

Canadian Railway Club.

The annual meeting was held in Montreal Jan. 5. T. McHattie, 1st Vice-President, in the chair. The report showed the Club to be in a flourishing financial position, and it was decided to take steps to secure a room, either in the Windsor Hotel or elsewhere, for permanent headquarters.

L. Gleason, of the Galena-Signal Oil Co., Chairman of the nominating committee, presented a report nominating the following for the current year: President, T. McHattie, 1st Vice-President, S. King; 2nd Vice-President, W. E. Fowler; executive committee (five to be elected), J. Powell, T. H. Hopkirk, Acton Burrows, D. B. Swinton, A. A. Maver, J. Fenwick, A. Plow, W. D. Robb, L. R. Johnson; finance committee, H. Osborne, W. C. Stark, A. F. Wright, R. R. Neild.

Messrs. McHattie, King and Fowler, being the only nominees, were unanimously elected President and 1st and 2nd Vice-Presidents respectively. Acton Burrows declined reelection on the executive committee on the ground that, being resident in Toronto, he found it difficult to attend the meetings of the committee, which are not held on the same day as the regular monthly meetings, and because he thought it better that the offices should all be given to practical railway men. Ballots resulted in Messrs. Johnson, Hopkirk, Powell, Robb and Swinton being elected as the executive committee, and Messrs. Osborne, Stark and Wright as the finance committee.

The annual dinner was held at the Windsor Hotel, Montreal, Jan. 22, President McHattie in the chair. Among the speakers was Dean Bovey, of McGill University, who particularly referred to the railway department which is to be established there.

Passenger Meetings at Toronto.

The Niagara Frontier Summer Rate Committee met in Toronto Jan. 14, and arranged rates for the ensuing season. H. H. Gildersleeve, General Manager, Lake Ontario and Bay of Quinte Steamboat Co., was elected Chairman and G. C. Wells, C.P.R. passenger department, Montreal, Secretary.

The Great Lakes and St. Lawrence River Rate Committee met in Toronto Jan. 15, and also arranged rates for the ensuing season. C. E. Markham, General Passenger Agent Erie and Western Transportation Co., Buffalo, N.Y., was elected Chairman, and G. C. Wells, Montreal, Secretary. The principal feature of the meeting was the taking of preliminary steps to form an association to be called the International Water Lines Passenger Association. A. H. Schantz, General Superintendent and Passenger Traffic Manager, Detroit and Cleveland Navigation Co., Detroit, Mich., was elected Chairman, and M. Nelson, rate clerk Northern Steamship Co., Buffalo, N.Y., Secretary. A committee was appointed to go fully into the matter and submit a draft constitution and by-laws at a meeting to be held in Detroit in Feb. It is the intention to issue full particulars of tariffs and other information respecting the water transportation of the continent for the use of ticket agents in Canada and the United States.

A fire broke out in the private car of E. A. James, Manager Canadian Northern Ry., on the C.N.R. express train from St. Paul, Minn., to Winnipeg, Man., while he was on his return journey from Toronto, after his recent appointment to the position of Manager. The fire was discovered at a point where there was no water available, and fast speed was made to the nearest point where there was a water tank, when the fire was extinguished. Mrs. James was also in the car at the time of the fire.

Lindsay, Bobcaygeon and Pontypool Ry.

This line, which has been under construction since Aug. 15, 1903, runs from Burketon, on the C.P.R. about 40 miles east of Toronto, northeasterly through the townships of Cartwright, Manvers, Ops, Verulam, in the counties of Durham and Victoria. It passes through the village of Nestleton, which is 7 miles north of Burketon, and enters the corporation of Lindsay close to the Scugog river, crossing the Midland division of the G.T.R. under the bridge across that river. It then skirts the river, running between it and the G.T.R. spur line to a level crossing of that branch at King Street, into the station grounds located between Caroline and Lindsay streets. Then passing out of the corporation from the east limit of the town the line runs in an almost straight line to Sturgeon lake at the mouth of Emily creek. Thence following the shore of the lake to opposite the west end of the village of Bobcaygeon, and crossing the Little Bob river on to the island where the present terminus is located, near the west end of the Trent Valley Canal locks. The distance from Burketon to Lindsay is 23 miles, and from Lindsay to Bobcaygeon 17 miles, a total of 40 miles.

The work done comprises all the grading and fencing of the line and all the small structures, with the exception of the work in Lindsay, which is being carried on during the winter. The more important structures are: A pile trestle of 200 ft., crossing the East river, about 6 miles south of Lindsay, and a similar structure over Emily creek, also 200 ft. long, and a trestle bridge over the Little Bob river at Bobcaygeon, with a steel swing span of two equal arms, giving a 35-ft. opening each side of the pivot pier, which with the abutments will be built of concrete. The maximum gradient going northward is 1% and south bound 0.8%. The maximum curvature is 4', excepting the entrance to the station yard at Lindsay, which is somewhat sharper. The station buildings and water tanks are under construction. The station building at Lindsay will be a first-class building on stone foundations, with hot water heating, electric light and all modern conveniences in the way of lavatories, etc., together with a freight shed 100x40 ft., and other necessary buildings. At Bobcaygeon the station will be somewhat smaller, and the freight shed 60x40 ft. At Dunsford and Nestleton there will be ordinary wooden stations and freight sheds combined, with dwelling house above. Water tanks of 40,000 gals. capacity, entirely housed, will be erected near Burketon and at Bobcaygeon, while at Lindsay two stand pipes will be provided in the station yard supplied from the town waterworks. A 70 ft. steel turntable will be put in at Lindsay and at Bobcaygeon, and at the latter point a 2-stall engine shed.

It is expected to commence laying track about April 15 at Burketon. The rails will be 60 lbs. to the yard, American Society of C.E. section, and the ties of the number and dimension required under the Dominion Government specifications. Good ballast pits have been secured at two points on the line, and all the work will be done fully up to the highest standard of construction. It is expected that there will be nothing remaining to be done during the coming season except the track laying and ballasting and the telegraph line, and the road should be fully completed for operation in July. H. W. D. Armstrong is the Chief Engineer.

Grand Trunk Pacific Ry.—The new Minister of Railways, speaking at Moncton, N.B., recently, and the Minister of Marine speaking at Hochelaga, both declared emphatically that the eastern section of the pro-

posed new transcontinental railway would be constructed in its entirety. The Minister of Marine added that he agreed with the Minister of Railways when he said that if the Winnipeg to Moncton section was not built, there would be no new transcontinental railway at all. C. M. Hays, 2nd Vice-President and General Manager, and W. Wainwright, General Assistant and Comptroller G.T.R., have paid frequent visits to Ottawa in connection with the negotiations in progress for a modification in the agreement made in 1902. Parliament has been called to meet Mar. 10, and the Premier recently stated that the matter of the modification of the G.T. Pacific Ry. agreement would be discussed at any early stage of the session. Ottawa reports state that the general terms of the modifications to the agreement have been agreed upon, but that no announcement will be made in regard to the details prior to the meeting of Parliament.

St. Louis Exposition.—G. T. Bell, General Passenger and Ticket Agent G.T.R., referring to the arrangements made by that railway for carrying passengers from Canadian points to St. Louis, Mo., during the Louisiana Purchase Exposition, which opens in May, stated that visitors to the fair from Montreal, Kingston, Toronto, Hamilton, London and other eastern points in the Dominion would be able to reach St. Louis, at least, twice daily in G.T.R. coaches and sleeping-cars. The G.T.R. has in the press some special publications in connection with the exposition and the G.T.R. route to St. Louis. For those of limited means who seek for themselves and families every means of advancing their knowledge, and who form the largest proportion of the patrons of expositions, the Canadian lines intend to make very low excursion fares, with a time limit, which will cover the entire period of the holidays of this class of people. This will permit of a visit of sufficient length to St. Louis, and also of a brief stop-over or side-trip to other places of special interest or to meet relatives and friends in the west. There will also be special excursion rates for those who have more leisure, and who can afford to pay for special accommodations. The G.T.R., in giving these fares, will co-operate with connecting lines in the New England territory in the sale of excursion tickets via Washington and other routes so that U.S. visitors to the exposition may return from St. Louis by way of Canada, giving an opportunity to visit Muskoka and other summer resorts on the G.T.R. system.

The G.T.R. will make an extensive exhibit in the Forestry, Fish and Game Building at the Louisiana Purchase Exposition, at St. Louis, Mo., the arrangement, etc., of which is going on under the charge of H. R. Charlton, Advertising Agent. The exhibit will consist of a series of large views representing the chief points on the company's line, and the principal game and fishery products of the pleasure and hunting resorts served by the line. It will be a thoroughly representative exhibit, and will be on a larger scale than any hitherto made by the company.

The Montreal Railway Y.M.C.A. new buildings were opened Jan. 20. The buildings and furnishings cost \$41,500, towards which the G.T.R. contributed \$15,000 and the site, and \$1,531 was contributed by the railway employees. R. S. Logan, assistant to the 2nd Vice-President G.T.R., was in the chair, and in the course of his remarks stated that the G.T.R. had expended \$60,000 on Y. M. C. A. buildings on its system, and that twelve associations were working at different points on the line, at which there was a daily attendance of over 1,200 persons.