

tion on the C.P.R. to tide water at the mouth of Moose river. The Co. also obtained a Dominion charter in 1890, particulars of which were given in our Aug. issue, pg. 241. The Algoma Central Ry. Co.'s charter, granted by the Dominion Parliament in 1899, & amended in 1900, empowers it to build from Sault Ste. Marie to a point between Magpie & the Michipicoton rivers, thence to the C.P.R. main line, & southerly to Michipicoton Harbor. The Ontario, Hudson's Bay & Western charter will be used for the extension of the line from the C.P.R. main line to James Bay. See also under head "Algoma Central."

Schomberg & Aurora.—The Dominion Parliament last session passed an act empowering this Co. to build & operate an extension of its railway, westward from Schomberg, Ont., through the townships of King, Tecumseth, Adjala, Mono, Amaranth & Melancthon, to Shelburne, thence through the townships of Melancthon, Proton, Artemesia or Egremont, & Glenelg to Durham, also from the present eastern terminus of the Co.'s railway through the townships of King, Whitchurch, Markham or Uxbridge, Pickering, Whitby & East Whitby to Oshawa. The Co. is also empowered to lease its line to the Metropolitan Ry. Co.

The Dominion Parliament last session voted \$12,800 towards building an extension of 4 miles from the easterly terminus to Bond's Lake.

Shediac, N.B., to Shemogue.—The Dominion Parliament last session voted \$121,600 towards building 38 miles of railway from Shediac to Shemogue.

South Shore.—The 10 miles extension of this line from Sorel to Yamaska, Que., has been opened for traffic. It was originally built as the Great Eastern Ry., & passed into the hands of the C.P.R., but has not been operated for years & is practically being rebuilt. The roadbed has been raised some 3 ft., & the culverts & bridges have all been renewed. At Yamaska, where 2 bridges in succession have been carried out by ice, a steel bridge is being erected. It is said the line will be continued this year to St. Francois du Lac, its ultimate destination being Point Lewis. (June, pg. 176.)

Strathroy & Western Counties.—The Dominion Parliament last session revoted \$22,400 towards building 7 miles of this line from Caradoc on the C.P.R. to Strathroy.

Thousand Islands.—The G. T. R. having decided to remove its Thousand Islands Jct. station about 2 miles further east, the T.I.R. Co. is extending its line 2 miles to the new station. The line now runs from Gananoque to Thousand Islands Jct. 4.08 miles. The Dominion Parliament last session voted \$6,400 towards the building of this extension. Also for an extension to connect with the Brockville, Westport & Sault Ste. Marie Ry., the Bay of Quinte Ry., the Kingston, Smith's Falls & Ottawa Ry., or the waters of the Rideau Canal, the balance remaining of subsidy granted by 55-56 Vic., chap. 5, not exceeding 9½ miles (revote), \$30,400.

The Co. secured an act at the Dominion Parliament's last session largely increasing its powers in regard to electric power & energy, mining, timber lands, patent rights, &c. On its railway from Gananoque for 15 miles north it is authorized to issue bonds for \$30,000 a mile.

Taku-Atlin Tramway.—Work is reported to have been temporarily suspended owing to litigation between the two companies which are trying to secure the territory.

Western Alberta.—The Dominion Parliament last session passed an act providing that this Co.'s line shall be commenced & 15% of the capital stock expended thereon before Dec. 1, 1902, & shall be completed & in operation before Dec. 1, 1905.

Yukon Railway Charters.—In the House of Commons Railway Committee, towards

the close of last session, the Minister of Railways said that some years ago Parliament granted a charter for the White Pass & Yukon Ry. at a time when the importance of that country was not fully realized. Since then the Government had felt it to be unwise to encourage the construction of any lines which would have their terminals on U.S. soil, or which might ultimately be decided to be U.S. territory. With regard to the application before Parliament this year, the Government's policy was to withhold all new charters until it had been seen whether it was practicable to build an all-Canadian line into that country.

The G.T.R. General Managership.

Sir Rivers Wilson & Jos. Price, President & Vice-President of the G.T.R., arrived in New York Nov. 11 where they were met by the retiring General Manager, C. M. Hays. They stayed in New York for a few days, reaching Montreal Nov. 15. Two days later it was announced that G. B. Reeve, ex-General Traffic Manager of the line, had been selected to succeed Mr. Hays. Mr. Reeve was already on his way from his home at La Mirada, Cal., & reached Montreal Nov. 19, where he held lengthy conferences with Sir Rivers Wilson & Mr. Price, who left for England a few days later, after making a trip over the Central Vermont Ry.

In an interview in Montreal just after Mr. Reeve's appointment was announced, Vice-President Price said: "We regret exceedingly the departure of Mr. Hays, but we feel that an admirable choice has been made in the selection of Mr. Reeve, whose policy will be wise & progressive, in fact a continuation of the splendidly-successful work inaugurated & carried on by Mr. Hays. Apart from Mr. Reeve's undoubted ability & success as a railway man, there is the further advantage in his appointment that in his management he will be surrounded by men of first-class standing in their respective departments. Mr. McGuigan, the General Superintendent, was a most valuable man, & the other chief officials would bring to the support of the new General Manager a combination of a loyal & effective character."

Mr. Price added he was convinced that the G.T.R. was now in a remarkably good condition, seeing the splendid time made by the fast trains between Montreal & western points. Speaking of railways generally on this continent, he observed that, while working expenses during the year had been in excess of former returns, the receipts had not been correspondingly large. He, however, had the utmost faith in the future of the G.T.R., the condition of which had so much improved. Their credit was good & the re-organization of the Chicago & G.T. was especially to be commended amongst financial men. For this section, he said, a project had been approved of whereby the interest account had been very materially reduced, & \$4,500,000 provided for the double tracking & equipment of the line in question from Port Huron to Chicago. Mr. Hays had left for the West in connection with the completion of the re-organization of this part of the road, which would be well advanced, although not completed, during next year. With respect to the report as to the possibility of a financial board being established on this side of the Atlantic in connection with the G.T. management, Mr. Price expressed much surprise that such rumors should have been originated. "There is no foundation whatever for the report," he said; "I have never heard of such a creation being even proposed & I can assure you the matter has never been discussed. We find all the money that is required, & there is no possible necessity for such a board on this side."

When passing through Toronto on his way

to Montreal Mr. Reeve said: "I would be very much surprised & disappointed if any of the staff leave me. The staff which Mr. Hays gathered around him were like one family. When I left seven months ago it was simply one member of the family going away. My place was filled by other officials; & now that I have come back to take Mr. Hays's place I expect to find things as they were when I left. I have been going over a portion of the line looking at the improvements which have been inaugurated since I left, & am very much pleased at the condition of the road."

On the return of the President & Vice-President to England it was announced that Mr. Reeve's title would be 2nd Vice-President & General Manager, & that he would succeed Mr. Hays on Dec. 15, instead of at the end of the year as first announced.

George Bell Reeve, whose portrait appears on page 321 of this issue, was born in Surrey, Eng., Oct. 23, 1840. He came to Canada in 1860, from May of which year until April last he was continuously in the service of the G.T.R. He served in the capacity of Freight Clerk at Belleville until 1862, & as telegraph operator from 1862 to 1863, when he was appointed train despatcher, continuing in that position until 1865, when he became relieving agent. In 1866 he was appointed agent at Parkhill & remained there until 1873, when he was appointed Assistant General Freight Agent, with headquarters at Montreal. In 1874 he was removed to Toronto in charge of the Western district, & in 1876 to Sherbrooke in charge of the Eastern district. In 1878 he again made his headquarters at Montreal. In 1881, when the Chicago & G.T. Ry. was completed to Chicago, he was appointed Traffic Manager, & in 1890, when the Cincinnati, Saginaw & Mackinaw Ry. was acquired in the interest of the G.T., its traffic affairs were also placed under Mr. Reeve. In Feb., 1896, he was appointed General Traffic Manager of the G.T.R. system, with headquarters at Montreal, & in 1899, on the acquisition of the Central Vermont Ry. by the G.T., he was given the additional position of General Traffic Manager of that line. Mr. Reeve is a member of the Church of England. He was married in 1865 to Miss Alice Jones, of Warwick. On retiring from the G.T.R. Co.'s service in April last, Mr. Reeve was entertained at dinner by the Board of Trade, & also by the chief officials of the Co. He then went with his family to La Pomelo Ranch, La Mirada, Cal., some views of which appeared in our Sept. issue, with the intention of spending the balance of his life there.

Richelleu & Ontario Navigation Co.

The Co. has contracted for the construction in Toronto of a steel steamer to replace the str. Montreal, on the Co.'s Montreal-Quebec line. She is to be delivered complete in Sorel, Que., in May, 1902.

The preliminary plans & dimensions have been agreed upon, but are to be subject to such revision as fuller consideration may require. The length is to be not less than 340 ft.; width of hull 42 ft.; width over guard 73 ft.; depth of hull (moulded) 15 ft. The engine is to be inclined triple expansion with 3 cylinders & 3 cranks of 3,000 h.p., with feathering paddle wheels & curved steel buckets. The steam is to be from 175 to 200 lbs. pressure, & the consumption of coal not to exceed 1.68 lbs. of coal per indicated horse power per hour. There will be 6 single-ended Scotch boilers, each 11 ft. in diameter & 11½ ft. long, with hot draft. They will discharge into 2 smoke stacks, & will be placed down the centre of the hull with the front ends facing each other & the back ends next the sides of the hull. The regular service speed is to be 17 miles an hour, with ability to make 19 miles when required.