

The address of J. G. Kilt, President, at the recent annual meeting of shareholders, was made public Oct. 13. The directors express regret that greater progress has not been made, and state that shareholders who have not paid up their shares are largely responsible. If the directors had been able to show that \$75,000 or \$100,000 had been expended on the line it would have been an easy matter to get the bonds on the market. Legal proceedings were being taken against shareholders who had not paid the calls on the shares subscribed for. Shareholders representing about \$60,000 of calls were on the list of delinquents. The contract for construction had been let to the Morrisburg and Ottawa Construction Co., the President of which is G. D. Mumford of New York. It is hoped to arrange the company's finances so as to start construction in the spring of 1915. The directors are confident that the line would be a success, and express regret that the townships through which it would pass have declined to assist the company by giving a guarantee of bonds. (Oct., pg. 477.)

Ontario West Shore Ry.—Negotiations were opened, Oct. 2, by a contractor named Campbell, of Strathroy, Ont., with the municipal authorities interested in this incomplete railway, with a view of something being done towards its completion. The contractor, it is said, has agreed to submit a proposition to the municipalities to complete the grading and to do the tracklaying. (Sept., pg. 430.)

Ottawa and St. Lawrence Electric Ry.—Ottawa papers of Sept. 30 reported construction started at Russell, Ont., on the first section of this projected electric railway. This section, it is stated, will be 119 miles long, and will extend from Ottawa to Morrisburg, and thence to Beaudet, with a branch from Metcalfe to Russell. There was a public celebration at the turning of the first sod, and the day was observed as a general holiday in Russell. The work undertaken is, it is said, being done by the company, dealing directly with local men. It does not appear from the reports that any extensive work is being done. (Jan., pg. 38.)

St. John Ry.—We were officially advised, Oct. 5, that work was in progress on the extension of the line to the Maynor House, 3.5 miles, of which 1.5 miles is within the Glen Falls subdivision. Later press reports state that additional men have been set to work, in the expectation of getting the line finished by the winter. (Sept., pg. 431.)

The western section of the new bridge across the St. John River at the reversible falls is completed and the eastern section is well advanced and is expected to be completed this year. It is to be used by the St. John Ry. as well as for vehicular traffic.

Toronto Ry.—Work has been in progress for some time relaying the track on Queen St. West near the subway, and is now about completed. Arrangements have been made for the reconstruction of the track allowance on College St. between Spadina Ave. and Bathurst St. New rails will be laid. (Oct., pg. 477.)

Toronto Suburban Ry.—The Ontario Railway and Municipal Board having after an inspection approved of the extension from Weston to Woodbridge, Ont., it was opened for traffic, Oct. 10. The extension is 13 miles long, and has been under construction for over two years. It was practically completed a year ago, but owing to certain difficulties the new section was not connected up. The questions arising in connection with the Main St. subway at Weston have not yet been adjusted, and in order to enable the line to be opened a temporary line has been laid at that point. A one

hour service each way is being given between West Toronto and Woodbridge.

On the Guelph extension tracklaying has been completed from Islington to beyond Eden Mills. Considerable ballasting has been done, trolley poles have been put up, and other work done. While some work is reported to be still in progress west of Eden Mills, operations on other sections of the line were suspended Oct. 8. (Sept., pg. 432.)

Three Rivers Traction Co.—The question of granting a franchise to the company for the building of an electric railway in Three Rivers, Que., is, we are officially advised, still under consideration by the City Council. (Sept., pg. 431.)

Personal Paragraph.

T. J. KENNEDY, who has been appointed President and General Manager, Algoma Central and Hudson Bay Ry. and Algoma Eastern Ry., Sault Ste. Marie, has also been appointed Vice President and General Manager, International Transit Co., and Trans St. Marys Traction Co., in charge of street railways and ferries.

R. W. Dean, St. John, N.B., is reported to be operating an autobus service from Douglas Ave., St. John, to Lorneville, N.B.

The Toronto Street Railwaymen's Union has 85 of its members in the Canadian overseas military force which has gone to the front.

Motor cars for section work are considered an important development towards increase in efficiency, and their use is recommended by the committee on method of rail renewal of the Roadmasters' and Maintenance of Way Association.

Wood preservation by creosoting will, it is claimed, be affected in the U.S. by the war, as more than a third of the creosote oil employed for that purpose in the U.S. is imported from Great Britain and Germany.

The Postmaster Generalship.—T. Chase Casgrain, K.C., Chairman of the Canadian Section of the International Waterways Commission, has been appointed Postmaster General, vice Hon. L. P. Pelletier, resigned on account of illness. Mr. Pelletier has also given up his seat in the House of Commons.

Cleaning snow from switches is said to be more effectively handled by the hydro-carbon method than by any other. This method consists in melting the snow by pouring on it ignited hydro-carbon oil, a volatile liquid comparable to gasoline. It is applied to switches by hand distributing cans, which hold about 3 gallons.

Considerable economy may be effected in the wear of switch points in yards at points where the service is extreme, by moving the point of lesser wear back 26 ins., so that the first lug of one point and the second lug of the other point are opposite, and introducing a guard rail 9 or 10 ft. long, curved sharply through 12 ins. at the end which covers the switch, and in the standard manner at the other end.

Assessment of Railway Bridge at Cornwall.—The Ontario Railway and Municipal Board has given judgment in favor of Cornwall township in a case between the New York division, and the township. Mr. Justice Britton gave judgment last June, holding the International Bridge crossing the River St. Lawrence, west of Cornwall, assessable. The railway company appealed to the Ontario Railway and Municipal Board, which has now given judgment in favor of the township, upholding the assessment of \$300,000 placed on the bridge by the township.

Telegraph, Telephone and Cable Matters.

Joseph Townsley, who died at Montreal, Oct. 5, was associated with the C.P.R. Telegraphs from the company's inception until his retirement in 1911, and superintended the building of the system between Halifax, Canso and Port Arthur. He retired from active service Jan. 1, 1911, when Superintendent of Telegraphs at Montreal, having reached the age of 70.

The Western Union Telegraph Co. has announced a reduction in cable rates to points in British West Indies, from Oct. 31. The rate is 36c. a word to all points except St. Thomas and St. Croix, the latter rate being 50c. a word. Deferred rate messages in plain language are at half these rates. The former rates ranged from 48c. a word to Jamaica, to \$1.12 to British Guiana.

The damage which was done to the Pacific Cable Board's cable, near Fanning Island, recently, presumably by a German warship, has been repaired, and communication between Fanning Island and Australia has been restored. The damage to the Canadian section will be repaired as speedily as possible. During repairs, communication was maintained round the world in the other direction.

The Great North Western Telegraph Co.'s annual meeting was held at Toronto, Sept. 30. Following are the directors and officers for the current year: President, Z. A. Lash; Vice President, Adam Brown; other directors, Jas. Hedley, Hon. J. K. Kerr, N. Carlton, Aemilius Jarvis, F. B. Hayes and E. Y. Gallaher. G. D. Perry is General Manager, A. C. McConnell, Secretary and Auditor, and D. E. Henry, Treasurer.

Among the Express Companies.

The Canadian Northern Ex. Co. has opened offices at Speers, Sask., and Lochearn, Alta., and has closed its office at Rocky Mountain House, Alta.

The City of Quebec has applied to the Board of Railway Commissioners for an order extending the boundaries within which express companies are required to collect and deliver parcels.

The Board of Railway Commissioners has extended the express delivery and collection limits in Swift Current, Sask., and has rescinded the order of July 3, defining the previous limits.

The Board of Railway Commissioners has issued order 22634, Sept. 28, re application of Edmonton City Dairy, Ltd., requiring the Dominion Ex. Co., under rule 3 of its special cream tariffs C.R.C. 4139 and 4202, to refund 5c. a can on its consignments to Edmonton between Oct. 15, 1912, and Sept. 17, 1913, inclusive, the company being outside the delivery limits, no delivery service having therefore been furnished. The order reads: "It is declared that rule 1 of the Dominion Ex. Co.'s special local tariff of rates on cream C.R.C. 4139, Oct. 15, 1912, and C.R.C. 4202, Nov. 28, 1912, was subject to the obligation imposed by rule 3 with respect to any area within municipal boundaries which had, prior to Sept. 18, 1913, been excluded by orders of the Board from the obligation imposed upon the express company by order 13357, Mar. 30, 1911, and it is ordered that the Dominion Ex. Co. be authorized to refund to the applicant 5c. a can on consignments of cream carried to Edmonton between Oct. 15, 1912, and Sept. 17, 1913, which the express company did not deliver in the said excluded area within the municipal boundaries of Edmonton."