

	£	s. d.
Taxes.....	16,448	1 10
	1,895,568	17 8
Balance to net revenue account.....	663,746	18 4
	£2,559,315	16 0

June 30, 1903.	Train Mileage.	June 30, 1904.
3,570,809	Passenger trains.....	3,774,258
5,678,746	Freight trains.....	4,733,697
430,876	Mixed trains.....	312,244
9,680,431		8,820,199

Sir C. Rivers Wilson, President, in moving the adoption of the report, said following the almost uninterrupted progress during the past eight years, the company had, during the half-year ended June 30, received a temporary check. He expressed confidence that the check was only temporary. He blamed the severity of the weather for the falling off in freight traffic and the enormous amount of snow blocking the country roads for preventing the farmers from bringing out their freight. The removal of snow during the half-year cost £80,346, a sum never before approached in the history of the company. He quoted the figures relating to the C.P.R. and to other railways, as showing that the G.T.R. was not alone in increased expenditure.

Referring to R. L. Borden's opposition to the G.T. Pacific, Sir Charles said it was not one of hostility, but of urging the adoption of a system of Government-owned railways. Mr. Borden's opposition was a great surprise, as other Conservative leaders, Sir Charles Tupper and Sir John A. Macdonald, had been against the system of state ownership. Mr. Borden's threat of expropriation, though possibly legally right, and not breaking contract, is a declaration that does not tend to uphold the dignity of the Government. E. B. Osler, said the President, had launched out in considerable abuse, and had uttered threats against the President, but Sir Charles claimed that the G.T.R. had always held aloof from politics in Canada.

The resolution accepting the report and the accounts was carried unanimously.

The agreement adopted for the purchase of the Canada Atlantic Ry. is referred to on pg. 365.

The arbitrators' proceedings between the Intercolonial Ry. and the G.T.R. have been adjourned until further notice. A good deal of evidence had been taken at Montreal, Quebec and elsewhere.

The Canadian Northern Ry. has issued a folder dealing with the wheat growing lands of the Saskatchewan Valley opened up by its railway. The illustrations show the wheat-fields of the country, and the towns that are springing up as the line is pushed through.

The Atlantic Construction Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$500,000 and offices at Montreal, to carry on a general contracting business. The provisional directors are R. D. McGibbon, K.C.; V. E. Mitchell, A. Chase-Casgrain, L. Legault and W. R. Lee, all of Montreal. The incorporators are, it is understood, acting in the interests of some U.S. capitalists.

The Northern Construction Co. (Ltd.) has been incorporated under the Ontario Companies' Act, with a capital of \$200,000 and offices at Toronto, to take over the businesses, in whole or in part, of A. R. Mann and A. C. Mackenzie, and to carry on a general contracting business. The incorporators and provisional directors are: A. R. Mann, A. C. Mackenzie, contractors; W. H. Moore, barrister-at-law; F. Annesley, secretary, and A. Mitchell, accountant, all of Toronto.

MAINLY ABOUT PEOPLE.

Mrs. Dickey, wife of J. A. Dickey, C.E., died recently at Amherst, N.S.

Dr. B. R. O'Reilly, of Toronto, has been appointed Surgeon on the C.P.R. Pacific str. Tartar.

Mrs. Mills, mother of J. Mills, one of the Railway Commissioners, died at Toronto, Sept. 1, aged 87.

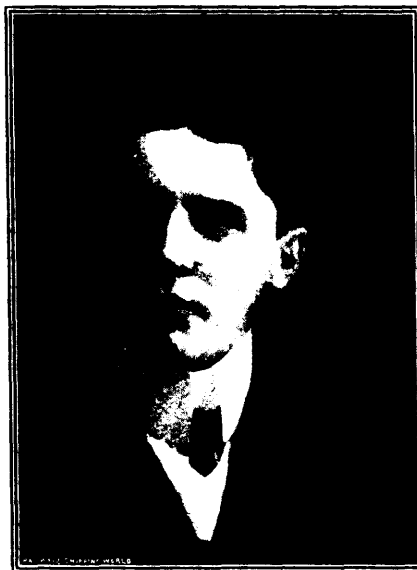
P. Breen, railway contractor, St. Catharines, Ont., dropped dead in the street there Sept. 5, aged 65.

G. A. Irving, Manager of the Kent Telephone Co., was married at Rexton, N.B., Sept. 14, to Miss M. A. Bowser.

W. F. Egg, City Passenger Agent, C.P.R., Montreal, was in our last issue inadvertently spoken of as being in the G.T.R. service.

F. McPherson, Yardmaster Intercolonial Ry., Point Tupper, N.S., was killed there by falling from a moving freight car Sept. 16.

The estate of the late Marcus Smith, C.E., who died recently at Ottawa, has been valued for probate at \$79,200, of which \$72,200 is personalty.



P. E. RYAN,

Secretary of the Commissioners of the Transcontinental Railway.

Lord Strathcona has purchased the Colan-say Oronsay estates in the Inner Hebrides group of islands, Scotland, comprising about 12,000 acres.

H. H. Gildersleeve, Manager Northern Navigation Co., Collingwood, Ont., was married to Miss L. A. Thompson at Buffalo, N.Y., Sept. 3.

A. H. Notman, Assistant General Passenger Agent, C.P.R., Toronto, expects to leave shortly for California where he will spend a couple of months.

Dr. R. S. Cheffey, who died in Toronto Sept. 10, aged 78, was father of Mrs. Earls, wife of J. Earls, Secretary-Treasurer, Canadian Freight Association.

A. J. Cameron, at one time engineer of the C.P.R. Upper Lake str. Alberta, and latterly of the C.P.R. car ferry at Windsor, Ont., died there recently aged 67.

N. A. Fuller, Manager of the telephone system at Dawson, Yukon, broke his leg in jumping from a window during a fire at the Hotel Cecil there, Sept. 24.

Mrs. Merkley, wife of the C.P.R. station agent at Navan, Ont., was killed in a collision at St. Louis, Mo., Sept. 3, between a passenger train and a street car.

Mrs. W. Mackenzie, wife of the President of the Canadian Northern Ry., has presented 150 volumes of books to the library of the Kirkfield, Ont., public school.

Mrs. Apps and Miss Ada Apps, wife and daughter of W. Apps, ex-Master Car Builder of the C.P.R., now living in Toronto, have been staying at Huronia Beach, Mich.

Miss A. M. Morgan, daughter of C. E. Morgan, City Passenger and Ticket Agent G.T.R., Hamilton, Ont., was married there Sept. 6, to W. F. Robinson, of Belleville, Ont.

F. S. Reay, of the Chateaugay and Beauharnois Navigation Co., was presented with a purse of gold on the occasion of his marriage to Miss G. Wilson, of New York, Sept. 7.

Jno. Stewart, who entered the C.P.R. service as Superintendent when it took over the New Brunswick Ry. in 1890, and remained with it for some time, died at Woodstock, N.B., Sept. 5.

D. Seath, Secretary to the Montreal Harbor Commissioners, was recently presented with a cabinet of cutlery and silverware by the members on the occasion of his approaching marriage.

John Brown, C.P.R. ticket agent, Stratford, Ont., who was unseated on petition as member of the Ontario Legislature for North Perth, has been again chosen as the Liberal candidate.

J. Hardwell, traffic officer of the Board of Railway Commissioners for Canada, has recently been in Washington, D.C., looking into the working of the Interstate Commerce Commission.

Sir Wm. Van Horne has gone to his seaside house at St. Andrews, N.B., and on his return to Montreal Lady Van Horne, who has been at St. Andrews during the summer, will accompany him.

Miss L. M. Bell, daughter of J. Bell, Inspector of Fuel and Locomotives, Wabash Rd., London, Ont., was married there Sept. 14, to W. Y. Martin, of St. Albans, Vt., formerly of London.

S. T. Callaway has been appointed Manager of the Locomotive and Machine Co. of Montreal, succeeding Roger Miller, resigned on account of contracting interests which take up all his time.

Sir Howard Vincent, M.P. for Sheffield, Eng., who has been visiting Canada, is a director of the Temiscouata Ry., and in company with F. Grundy, the President, went over the line Sept. 27.

C. C. Haskins, the inventor of the multiple switchboard for telephones, and who sent the first telegraph message from the U.S. to Canada—from Buffalo to Queenston—in 1844, died Sept. 3, aged 77.

H. C. Stovel, who learned his trade in the Stratford, Ont., shops of the G.T.R., has been appointed to be general shop foreman at the locomotive and car works of the Union Pacific Rd., Omaha, Neb.

Jas. Abbott, Chief Train Dispatcher Canadian Northern Ry., Winnipeg, Man., was married there Sept. 7, to Miss N. M. Reid. He was presented with a cabinet of silverware by the employees of the C.N.R.

G. H. Strevel, railway contractor, Winnipeg, is a provisional director of a company incorporated under the Manitoba Companies' Act, to manufacture tents, sails, etc., and to deal in ship chandlery at Winnipeg.

E. Izasky, a Hungarian engineer, who was inspecting the St. Lawrence canal system for the information of the Austrian Government, died suddenly at Coteau Landing, Que., while on the way to catch a train, Sept. 17.

A. Johnson, son of the C.P.R. station agent at Cavanville, Ont., was knocked down by a way freight and run over. One of his shoulders was dislocated and one of his legs had to be amputated at Peterboro' hospital.