

THE RAILWAY & SHIPPING WORLD,

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The Official Organ of
The Canadian Freight Association.
The Canadian Roadmasters' Association.
The Canadian Ticket Agents' Association.

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TORONTO, CANADA, JANUARY, 1902.

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Canadian Excursion Agreement Meeting.

CHAIRMAN, J. H. Walsh, Sherbrooke, Que.
SECRETARY, A. V. Fabian, Passenger Department
C.P.R., Montreal.
NEXT MEETING, probably in March, 1902.

Canadian Freight Association.

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tain, D. MacPherson, J. Kennedy, J. Ross, J. Galbraith,
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Cambie, W. Chipman, W. R. Butler, H. S. Poole, R. B.
Rogers, C. B. Smith, B. D. McConnell.

MEETINGS AT 877 Dorchester St., Montreal, every
alternate Thursday, 8 p.m.

Canadian Ticket Agents' Association.

PRESIDENT, W. Jackson, Clinton, Ont.; 1st VICE-
PRESIDENT, M. McNamara, Walkerton, Ont.; and VICE-
PRESIDENT, W. H. C. MacKay, St. John, N.B.; 3rd
VICE-PRESIDENT, C. E. Morgan, Hamilton, Ont.; SEC.

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Craig, Cobourg, Ont.

EXECUTIVE COMMITTEE, W. H. Harper, Chatham,
Ont.; Chairman, W. Buntun, Peterboro', Ont.; W. F.
Egg, Montreal; T. Long, Port Hope, Ont.; C. C.
Young, London, Ont.

NEXT ANNUAL MEETING at Washington, D.C., in
1902, probably in Oct.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
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Great Lakes and St. Lawrence River Rate Committee.

CHAIRMAN, A. A. Schantz, Detroit, Mich.
SECRETARY, G. C. Wells, Passenger Department, C.
P.R., Montreal.

NEXT MEETING, at Sault Ste. Marie, Ont., probably
in Feb., 1902.

National Association Marine Engineers of Canada.

PRESIDENT, W. J. Barton, St. John, N.B.; VICE-
PRESIDENT, D. McQuade, Collingwood, Ont.; SEC.
TREAS., J. A. Findlay, Toronto; CONDUCTOR, J. A.
McArthur, Montreal; DOORKEEPER, N. J. Morrison,
St. John, N.B.; AUDITOR, D. L. Foley, Toronto.

NEXT ANNUAL MEETING of the Grand Council in
Toronto, Jan. 1902.

Niagara Frontier Summer Rate Com- mittee

CHAIRMAN, T. Henry, Montreal.
SECRETARY, G. C. Wells, Passenger Department, C.
P.R., Montreal.

NEXT MEETING, at New York, Jan. 23.

Track Supply Association.

PRESIDENT.—F. E. Came, Montreal.
FIRST VICE-PRESIDENT.—R. J. Davidson, Hillburn,
N. Y.
SECOND VICE-PRESIDENT.—A. O. Norton, Coaticook,
Que.

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increase its bonding powers on these sections.
The lines authorized to be constructed by the
Co.'s act of 1899 were: From Hawkesbury,
Ont., to South Indian or Casselman, and from
Hawkesbury or Vankleek Hill, easterly to the
boundary of Quebec. The bonding powers of
the Co. are \$15,000 a mile.

Crow's Nest Southern Ry.—The grading
on the U.S. section of this line from Jennings,
Mont., to Tobacco Plains, at the international
boundary, has been completed, and track lay-
ing was commenced on Dec. 12. This work
was being proceeded with at the rate of about
a mile a day, and would be continued to the
boundary, after which the progress will be
slower. The construction of this section of
the line is under the charge of Mr. Callahan,
C.E. Between Tobacco Plains and Fernie,
B.C., the construction has been very difficult,
owing to the nature of the ground, and the
determination of the Co. to have a thoroughly
well-built road, with the easiest grades and
curves possible. Nearly all the grading has
been completed, but there is a good deal yet
to be done in the way of bridge building and
the completion of the cuts, to connect the
work done on the grade by the different con-
tractors. The work on the Canadian section
is under the charge of Mr. Watkins, C.E.,
Fernie. The maximum grade on the line un-
der construction is 6%, and the maximum
curve is 6°. It is not contemplated to pro-

ceed with the construction of the line to
Michel for the present. J. M. Starke is the
Engineer-in-Chief for the whole line. (Dec.,
1901, pg. 353.)

The Cuba Co.—At the annual meeting of
the Cuban Central Rys. held recently in Lon-
don, Eng., J. W. Todd, Chairman, said: "By
far the most important new enterprise is the
Cuba Co., presided over by Sir Wm. Van
Horne, of Canadian Pacific fame, and backed
by powerful American and other capitalists.
That Co. is making good progress with the
construction of a very important line of rail-
way to open up the eastern end of the island,
and which system will connect with ours, thus
giving railway access from nearly one end of
the island to the other, and which will natu-
rally create new regions of commerce."

It is reported that construction is being
pushed forward, the grading being nearly all
completed, and tracklaying is going on as
fast as the bridge building will permit. Sir
Wm. Van Horne has recently been inspecting
the progress of the work.

The Cumberland Ry. and Coal Co. is re-
ported to have purchased the Price property
adjoining the present station at Parrsboro',
N.S., and purposes building a brick station,
100 ft. in length, at an early date.

Detroit River Bridge.—Press reports state
that the Lake Carriers' Association will op-
pose any bill in the U.S. Congress for the
building of a bridge across the Detroit river.
"Our contention," says H. D. Gouldur, "has
been for wider, deeper and safer channels to
accommodate the largely increased traffic on
the lakes, and the same arguments and data
which were used to defeat the project before
will be brought into service again." The
Marine Record points out that other water-
ways have been spanned by bridges, but sug-
gests that the Detroit river should be tunnel-
led as is the St. Clair river between Sarnia
and Port Huron. (Dec., 1901, pg. 353.)

Durham Switch Line Ry.—Pinkerton and
Cooke, solicitors, Toronto, gave notice that
application will be made at the next session
of the Ontario Legislature for an act incor-
porating the Durham Switch Line Ry. Co., to
construct a line from the G.T.R. in Bentinck
township, Grey county, to Wilder's lake in
the adjoining township of Egremont. This
line is proposed to be constructed by the pro-
prietors of the National Portland Cement Co.,
from their marl pits to their works.

Edmonton, Yukon and Pacific Ry.—The
grading has been completed between Strath-
cona and Edmonton, Alta. Ties have been
distributed along the track, and the bridges
were expected to be completed by the end of
Dec., so that tracklaying could be gone on
with. The line is expected to be open by Jan.
15. Mr. Pace took charge of the work for
Mackenzie, Mann & Co. in Nov., replacing
M. G. Macfarlane, who has gone on survey
work. (Dec., 1901, pg. 354.)

Fraser River Bridge.—The time for send-
ing in tenders to the Department of Lands
and Works for B.C., at Victoria, has been ex-
tended to Jan. 25, owing to the plans and
specifications having been held by the Collec-
tor of Customs at Victoria for duty, the claim
being for \$3,000, or 20% on 2½% of the estimat-
ed cost of the bridge. The plans were pre-
pared by J. J. Waddell, at Kansas City, Mo.,
and it is held that they are therefore liable to
duty. An appeal has been made to Ottawa by
the Provincial Government to have the plans
released. (Dec., 1901, pg. 334.)

Gaspe and Western Ry. Co.—E. A. D.
Morgan, solicitor, Montreal, gives notice that
at the next session of the Dominion Parlia-
ment application will be made for an act to
incorporate a company under the above name
with power to construct a railway from near
the Fraserville, Que., station of the I.C.R., to
near Gaspe basin, passing through the coun-