

Meikle will leave nothing undone to achieve solid and lasting success for the companies he is to direct.

New lessons have to be learned by all companies in the light of recent events of the fire insurance world, and much of responsibility rests upon every manager in the carrying out of plans consistent with them.

THE RAILWAYS IN 1907.

About 1,000 miles of new railway have been constructed in Canada during 1906, according to reports made to the "American Railway Age." This is certainly an underestimate and assuredly does not give any adequate idea of the magnitude of the work done. For instance, although over 1,300 miles of line are under contract on the G. T. P., none of this would be at all mentioned in the returns above referred to, although much has been done in grading and preliminary construction work.

But the year 1907 will make evident something of the magnitude of the Dominion's railway future. There are somewhere about 10,000 miles of additional railroads in early contemplation for Canada. No small part of this increase will twelve months hence be found credited to 1907. Certainly the companies' plans for the year just beginning are nowise narrow in their outlook. It is estimated that the lines to be built will total over 3,000 miles.

The Grand Trunk Pacific will spare no efforts to be in shape for sharing in the moving of next autumn's western wheat crop. Tenders have been called for the Winnipeg-Moncton route, and between this Government section and the G. T. P. proper it is estimated that nearly \$20,000,000 will be expended during the year.

The G. T. R. itself will begin to put into effect many important plans in the early spring—double tracking especially will be rapidly proceeded with. The management keep ever in mind the speediest possible double-tracking of the entire system, from Portland to Chicago. Several spur lines are also to be begun, and yard facilities and rolling stock are to be increased so that altogether \$5,000,000 will probably be required to cover the year's improvements of the G.T.R. alone.

The C.P.R. also will outdo itself this year. Of course, the Northwest Provinces will receive special attention. Irrigation works to be continued and completed will reclaim some 6,000,000 or more acres. Then, too, there will be the finishing of the Sudbury-Toronto line, probable increases of the company's Pacific and Atlantic fleets, and large expenditures for locomotives, cars and coaches.

More and more the Canadian Northern is reaching out towards its transcontinental culmination.

Intermediate links between its sections in the Northwest and the Lower Provinces are being steadily forged, and the prime movers do not hesitate to prophecy that within three or four years their system will connect ocean with ocean. Be this as it may the good work goes on apace.

Nor are the plannings of J. J. Hill to be lost sight of in reckoning as to the immediate growth of the Dominion's railways. The ubiquity of his influence will add interest and keenness to the battle for transportation supremacy in the Canadian West, even though he should nominally retire from the wide arena in person.

SIR WILLIAM HOWLAND.

The death of Sir William Pearce Howland, P.C., C.B., K.C.M.G., means the loss to Toronto of one of her oldest and most respected citizens. But not by his home city alone will Sir William Howland's memory be honored. As one of the active Fathers of Confederation his name has claims to wider perpetuation. Although he retired from active public life in 1873, Sir William continued to put the impress of his sterling personality upon the country's business and social life. He was connected for years with many important financial institutions, including the Confederation Life; of which he was president up to the time of his death. To the company's Managing Director, Mr. J. K. Macdonald, and to the other directors and officers of the company, the demise of President Howland will be a deeply felt loss.

TRANSPORTATION NEWS.

The growth of its trans-Pacific and coasting trade has led to a re-organization of the C.P.R.'s steamship department and the appointment of Mr. D. E. Brown to the new office of General Superintendent of the company's Pacific Steamship service. Many additions are being made to the coastal fleet.

The Grand Trunk's constantly growing passenger traffic has made necessary the appointing of a new assistant to Mr. G. T. Bell, the general passenger and ticket agent, in addition to his present capable aide, Mr. Harry Elliott. Mr. W. P. Hinton is to fill the new position and is to have special charge of trans-Atlantic passenger traffic.

Upon the recommendation of the Interstate Commerce Commission, Governor Winthrop, of Porto Rico, has secured James Peabody, of Chicago, as a railway expert, to advise and assist the Government of that island in adjusting its railroad rates upon a fair and reasonable basis, and in revising the freight classification now in use.