

representative from the Board of Trade. The board decided to co-operate with the Canadian Motorcyclists' Association in all matters affecting the common interests of both bodies.

St. Catharines, Ont.—A serious accident and break in the Welland Canal occurred about two o'clock November 1st, when the steamer "Samuel Marshall," owned by the Central Canada Coal Company, of Brockville, carried away the four gates of lock 13, and badly damaged the bridge crossing the canal a short distance below the lock. The Marshall was bound up, light, and on entering the lock rammed the two head gates, throwing them apart and letting the waters of the upper level rush through, tearing the upper and lower gates from their sockets and forcing the steamer back against the bridge which crosses the canal. The working gear of the bridge was badly wrecked and the bridge thrown out of position, blocking all travel along the road. Fortunately the level above is a short one, and there was comparatively little damage to the canal banks or surrounding country. The steamer escaped without any serious damage. The pontoon, with new gates, from Port Dalhousie, was at once hurried up to the break. There has been an unusual number of accidents this season on the canal, this being the fifth time gates have been carried away. It is said the high wind was partly responsible for the latest accident.

Grand Trunk Railway.—In regard to the block signal system at present being installed on some portions of the Grand Trunk Railway System for the additional safety and control of train movements, it has been decided by the company to place all construction work incident thereto, as well as the after maintenance of such, under the direct charge of one official, known as the signal engineer, who will report to the chief engineer. The signal engineer will also have similar charge of the signal and interlocking plants, on the lines of the Grand Trunk System. In a circular issued recently by the chief engineer, Mr. Charles A. Dunham is appointed to the office of signal engineer. Mr. Dunham was born in Hamilton, Ont., 46 years ago, and has had a long experience with the various systems of block signalling in use by the larger trunk lines in the United States. To meet the needs brought about by the great development of its train service in general, the Grand Trunk has been extending the use of such safety appliances on some of its lines, and it has in view the substantial increasing of such use, in order to keep pace with the needs of its railway development.

SEPTEMBER RAILWAY EARNINGS.

The net earnings of the Canadian Pacific Railway in September, according to the monthly statement, showed an increase of \$332,857 as compared with the same month last year. The increase while smaller than that reported in either July or August of the current year compares with a gain of only \$5,847 in the same month last year over September, 1910. The gain in net for the month was equal to 8½ per cent. and net earnings for the three months show an increase of nearly 15 per cent. The September statement follows:

	September, 1912.	July 1st, to Sept. 30, 1912.
Gross earnings	\$11,579,733.98	\$35,883,848.43
Working expenses	7,329,430.13	22,467,442.02
Net profits	\$ 4,250,303.85	\$13,416,406.41

In September, 1911, the net profits were \$3,917,446.80, and from July 1st to September 30th, 1911, there was a net profit of \$11,696,046.14. The gain in net profits over the same period last year is therefore, for September \$332,857.05; and from July 1st to September 30th, \$1,720,360.27.

Canadian Northern gross earnings for September were

\$1,671,500, an increase of \$95,100 over the corresponding month in 1911. The net earnings showed an increase of \$4,100 for the same period, making those for 1912 to date \$193,200 in excess of last year.

The Grand Trunk September statement shows net profit as follows:—Grand Trunk proper, increase, £21,550 sterling; Canada Atlantic net profit, decrease, £3,400; Grand Trunk Western net profit, increase, £4,250; Grand Haven net profit, decrease, £4,900; total net profit, whole system, increase, £17,500; one working day less.

RAILROAD EARNINGS.

The following are the railroad earnings for the week ended September 21st:—

	1911.	1912.	Increase or Decrease.
C.P.R.	\$2,218,000	\$2,549,000	+ \$331,000
G.T.R.	1,018,506	1,101,588	+ 83,082
C.N.R.	373,600	390,200	+ 16,600
T. & N.O.R.	44,592	28,146	— 16,446

The following are the railroad earnings for the week ended September 30th:—

	1911.	1912.	Increase or Decrease.
C.P.R.	\$3,061,000	\$3,457,000	+ \$396,000
G.T.R.	1,330,952	1,464,732	+ 133,771
C.N.R.	506,000	526,600	+ 20,600
T. & N.O.R.	58,381	36,650	— 21,731

The following are the railroad earnings for the week ending October 7th:—

	1911.	1912.	Increase or Decrease.
C.P.R.	\$2,396,000	\$2,765,000	+ \$369,000
G.T.R.	985,730	1,058,587	+ 72,857
C.N.R.	460,500	471,700	+ 11,200
T. & N.O.R.	42,582	25,019	— 17,563

The following are the railroad earnings for the week ended October 14th:—

	1911.	1912.	Increase or Decrease.
C.P.R.	\$2,510,000	\$2,957,000	+ \$447,000
G.T.R.	995,600	1,063,161	+ 67,561
C.N.R.	480,900	523,700	+ 42,800
T. & N.O.R.	49,492	33,170	— 16,362

Aggregate traffic receipts of the Grand Trunk Railway Company for July, August and September were £2,952,240, against £2,701,975 in the same three months last year, an increase of £250,265.

NEW FOREST RESERVE RECOMMENDED IN PRINCE ALBERT DISTRICT, SASKATCHEWAN.

The Forestry Branch of the Department of the Interior has again, during the past summer, had parties out examining the timber on some of the regions still in the hands of the Dominion Government, with a view to reserving from settlement lands more suitable for forest growth than for farming. Some of these parties have finished the work assigned them and have made their reports.

Mr. C. H. Morse made an examination of a district north-west from Prince Albert lying between the Shellbrook branch of the Canadian Northern Railway (on the west) and the third Dominion meridian (longitude 106 degrees), and recommends that the tract between the meridian on the east and the Sturgeon River on the west should be made a forest reserve. This land is not pure sand, but has some stretches