

THE RAILWAY & SHIPPING WORLD,

With which is incorporated
The Western World, Established 1890.

AN ILLUSTRATED PERIODICAL DEVOTED TO STEAM AND
ELECTRIC RAILWAY, SHIPPING, EXPRESS, TELEGRAPH
& TELEPHONE INTERESTS.

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

PUBLICATION OFFICE,
33 MELINDA STREET, TORONTO, CANADA.
Bell Telephone, 8201.

EUROPEAN OFFICE,
44 Fleet St., London, E.C., England; W. H. Boffey,
Resident Agent.

SUBSCRIPTION PRICE, postage prepaid, to Canada &
the United States, \$1 a year; to Great Britain & other
countries in the Postal Union, \$1.25 (5 shillings sterling).
The best & safest way to remit is by express or post office
money order payable at Toronto.

ADVERTISING RATES furnished on application.

TORONTO, CANADA, OCTOBER, 1900.

TO ADVERTISERS.

The steam & electric railways, the steam-
ship, express, telegraph & telephone com-
panies in Canada are large buyers.

Their purchasing agents and other offi-
cials throughout the Dominion, from the
Atlantic to the Pacific, are on THE RAIL-
WAY & SHIPPING WORLD'S subscription
list.

It is the only one paper that reaches
them all.

If you want to do business with any of
the companies mentioned above, an adver-
tisement in this paper will prove a good
investment.

Canadian Freight Association.

PRESIDENT, W. B. Bulling, Montreal; 1st VICE-PRES.,
W. Woollatt, Walkerville, Ont.; 2nd VICE-PRES., M.
T. Donovan, Boston, Mass.; SEC.-TREAS., J. Earls, To-
ronto.

CLASSIFICATION COMMITTEE.—E. Tiffin, J. H. Hanna,
C. Howe, C. A. Jaques, S. P. Howard, F. J. Watson, J.
Hardwell, W. P. Hinton, W. Woollatt, J. Earls, Chair-
man.

INSPECTION COMMITTEE.—G. Collins, F. Conway, J. N.
Sutherland, F. F. Backus, J. Hardwell, C. A. Jaques,
C. E. Dewey, W. B. Lanigan, J. Earls, Chairman.

CAR SERVICE COMMITTEE.—J. B. Morford, M. C.
Sturtevant, G. S. Cantile, W. P. Hinton, J. J. Mossman,
E. Fisher, W. Woollatt, J. F. Chapman; J. Earls,
Manager.

EXECUTIVE COMMITTEE.—J. W. Loud, C. J. Smith, W.
B. Bulling.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
Toronto.

Canadian Roadmasters' Association.

PRESIDENT, A. McAuley, Toronto Jct., Ont.; VICE-
PRESIDENT, J. R. Brennan, Ottawa, Ont.; SECRETARY-
TREASURER, J. Drinkwater, Winchester, Ont.

EXECUTIVE COMMITTEE.—The above & J. Jelly, Carle-
ton Jct., Ont.; T. Graham, Depot Harbor, Ont.; F. J.
Holloway, Toronto Jct., Ont.; N. Delaire, Montreal.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
Toronto.

NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

Canadian Ticket Agents' Association.

PRESIDENT, F. W. Churchill, Collingwood, Ont.; 1st
VICE-PRESIDENT, W. Jackson, Clinton, Ont.; 2nd VICE-
PRESIDENT, M. McNamara, Walkerton, Ont.; 3rd
VICE-PRESIDENT, W. H. C. MacKay, St. John, N.B.;
SEC.-TREAS., E. de la Hooke, London, Ont.; AUDITOR,
S. H. Palmer, St. Thomas, Ont.

EXECUTIVE COMMITTEE, W. H. Harper, Chatham,
Ont.; C. E. Morgan, Hamilton, Ont.; T. Long, Port
Hope, Ont.; W. F. Egg, Montreal; J. P. Hanley,
Kingston, Ont.

NEXT ANNUAL MEETING at Montreal in 1901.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
Toronto.

National Association Marine Engineers of Canada.

HONORARY PRESIDENT, O. P. St. John, Toronto;
PRES., A. J. Woodward, Toronto; 1st VICE-PRES., R.
Craig, Toronto; 2nd VICE-PRES., E. Abbey, Toronto.

COUNCIL, W. Jannison, Windsor, Ont.; J. Payne, Col-
lingwood, Ont.; O. Flummerfelt, St. Catharines, Ont.;
J. Currie & S. T. Wilson, Toronto.
TREASURER, H. Brownley, Toronto; SECRETARY, S.
A. Mills, Toronto.

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.

HON. SECRETARY-TREASURER.—Acton Burrows, 33
Melinda Street, Toronto.

NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

man himself personally. Instead of receiving
any thanks, however, for my zeal, I was
treated to the severest kind of reprimand for
the liberty I had taken in delivering the mes-
sage in such an informal manner. It is need-
less to say I never repeated the offence.

In the spring of 1850 I was sent to Toronto
to take charge of the Co.'s business here, &
to be in a position to recommend such exten-
sions in the Province of Ontario as might
seem desirable. During my first year in To-
ronto I sent & received myself on the instru-
ments every message which passed over the
line to & from this point. These messages
were delivered by one small freckled-faced
Scotch boy, with a plentiful growth of hair on
his head, named Robert Easson. I remem-
ber well how he ran with each message which
required to be delivered as if his very life de-
pended upon it. That boy is now in charge
of our Press News Department, & is here
to-night.

I had not been long in Toronto before I be-
gan to suggest to the head office various ex-
tensions of our lines, & as these suggestions
were almost invariably adopted, I grew bolder
& more reckless, until the Head Office began
to get nervous & frightened. It was finally
concluded, however, & I was notified by
Hugh Allan, afterwards Sir Hugh, that I
should have carte blanche to do as I liked,
it only being required that I should give notice
each winter of what lines I proposed to build
during the ensuing season. During the fol-
lowing years arrangements were made for
building a line along the Great Western Ry.,
& from time to time other railways as they
were projected & built in Ontario, such as the
Port Dover & Lake Huron; the Toronto &
Nipissing; the Northern; the North Simcoe;
the Port Hope, Peterborough & Lindsay; the
Midland; the Grand Junction; the Victoria;
the Hamilton & Lake Erie; the Hamilton
& North Western; the Lake Simcoe Junc-
tion; the Welland; the Whitby & Port Perry;
the Victoria; the Toronto, Grey & Bruce, etc.
Not only did we arrange to build lines along
these different railways, some of which were
consolidated with the Great Western, & final-
ly with the Grand Trunk, but we also cover-
ed all the principal highways in the Province.
I remember well an occasion when a rather
sarcastic enquiry came from the Secretary of
the Montreal Co., as to whether I had found
any more saw mills to which I proposed to
extend the lines. The policy adopted, how-
ever, turned out to be a good business policy,
& to-day the map of wires covering the coun-
try looks like a thickly-woven spider's web
through which a fly could scarcely escape.
There is hardly a town or village in the coun-
try which is not included in this network of
lines, to say nothing of the present telephone
system, so that instantaneous electrical com-
munication is almost within the reach of
every man's door.

I trust it may be considered a pardonable
pride on my part that I have had something to
do with the extension of an enterprise which
has done so much towards facilitating the
business & promoting the happiness of the
world, & I have always esteemed it a matter

for thankfulness that my attention was turned
at an early time in my life in this direction.

When I commenced my career as an oper-
ator there were only two railways in the coun-
try, a short line of 9 miles between Montreal
& Lachine, & the other between La Prairie &
St. Johns. There was not a mile of railroad
in Ontario or any other part of the Dominion,
& as illustrative of how one enterprise may
help another, it is undoubtedly true that rail-
way traffic is enormously increased by the
assistance rendered by the telegraph in facil-
itating the movements of trains, &c.

The tariff on messages in the early days
was reckoned in English currency, not dol-
lars & cents as now. On any extensions of
the lines in any direction, a small additional
rate was charged on through messages, until
finally, after a great many extensions had
been made, the tariff became a complicated
affair, charges ranging from 1s. to 7s. 6d., &
it became a question for careful consideration
as to how so complicated a scale might be
simplified. My advice was asked in the mat-
ter, & I at once procured statements from all
the different stations along the line, showing
the exact number of messages handled under
the different rates. From these statements I
discovered the fact that over 90% of the mes-
sages sent were under the lower rate, & con-
sequently between offices the nearest to one
another. I submitted a report to show that
the difference between these high rates & a
uniform rate of 25c. would involve no great
loss to the Co., even if there were no increase
in the number of messages, while it would ap-
pear to the public a very great concession.
The Co. adopted the suggestion, & a uniform
25c. rate was ordered. The consequence was
that business immediately increased between
remoter points on the line, & the policy pro-
ved eminently satisfactory to all concerned.

You are all well acquainted with the extra-
ordinary development in the application of
electricity, as shown in the telephone, electric
railway, fire alarm systems, transmission of
power & in other directions. It has been a
common saying ever since I entered the busi-
ness that electrical development was only in
its infancy; and notwithstanding all that has
taken place I am still convinced that the say-
ing is as true to-day as it ever was. Great as
the development has been in the past, there
is a vast field in the future yet to be occupied.
I sometimes hope to live for say 10 or 15 years
longer that I may see this development per-
fected which is now in sight & on the way.
Not only will every waterfall and rapid be
utilized for the production of electrical energy,
but the force in every gale of wind will be
called into use for the same purpose. All
railways will be run mainly by electric power.
Our houses will not only be lighted but heated
by electricity, & we shall require no more
coal in our houses for this purpose. A horse-
less age is in sight, with better & cleaner
streets. Tall & smoky chimneys will disap-
pear. Every farmer will have an electric
motor for use in his work of various kinds, &
this wonderful energy will be available for any
& every purpose under the sun where power
is required, by simply touching a button.

Our system of telegraphs is in many re-
spects precisely the same as when I learnt the
business 50 years ago. Of course there have
been many ingenious improvements made in
the instruments & in the use of the wires.
One of these improvements is what is known
as the quadruplex system—that is, the use
of one wire between two terminal points—To-
ronto and Montreal for instance—made to an-
swer the purpose of four—one real wire—
three phantom wires. Four operators do duty
at each end of the wire, and work independ-
ently, precisely as if there were four separate
wires. Before this method of using the wires
was discovered such a thing would have
seemed as impossible as it would now to make
a single railway track answer the purpose of