

were for the express purpose of helping an American friend." The commissioner cites other instances which, in his opinion, go to show that the American officials unnecessarily found fault with some of the subordinate officials, no doubt for the purpose of compelling them to resign their positions, so that American friends could be appointed in their place. The report closes with a statement by the commissioner as follows: "I find no effort whatever was made to appoint Canadians for the positions now filled by the Americans."—Ottawa Correspondence Toronto Globe.

An Order-in-Council was issued May 25, directing the deportation of all the officials named, and warrants have been issued under the Alien Labor Act to carry out the order. J. S. Pyeatt and J. McManamy are given 24 days to leave, and the other officials from four to seven days to leave. Prior to the passing of the order a petition from St. Thomas asking that the law be not enforced was sent to the Government. Counsel for the Pere Marquette Rd. also saw the Premier, the Minister of Justice and the Minister of Labor on the subject, but they declined to advise the Government to interfere with the enforcement of the law. Officers of the Pere Marquette Rd. have been at Ottawa with a view of an appeal being made against the order.

Halifax and Southwestern Railway.

At the last session of the Nova Scotia Legislature an act was passed providing for a further loan to this company of \$1,075,000 for the purpose of purchasing the Halifax and Yarmouth Ry., and the Middleton and Victoria Beach Ry. This latter line is under construction from Middleton to Victoria Beach, about 40 miles, the tracklaying and ballasting being in progress. At the time it was acquired by Mackenzie, Mann & Co., some few miles had been graded, but some difficulties had been met with in connection with the location of the route, etc. The act provides for the loan of \$10,000 a mile for the 40 miles of the line at 3½%, the money to be raised by an issue of Government bonds.

The Halifax and Yarmouth Ry. extends from Yarmouth to Barrington Passage, 50 miles, and the act provides for a loan at the rate of \$13,500 a mile at 3½%, the money to be raised by an issue of provincial bonds. The original company chartered to construct the line was the Coast Ry. of Nova Scotia, the railway being projected from Halifax to Yarmouth, about 200 miles, and organization was started in Feb., 1893. The line was opened from Yarmouth to Pubnico, 28 miles, Aug. 18, 1897; to East Pubnico, 30.80 miles, Oct. 18, 1897; and to Barrington Passage, Jan. 15, 1900. This latter section of 20 miles was not continuously operated. A contract was made with the Dominion and Provincial Governments for the construction of a further 90 miles from Barrington Passage to Lockport, but nothing was done. In 1899 the name of the company was changed to the Halifax and Yarmouth Ry. The length of the line is officially given as 50.10 miles; sidings 3.26 miles, laid with 56-lb. steel. The sharpest curve has a radius of 955 ft., and the steepest gradient is 79 ft. to the mile. Its rolling stock on June 30, 1904, consisted of 4 locomotives, 7 first-class cars, 2 baggage and mail cars, 8 cattle and box cars, 28 flat cars, and one snow plow. During the year ended June 30, 1904, its operations showed: Train mileage—passenger trains, 18,500 miles; mixed trains, 29,600 miles; total, 48,100 miles; engine mileage, 50,315 miles. Passengers carried, 51,477; freight carried, 9,540 tons. Passenger receipts, \$26,523.69; freight receipts, \$11,328.33; mail and express, \$1,357.10; other sources, \$675.22;

total earnings, \$39,884.29; working expenses, \$30,354.11; net earnings, \$9,530.13. Capital, issued and paid up, \$500,000; bonds, \$750,000 issued; Dominion subsidy paid, \$160,000; Provincial subsidy paid, \$156,449.33; municipal aid, \$15,338.93; total capital, \$1,621,178.93, on which there had been paid \$831,788.26. Total cost of line and rolling stock, \$973,146.86.

The transfer of the line to the H. and S.W. Ry. was made on May 27.

Toronto Transportation Club.

The adjourned meeting for organization was held at the offices of the Canadian Freight Association, Toronto, May 5, W. B. Bamford in the chair. About 30 transportation men were present.

J. A. Sutherland, chairman of the special committee appointed at the preliminary meeting to draft constitution and by-laws, presented the report, which after discussion was adopted with certain amendments. The following are the principal features:—The object of the club is the mutual improvement of its members and the encouragement of social intercourse among them.



W. B. BAMFORD.

President Toronto Transportation Club.

It shall consist of members and honorary members. Any male between 21 and 60 years of age occupying a position with title with a transportation company, or with a collateral organization owned or controlled by or operated in connection with a transportation company shall, if acceptable to the membership committee, be eligible to membership. The qualifications for honorary membership were left over for future consideration. The officers are to be: President, First and Second Vice-Presidents, Treasurer, Secretary, and Executive Committee consisting of officers mentioned and six other members. Officers, etc., are to be elected at the annual meeting by ballot. Regular meetings are to be held quarterly on the first Friday of March, June, September and December, the December meeting to be the annual one. The annual subscription is \$2. Applications for membership must be made to the Secretary on the authorized forms, endorsed by two members; the applications are to be referred to the executive committee, and if found eligible and satisfactory to a majority of the committee the application shall be submitted at the next regular meeting of the club.

The election of officers for the current year resulted in follows: President, W. B. Bamford, Travelling Freight Agent C.P.R.; 1st Vice-President, J. A. Sutherland, contracting freight agent New York Central Rd.; 2nd Vice-President, T. L. Cochrane, Travelling Freight Agent Wabash Rd., St. Thomas, Ont.; Treasurer, R. J. S. Weatherston, city freight agent G.T.R.; Secretary, H. Logan, soliciting freight agent Lehigh Valley Rd.; Executive Committee: D. D'E. Cooper, Canadian Freight Agent Lehigh Valley Rd.; J. W. Hickson, contracting freight agent West Shore Rd.; E. D. Mackenzie, Canadian Freight Agent Pennsylvania Rd.; C. E. Horning, City Passenger and Ticket Agent G.T.R.; W. Phillips, General Eastern Agent Canadian Northern Ry.; C. W. McMullen, city freight agent C.P.R. All the officers reside in Toronto except Mr. Cochrane.

It was unanimously resolved that THE RAILWAY AND SHIPPING WORLD be the official organ of the Club.

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

In connection with the betterments and improvements on the company's lines generally we are advised that during the current year masonry and steel bridges will be substituted for a large number of wooden bridges, and heavier spans will be installed where they are necessary. Six hundred miles of 80 lb. steel will be laid on the main line, and the rails removed will be used for construction purposes in the West; 400 miles of these new rails will be laid on the western portion of the system, and the balance on lines east of Fort William. About \$1,000,000 will be spent in ballasting and fencing. The work of widening embankments will be continued and many ties will be renewed. The new shops at Winnipeg, it is expected, will be in complete operation in a month or two. These shops will be equipped to take care of repairs to locomotives and cars running on lines west of Fort William. Over \$500,000 is to be expended in yard improvements at the various divisional points, and in the extension of sidings in order to facilitate the handling of the heavy and more numerous freight trains which are now being run. Twenty-four new water tanks are to be built. Following its custom in the past, the company, in view of the large increase in tourist traffic, will spend large sums in the extension and improvement of the trails and roads in the vicinity of its mountain hotels. At a number of places where the greatly increasing business renders it necessary, new stations and freight sheds are being erected or extended, and new locomotive houses put up. A large sum will also be expended in the improvement and extension of the elevator facilities at the head of Lake Superior.

Place Viger Yard Extension.—After having been under discussion for nearly three years the Montreal City Council has passed a resolution allowing the C.P.R. to close a number of streets now running from Notre Dame St. to Commissioner St. The company has purchased, with but two exceptions, all the properties south of Notre Dame St. between Woodyard and Barclay streets, and these it is expected will be acquired at some future date. The city council has approved of plans for cutting off the ends of Barclay, Beaudry, Montcalm and Wolfe streets, and a new road is to be constructed from St. Timothy St. to Commissioner St. The space secured will be laid out in additional yard space and additional freight shed accommodation. The plans for the laying out of the yard have not been completed by the company.

Toronto-Sudbury Branch.—A contract has been let to Deeks & Co. for the grading of 128 miles from Parry Sound southerly to