

Treasurer and Land Commissioner, in addition to the duties of Chief Accountant with the same Co. In 1896 he was appointed Superintendent of the Lake Manitoba Ry. and Canal Co., and subsequently the Manitoba and South-Eastern Ry. was added to his jurisdiction. In March, 1899, these lines were amalgamated under the title of the Canadian Northern Ry. In Feb., 1900, he was appointed General Superintendent.

A U.S. contemporary has the following about A. B. Stickney, who was the first General Superintendent of the C.P.R. at Winnipeg in 1881:—"The 'Maple Leaf Route,' better known to the average speculator as 'Great Western,' is in the hands of one of America's greatest railway men—President Stickney, who of late has attracted the attention of America's bankers, owing to some views on modern banking. A study of Stickney will quickly excite the most benumbed of humans. He is a great man, in fact, the Vanderbilts want him, he is sought by Harriman, and Morgan is after him. The western contingent have a share of his good graces and want them all, and so it goes. Stickney keeps pegging away at 'Maple Leaf.' He adds quietly a new train now and then. His latest surprise to the railway world is his fast flying, electric lighted, Pullman Palace railway train between Chicago, St. Paul and Minneapolis. It is really a twentieth century wonder. It is a dream. It has wonderfully increased the passenger traffic between Chicago and the great Northwest. Stickney is adding new steel, new rolling stock, new ballast, and in fact doing everything to make this thousand-mile railway the foremost out of Chicago. The Vanderbilts want this property."

E. A. Evans, General Manager and Chief Engineer, Quebec Ry., Light and Power Co., at Quebec, whose portrait is published on the first page of this issue, was born at Kensington, London, Eng., Feb. 26, 1855. Between 1875 and 1883 he was engaged as engineer on construction for the Cheshire Lines Committee (managing lines jointly owned by the Midland, Great Northern and Grand Central Ry. companies), and the Lancashire and Yorkshire Ry. Co., and after a short stay in the U.S. came to Canada and was engaged in surveys on the Port Rowan and Lake Shore Ry., (which was never constructed) and the Pontiac Pacific Jct. Ry., in 1884-5; served for nearly a year on the Geological Survey of Canada, since which his record has been: Mar., 1886, to Jan., 1889, engineer on Pontiac, Pacific Jct. Ry., Gatineau Valley Ry., and on surveys for St. Lawrence bridge at Quebec; June, 1889, engineer in charge of realignment and improvement of grades, ballasting and general completion of Quebec and Lake St. John Ry., from Whitehorse trestle to Roberval, 178 miles, and in charge of construction of branch line from Chambord Jct. to Chicoutimi; on the completion of this he was appointed engineer in charge of construction of Quebec city electric railway and General Manager on the opening of the line.

### November Birthdays.

Many happy returns of the day to S. Burke, Cleveland, Ohio, President Central Ontario Ry., born in St. Lawrence county, N.Y., Nov. 26, 1826.

M. J. Butler, Chief Engineer in charge of construction, Hillsboro' river bridge, Charlottetown, P.E.I., born at Deseronto, Ont., Nov. 19, 1856.

F. Conway, General Freight and Passenger Agent, Kingston and Pembroke Ry., at Kingston, Ont., born at Ernestown, Ont., Nov. 19, 1850.

W. L. Crighton, Advertising Agent, Intercolonial Ry., at Moncton, N.B., born at Derby, Eng., Nov. 9, 1871.

Wm. Downie, Superintendent, C.P.R., at Nelson, B.C., born at Rock Currie, Ireland, Nov. 12, 1850.

R. Doyle, Trainmaster, Buffalo division, Wabash Rd., at St. Thomas, Ont., born at Dudley, Ill., Nov. 12, 1862.

C. Drinkwater, Secretary and Assistant to the President C.P.R., at Montreal, born at Ashton-under-Lyne, Eng., Nov. 17, 1843.

W. Hendrie, Hamilton, railway promoter and contractor, and President of Hendrie & Co., cartage agents, G.T.R., born at Glasgow, Scotland, Nov., 1831.

C. R. Hosmer, director, C.P.R., born at Coteau Landing, Que., Nov. 12, 1851.

C. Murphy, Superintendent, C.P.R., at North Bay, Ont., born Nov. 20, 1865.

P. A. Peterson, Consulting Engineer, C.P.R., at Montreal, born at Niagara Falls, Ont., Nov., 1839.

J. Rennie, Master Mechanic, Caraqueet Ry. at Bathurst, N.B., born at St. John, N.B., Nov. 1, 1858.

W. B. Rosevear, General Traffic Manager, Algoma Central and Hudson Bay Ry., at Sault Ste. Marie, Ont., born at Belleville, Ont., Nov. 28, 1854.

J. D. Rowe, Treasurer, Central Ontario Ry., at Trenton, Ont., born in Ameliasburg, Ont., Nov. 7, 1864.

G. H. Shaw, Traffic Manager, Canadian Northern Ry., at Winnipeg, Man., born at Smith's Falls, Ont., Nov. 25, 1859.

J. C. Shields, Superintendent, Mineral Range Rd., at Hancock, Mich., born at St. Mary's, Ont., Nov. 29, 1863.

H. P. Timmerman, General Superintendent C.P.R., at Toronto, born at Odessa, Ont., Nov. 6, 1856.

Arthur White, ex-Division Freight Agent, G.T.R., at Toronto, born at Hadleigh, Suffolk, Eng., Nov. 17, 1840.

**Taxation Decision.**—The board of County Court Judges, before whom the appeal of the Toronto Ry. Co. and the Bell Telephone Co., against the value placed on their respective properties by the assessors for the city of Toronto, was argued, has delivered judgment. The main point of the appeal was the construction to be placed upon subsec. 4 of the act of 1902. This subsection provided that "save as aforesaid rolling stock, plant and appliances of companies mentioned in subsection 2 hereof shall not be 'land' within the meaning of the Assessment Act, and shall not be assessable." Under this subsection the Companies claimed exemption for all their plant and rolling stock not on the streets, but the judges decided that it only applied to the rolling stock of street railways not in actual use, and not to the plant and appliances of telegraph, telephone and other similar companies. The judges will receive evidence as to values, and will deliver a formal judgment later.

J. J. Gartshore, Toronto, has purchased the logging railway of Holland & Graves, at Wahnapiatae, Ont., comprising 3 locomotives; 68 logging, flat and box cars, 3 ft. gauge, and about 16 miles of track, principally 30-lb. steel rails, which is now in the market for disposal in lots to suit customers.

There has been a considerable shaking up among the conductors, porters and other employes on the Newfoundland Ry., and the pursers and other officials on the Company's steamers, by the discovery of a widespread system of robbery. Fares were collected from passengers boarding trains at flag-stations and steamers at way-ports and not accounted for; money was collected for meals and berths on sleepers and not handed in to the proper officials, and the allegation is made that stores have been sold at low figures or given away. There will, in all probability, not be any prosecutions.

### Grain Elevator Notes.

The capital of the Winnipeg Elevator Co. has been increased from \$300,000 to \$750,000.

A number of improvements have been effected at C.P.R. elevator A, Fort William, Ont., so that the largest cars can now be unloaded there; hitherto only 20-ton cars could be handled.

The C.P.R. has put in faster handling machinery at all its elevators at Fort William, Ont., and with the completion of elevator D, about 600 cars a day can be handled. It is expected that elevator D will be ready by Nov. 1, and elevator E by Feb. 1, which will bring up the elevator capacity at the port to 10,000,000 bush.

Considerable progress has been made with the construction of the elevator at Montreal for the Harbor Commissioners. The pile foundations have been completed not only for the elevator, but also for the wharf, and about 7,000 cubic yards of concrete have been used in the foundation for the steel storage tanks. The tanks are supported on 45 concrete piers, and eight arches, which are connected by girders, upon which the concrete floor of the storage tanks is constructed. The steel tanks, which will be 36 in number, and 35 ft. high, are being put together. Each tank will have a capacity of 24,000 bush., and the spaces between the tanks will be enclosed by steel plates and give additional storage space. On the top of the tanks will be built a three-story cement building, in which will be the working house and the machinery necessary to operate the plant. The total height of the building will be 225 ft. The work is being done under the supervision of the Department of Public Works.

### SHIPPING MATTERS.

#### Notices to Mariners.

The Department of Marine has issued the following notices to mariners:—

No. 81. Sept. 15—British Columbia—276. Chatham Sound, Metlahcatlah harbor, hydrographic notes. Alaska—277. Chatham strait, Killisnoo harbor, light established.

No. 82. Sept. 16—Ontario—278. River St. Lawrence, foot of Cornwall island, St. Regis dyke, change in character of light. 279. Detroit river, Limekiln crossing, depth of water. 280. Lake Superior, Thunder bay, existence of shoal doubtful, caution.

No. 83. Sept. 19—Quebec—286. Gulf of St. Lawrence, Mingan channel, position of rock. 287. River St. Lawrence, south shore, Matane, buoy removed.

No. 84. Sept. 20—British Columbia—288. Vancouver island, Clayoquot sound, Templar channel, Lennard islands, hydrographic notes. 289. Vancouver island, Clayoquot sound, position of rock east of Clayoquot village. 290. Vancouver island, Clayoquot sound, island west of Browning passage, rock. 291. Vancouver island, Clayoquot sound, Browning passage, rock buoyed. 292. Vancouver island, Clayoquot sound, Browning passage, uncharted shoal.

No. 85. Sept. 24—Ontario—293. Lake Erie, Pelee passage, fog-signal at lighthouse.

No. 86. Oct. 1—Nova Scotia—295. Cabot strait, St. Paul island, east side, Atlantic cove, position of marine signal station. 296. Bay of Fundy, Chebogue ledge, buoy placed in position. New Brunswick—297. Bay of Fundy, Passamaquoddy bay, Navy island, change in character of buoy.

No. 87. Oct. 2—British Columbia—300. Fraser river, New Westminster bridge under construction.

No. 88. Oct. 2—Quebec—301. Gulf of St. Lawrence, Faure point light station, fog alarm established.

No. 89. Oct. 2—Ontario—302. Lake Erie,