

Mr. Mackenzie. Continuing, he said that he believed that Mr. Hays had stated that the G.T.R. would not use the C.N.R., and that this statement must be accepted. "We have the charters, the locations, profiles and maps prepared," he said. "We have the right to either of the Peace River, Pine River or Yellowhead passes in the Rockies, under the Edmonton, Yukon & Pacific charter, a small section of which line is in operation, and with all this work accomplished we are not likely to stop now."

F. W. Morse, Third Vice-President, and W. Wainwright, General Assistant and Comptroller of the G.T.R., arrived in Winnipeg Nov. 24, almost simultaneously with Mr. Hays' announcement, having travelled from Montreal to Port Arthur by the C.P.R., and from Port Arthur to Winnipeg by the Canadian Northern Ry., being accompanied over the latter line by its General Superintendent, E. A. James. Mr. Morse stated that their trip was in connection with the proposed new line, which would run north of the C.P.R. main line, and that no negotiations were on for the purchase of the Canadian Northern Ry. They left Winnipeg the following day for the West via the C.P.R.

The daily papers have published a large amount of matter about the G.T.R.'s announcement, and have outlined all sorts of plans, illustrated by maps showing the supposed route to be taken, almost the whole of which is necessarily based on conjecture. We have given Mr. Hays' statement, which, boiled down, is that the G.T.R. has decided to build a line either from Gravenhurst or North Bay, Ont., to Bute Inlet, B.C., and that work will be gone on with as soon as legislation can be obtained and surveys made. Pending further announcements from the G.T.R., any statements as to route, etc., would be entirely matters of conjecture, and we therefore prefer to defer further reference to the matter until we are in possession of official information. That negotiations will be carried on between the G.T.R. and the Canadian Northern Ry. is not at all unlikely, and it would not be at all a matter of surprise if the latter road with its franchises, etc., should be taken over by the G.T.R. Possibly the G.T.R. might also find use for the Algoma Central Ry. and its subsidiary, the Manitoulin and North Shore Ry. Senator Cox, who is President of the Canadian Bank of Commerce, the Canadian Northern Ry.'s bankers, and Jas. Ross, of Montreal, are freely mentioned as likely to be among the incorporators of the G.T. Pacific Ry. Co.

In connection with this new development Mackenzie, Mann & Co.'s operations in the west are of interest. Since the completion of the Ontario and Rainy River Ry., now absorbed by the Canadian Northern Ry., the construction engaged in by Mackenzie, Mann & Co. in the west, with the exception of some 50 miles of grading beyond Erwood, Sask., last year's track end, has been in the direction of completing C. N. R. branches in Manitoba, and in developing the Edmonton, Yukon and Pacific Ry., which the C.N. Ry. has power to absorb. Under the E.Y. and P. Ry. charter some four or five miles have been built, from Strathcona, on the Calgary and Edmonton Ry., into Edmonton, Alta., and the E.Y. and P.R. Co. entered into an agreement with the B.C. Government, confirmed at the last session of the B.C. Legislature, to construct a line from Bute Inlet, on the Pacific coast, for 480 miles to the interprovincial boundary, via Yellowhead pass. This company has parliamentary authority to use also the Peace river pass if thought desirable. The carrying out of the agreement with the B.C. Government depends upon the securing of a Dominion subsidy, in addition to the \$5,000 a mile voted by the B.C. Legislature. The E.Y. and P. Ry. Co., though a Mackenzie, Mann & Co. enterprise, is as yet indepen-

dent of the Canadian Northern Ry. Co. This latter company only became a transcontinental possibility by an act passed at the last session of the Dominion Parliament, when its route to the Pacific coast was fixed via the Pine river pass. Under these two acts Mackenzie, Mann & Co.'s lines can reach the Pacific coast by either of three routes, and may use two of them; one, the Pine river pass, given to the C.N. Ry. by act of Parliament, and the other, the Yellowhead pass, fixed by the conditional agreement entered into with the B.C. Government. The Yellowhead pass has an altitude of 3,738 ft., and is also the pass by which the Canada Central Ry. Co., incorporated at the last session of the Dominion Parliament, desires to construct a line. The Peace river pass is about 2,800 ft. above sea level, and is the point aimed at by the Trans-Canada Ry. Co. and the Pacific, Northern and Omenica Ry. Co.; while the Pine river pass has an altitude of 2,000 ft. Surveys of all of these passes were made, on a more or less complete scale, prior to the construction of the C.P.R. Some interesting information about the various northern routes to the Pacific, enumerating the surveys made for the Dominion Government up to 1880, the height of the various passes, etc., will be found in our Sept. issue, pg. 319.

The G.T.R.'s intention to extend to the Pacific Coast is undoubtedly the most important event in the Canadian railway world since the Dominion Government entered into a contract with the C.P.R. syndicate in 1881. It means the opening up of a vast undeveloped territory with great potential wealth, an important addition to Canada's railway mileage, the expenditure of a vast sum of money in a short space of time, a large demand for construction material and equipment, employment for a large army of men during construction, and afterwards for a large staff in every department of railway service. To the pioneer line, the C.P.R., the results will undoubtedly be very beneficial. That line will have to be depended on to a large extent for taking in supplies, material, etc. The G.T.R. Pacific route, as outlined by Mr. Hays, will not interfere with the territory now tributary to the C.P.R., on the contrary it will aid in the development of lands included in the C.P.R. grant.

Biographical Directory of Railway Officials.—The latest edition of this work, published from the offices of the Railway Age, Chicago, contains the main facts in the careers of 5,000 railway officials in Canada, the United States and Mexico. The biographical notices are arranged alphabetically, the present position of each official following his name, and then is given concisely the important data showing the steps by which that position was reached. It is a book of interest and value to railway officials, and to all interested in such enterprises, and contains material from which a Samuel Smiles could have written additional volumes to "Self Help" and the "Lives of the Engineers."

The Ontario Commissioner of Public Works has intimated that he has had under consideration the desirability of initiating legislation with a view of vesting in the department additional powers in regard to electric railways. The increasing number of these lines renders it necessary that the general public should be fully protected, and means taken for the inspection of the roadbed and cars so that the safety and comfort of the passengers of the lines may be assured.

At the annual convention of the Railway Transportation Association held recently in Buffalo, N.Y., the following Canadian lines were represented: C.P.R., by J. B. Driscoll; Quebec and Lake St. John Ry., by J. Bain; Quebec Central Ry., by A. S. Hobson; Toronto, Hamilton and Buffalo Ry., by G. W. Wilson.

Railway Equipment Notes.

The Mineral Range Ry. during Oct. added 7 flat cars and 100 ore cars to its equipment.

The C.P.R. added to its equipment during Oct., 11 loco. flat cars and 150 box cars, 80,000 lbs.

The Canadian Northern Ry. added three 2nd-class cars and three baggage, mail, and express cars to its equipment during Oct.

The G.T.R. added to its equipment during Oct., 5 baggage cars; 1 official car, Muskoka; 172 box cars, 60,000 lbs.; 120 flat cars, 60,000 lbs.; 60 coal cars, double drop bottom, 80,000 lbs., and 1 auxiliary.

The Safety Car Heating and Lighting Co., New York, has issued a booklet explanatory of the Pintsch system of car and buoy lighting which it operates. The booklet is illustrated with cuts of the compressing plants which have been established at the principal railway centers of the continent. Of the 63 plants installed in America, two are in Canada, viz., Moncton, N.B., and Montreal.

The Baldwin Locomotive Works is carrying out extensive improvements to its works and plant at Philadelphia. Most of these are in the nature of additions to, or remodeling of, the present buildings and the rearrangement of the plant and machinery, so as to provide for more economical work. It is the intention to transfer the whole of the heavy forge work to the Standard Steel Works at Lewiston, Pa., which is chiefly owned by the firm, where a good deal of it is done at present. Several streets have been closed with the approval of the city authorities, to allow of the improvements to be made. Among the new buildings being erected are a six-story elevator and transfer house, a power house, a boiler shop, a machine shop, a tender shop and an engine house and finishing shop. The new engine house will have room for 27 locomotives, and will be fitted with an 80-ft. turntable. The present capacity of the works is 30 locomotives a week, exclusive of the smaller electric, mine locomotives, etc. When the new improvements are completed the capacity will be increased to 36, and the force of men will be increased from 12,500 to about 15,000.

Moody's Manual of Corporation Securities.—for 1902, being the third annual number, has recently been issued by J. Moody & Co., 35 Nassau St., New York. The manual contains a great deal of information relating to exchanges, government securities, railway securities, electric railway securities, telephone, telegraph and cable companies, and industrial securities generally, such as is useful to the investor or the business man. It contains 2,200 pages 6½ by 9½ ins., and is well printed and bound. Among the 10,000 companies, of which it is claimed records are given, reference is made to 26 Canadian railways, 1 security-holding company, the Dominion Securities Co. of New Jersey; a dozen electric railways, 3 steamship companies; the Bell Telephone Co.; the Canadian B.C. and Dawson City Telegraph Co., the Dominion Telegraph Co., and a large number of power-transmission and general industrial companies operating in Canada. In a number of instances the information given is not up-to-date, but this, to a certain extent, can be accounted for by the exigencies of the make-up, and the dates at which the different sections have to go to press.

J. Earls, Manager Car Service Department, Canadian Freight Association, has issued a circular to coal merchants and others asking them to use every exertion to have coal cars promptly unloaded so that the railway companies may not be inconvenienced in handling the coal traffic by cars being held longer than is absolutely necessary for unloading.