

# 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, Main 3201.

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, JUNE, 1901

## 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 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.

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

CLASSIFICATION COMMITTEE.—W. B. Bulling, S. P.  
Howard, F. J. Watson, J. H. Hanna, J. Hardwell, W.  
P. Hinton, T. Marshall, C. Howe, C. A. Jaques.

FREIGHT INSPECTION COMMITTEE.—G. Collins, F. Con-  
way, F. F. Backus, J. Hardwell, C. A. Jaques, C. E.  
Dewey, W. B. Lanigan, W. N. Warburton.

CAR SERVICE COMMITTEE.—J. B. Morford, T. Mar-  
shall, M. C. Sturtevant, G. S. Cantlie, W. P. Hinton, J.  
J. Mossman, E. Fisher, J. F. Chapman.

EXECUTIVE COMMITTEE.—W. B. Bulling, J. Pullen,  
W. P. Hinton.

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 Society of Civil Engineers.

PRESIDENT, E. H. Keating; VICE-PRESIDENTS, G. H.  
Duggan, E. Marceau, C. H. Rust; TREASURER, H. Irwin;  
SECRETARY, C. H. McLeod; LIBRARIAN, E. A. Rhys-  
Roberts.

HONORARY COUNCILLORS, W. G. McM. Thompson, W.  
T. Jennings, H. T. Bovey. COUNCILLORS, G. A. Moun-  
tain, D. MacPherson, J. Kennedy, J. Ross, J. Galbraith,  
R. Hering, W. P. Anderson, P. S. Archibald, H. J.  
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, F. W. Churchill, Collingwood, Ont.; 1st  
VICE-PRESIDENT, W. Jackson, Clinton, Ont.; and 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. F. Egg, Montreal, Chair-  
man; W. H. Harper, Chatham, Ont.; C. E. Morgan,  
Hamilton, Ont.; T. Long, Port Hope, Ont.; J. P.  
Hanley, Kingston, Ont.

NEXT ANNUAL MEETING at Montreal, Nov. 6, 1901.  
OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,  
Toronto.

### 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.

### 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, probably in Jan., 1902.

### 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.

### Back Numbers for Sale.

THE RAILWAY AND SHIPPING WORLD:

March to December, 1898, price . . . \$1.00  
January to December, 1899, " . . . . . 1.25  
January to December, 1900, " . . . . . 1.10  
including postage.

Address

THE RAILWAY AND SHIPPING WORLD,  
33 Melinda St., Toronto, Canada.

locomotives built in the shops at Montreal,  
and six constructed on designs prepared by  
our Superintendent of Motive Power, Mr.  
Morse, which have been purchased, mak-  
ing 30 new engines in all put into ser-  
vice. These 30 have a total haulage capa-  
city of no less than 117,810 tons, as compared  
with 47,328 tons for the 34 engines displaced.  
The new engines have all been placed upon  
the lines east of Toronto, and the engines  
displaced have replaced engines of a smal-  
ler capacity west of Toronto, and in turn  
those engines have replaced other engines  
which are altogether discarded, or which  
have gone on outlying parts of our system,  
so you will see that by this expenditure we  
have given an advantage to the whole of our  
system. The car renewals have been con-  
siderable in the ½-year at the cost of revenue,  
and partly at the cost of the renewal fund.  
Twelve new passenger cars, 1,000 freight  
cars, and 50 cinder cars were constructed by  
the Co. or purchased during the past ½-year,  
and as the box freight cars are of larger ca-  
pacity than those they have replaced, and tak-  
ing into consideration the amount still at the  
credit of the renewal funds, our equipment  
may, I think, be considered to be in a satis-  
factory state. I have received a very inter-  
esting letter from our General Manager,  
showing that during the past four years, 3,929  
freight cars broken up, having a total tonnage  
capacity of 68,000, have been replaced out of

revenue by 3,432 cars with a carrying ca-  
pacity of 102,900 tons, so that while the number  
of cars broken up has not been wholly re-  
newed, the carrying power of the new cars  
put into service shows a material increase. I  
am sorry to say that the expenditure for fuel  
for locomotives shows an increase of £21,370,  
but it would have been still further augmen-  
ted had it not been that some of the contracts  
were wisely entered into at lower prices some  
time ago, and that these did not expire until  
April 1. I am happy to say that the contracts  
for coal recently entered into have been made  
at prices which, in the aggregate, show a  
slight diminution on last year's figures. You  
must bear in mind that our coal expenditure  
implies a very long bill. The coal which was  
used for all purposes in 1899 amounted to  
1,049,000 tons, and the average cost at which  
it was charged out was \$2.06. In 1900 the  
amount of tons consumed rose to 1,128,852  
tons, and the average price was \$2.22. This  
means that we have spent upon coal in 1900  
alone rather over half a million of money, and  
thus, you see, a comparatively small increase  
in the price of coal very materially affects the  
working expenses. I cannot help reflecting,  
when a great many people are grumbling  
about the shilling export duty on coal, upon  
the fact that we, without a murmur, are pay-  
ing something like 2s. 6d. a ton on coal im-  
ported from the U.S. into Canada, and I can  
only hope that in the future some treaty of  
reciprocity will be entered into between the two  
countries by which we shall be relieved from  
that very heavy tax.

Coming now to the capital account, you  
will observe that an amount of £418,515 ap-  
pears as added to our debenture stock, but  
that does not imply any extra charge. On  
the contrary, nearly the whole of that amount,  
within a small fraction, was issued in exchange  
for terminal bonds, some at 6% and some at  
5% interest. This operation resulted in a  
diminution of the charge of £4,600 a year.  
As regards the actual capital expenditure,  
the amount for the ½-year was £245,771. Of  
this, £49,979 was expended in the laying of  
new tracks and sidings at various points, in-  
cluding an outlay of £19,432, which has been  
made at Portland on new plant for the better  
accommodation of the coal traffic, from which  
considerable increased business and economy  
of handling is anticipated, as also £10,388 for  
the new general offices at Montreal, which we  
hope will be completed and ready for occupa-  
tion this summer. It was decided, as regards  
the new general offices, to divide the charge  
equally between capital and revenue. The  
double-track bridge at St. Anne's has been  
finished, and at Trenton the double-track has  
been completed, and the only single portion  
of the line of 333 miles from Montreal to  
Toronto now remaining is 46¼ miles between  
Port Hope and Port Union, which it will be  
desirable to accomplish later on; but we do  
not contemplate proceeding with the work at  
present, as it is rather a more formidable  
work than the rest of the double tracking  
which we have undertaken. The double  
tracking of the line between Hamilton and  
Niagara Falls has been proceeded with during  
the ½-year, and 25 miles from Hamilton to  
Jordan have been completed and are now in  
service. The General Manager reports that  
everything in connection with this work is of  
the highest class. The gradients have been  
reduced, the maximum being 15 ft. per mile,  
as against previously a maximum of 21.12 ft.  
per mile. It is not proposed to complete the  
double tracking of the remainder of this line  
at present, on account of the approaching  
opening of the Buffalo exhibition, for it would  
be impossible to carry on the work during  
that period, especially as we anticipate that  
we shall have a largely increased traffic over  
the line, which I hope will be remunerative,  
during the period of the exhibition.

Now I have to speak again upon what I