service was excellent. The various officials were assiduous in their attentions. H. A. Price,

Assistant General Passenger Agent at Montreal, and Mrs. Price, travelled with the party from Montreal to Moncton, and again from Moncton to Montreal. O. Chevrier, travelling passenger agent, was on duty from Montreal to Moncton. E. Price, Superintendent, met the train at Campbellton, and H. H. Bray, chief dispatcher, accompanied it from there over his division. At Moncton, E. Tiffin, General Traffic Manager, and J. E. Price, General Superintendent, welcomed the visitors, and J. M. Lyons, General Passenger Agent, and his wife and daughter, joined them and remained with them till they left Fredericton. L. B. Archibald, Superintendent of Sleeping and Dining Cars, also accompanied them from Moncton to Halifax. J. M. Jarvis, Superintendent of the Halifax & St. John district, and Y. C. Campbell, Superintendent of the Sydney and Oxford districts, travelled with them over portions of their districts; and L. S. Brown, Chief Dispatcher at New Glasgow, accompanied them from there to Sydney and return. The C.P.R. was represented by A. H. Notman, Assistant General Passenger Agent, Toronto, and C. B. Foster, District Passenger Agent, St. John, N.B., to whom the party were much indebted.

President McNamara made a number of capital speeches and proved an excellent presiding officer. Ex-President Jackson, who acted as Secretary, was most attentive and efficient. Very great regret was expressed at the enforced absence of Secretary de la Hooke, who is looked on as the father of the Association, and has never missed a meeting before. J. I. Robinson, of Sydney, and F. B. Edgcombe, of Fredericton, were indefatigable in carrying out the local arrangements at those places.

While the trip was enjoyable in many respects, it will hardly be looked on as one of the most successful the Association has had. A mistake was undoubtedly made in selecting Sydney as the place of meeting, as the hotel accommodation there, while very good for a place of the size, was inadequate. The harbor is very fine, and the steel works are interesting, but outside of that there is no attraction for visitors, and it cannot be looked on as a convention town. The rain, which lasted the whole time the visitors were in Sydney, proved a great drawback. The majority of the party seemed to think that there was too much railway travelling and that the trip took too long, and this had doubtless much to do with the unanimous decision of the Association to leave the selection of the next place of meeting in the hands of the executive committee.

C.P.R. Betterments, Construction, Etc.

General.—At the annual meeting held Oct. 7, the shareholders voted \$4,500,000 to provide increased terminal facilities, grade reductions and additions to property other than new lines, as required according to the discretion of the directors.

Northern Colonization Ry.—On the extension from Labelle to Nominique, Que., 22 miles, grading is completed. On Oct. 14 track had been laid for 14 miles from Labelle, and ballasting had been completed on 13 miles. It was expected to have the extension completed by Dec. 1. The work is in charge of F. S. Darling, Divisional Engineer of Construction, Montreal, and C. Mitchell is assistant engineer in charge. D. R. McDonald & Co., Glengarry, Ont., are the contractors. (July, pg. 245.)

At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for the construction of a line from Lake Nominique to La Lievre, 35 miles, \$112,000.

Lake Superior Division.—During this year there has been laid on this division 60 miles of

heavy rails, replacing 60-lb. steel. The whole of the main line from Chalk River to Fort William, Ont., 751.6 miles, has now been relaid with heavy rails. Ballasting has been done on 150 miles and a large number of trestle bridges filled in. At Red Sucker, an immense trestle on the north shore of Lake Superior, a diversion has been made and a temporary bridge built in alongside the old structure. It has been filled in right up to the stringers this year, 300,000 cubic yards of material having been placed in it. In 1902 a start was made to lengthen the passing tracks between Chalk River and Fort William, and this year the work has been completed. A number of intermediate passing tracks have also been constructed. All these passing places east of Cartier are 3,000 ft. long, and those west of Cartier, 2,500 ft. long.

The whole of the yards and buildings at North Bay are being reconstructed and rearranged to meet the requirements of the increasing business. A stone station is being built east of the present building; a 2,000-ton capacity ice-house, new coal pockets, stores building, carpenter's and car repairer's shops and an 18-stall stone roundhouse and machine shop. The roundhouse, etc., are being erected on the south side of the through tracks, and considerable progress has been made with the work. The yard has been remodelled, on the most modern plans. B. K. Russell, formerly Chief Engineer in charge of construction of the Bruce Mines and Algoma Ry., is engineer in charge of the works at North Bay for the contractor. (Sept., pg. 309.)

North Bay-Sudbury Grade Reduction.—Between North Bay and Sudbury, Ont., the gradients are being reduced from 1% in both directions to 0.4%. Just east of Sudbury a new line is being built south of the present track for about three miles. F. S. Darling, Divisional Engineer of Construction, Montreal, has charge, and E. H. Pierce is assistant engineer on the work. The Canada Construction Co., of Montreal, has the contract. (July, pg. 245.)

Fort William to Winnipeg Grade Reductions.—On this portion of the line the gradient is being reduced from 1% westbound, and from 0.7% eastbound to 0.4% in each direction. In order to secure this reduction several deviations are being made, the most important of which are at Eagle river, near Rat Portage, and at Cross Lake, where new lines are being built. F. S. Darling, Divisional Engineer of Construction, Montreal, is in charge, with J. M. Dixon, assistant engineer, on the work. Foley Bros. and Larsen are the contractors.

Winnipeg Beach Branch.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for a line from Winnipeg Beach to Teulon and to Iceland river by way of Gimli, Man., 35 miles.

Winnipeg to Brandon Grade Reduction.—It is proposed to reduce the gradient on the line between these points from 0.7% to 0.3% in each direction. It is expected that this work will be gone on with next year.

Pipestone Branch.—Grading on the extension of this branch from Arcola to Regina, Assa., 113 miles, has been practically completed. Up to Oct. 15 track had been laid on 15 miles from Regina southeasterly, and it was intended to continue laying track at the rate of about a mile a day as long as the weather permitted. It was not expected, however, to be able to have the track laid on the whole of the extension this year. J. G. Sullivan, Division Engineer of Construction, Winnipeg, is in charge, with A. McCullough as assistant engineer on the work. Foley Bros. and Larsen had the contract for grading. (Oct., pg. 355.)

Manitoba and Northwestern Ry.—Track has been laid from Yorkton, Assa., to Sheho,