Motive Power C.A.R., has been appointed Master Mechanic, Ottawa Division G.T.R. Office, Ottawa.

J. E. Dalrymple, General Freight Agent G.T.R., issued the following circular Oct. 1:—"All freight tariffs and percentage divisions issued by the Canada Atlantic Ry. and Canada Atlantic Transit Co., now in effect, are hereby authorized for use until further advised."

Railway Finance, Meetings, etc.

Brockville, Westport and Northwestern Ry.—At the annual meeting held at Brockville, Ont., Sept. 5, the report of the Treasurer showed gross receipts of $54,045.76, operating expenses $30,145.74, net earnings $23,900.02, against $48,431.25 gross; $30,792.66 operating expenses, and $17,638.59 net earnings for same period 1903-4. During the year there had been expended $20,183.73 on permanent improvements to the roadbed and equipments. Following are the officers and directors for the current year: President, J. Gerken, New York; Vice-President, C. P. King, Philadelphia, Pa.; Secretary, C. Heilshorn, New York; Treasurer, H. W. Gennerich, New York; General Manager, M. Zimmerman, New York; other directors: V. Schmitt, New York; J. Cumming, Lyn, Ont.; W. H. Comstock, W. S. Buell, R. Bowie, Brockville, Ont.; W. S. Fredenburg, A. Bernard, Westport, Ont.

Buffalo and Lake Huron Ry.—The usual dividend of 5s. 3d. per share was declared at the half-yearly meeting held in England. The line is leased at a fixed sum annually to the G.T.R.

Canadian Pacific Ry.—Two rumors affecting C.P.R. finances were denied by Sir Thos. Shaughnessy, President, during Sept. The first of these reports was to the effect that an arrangement had been concluded between the C.P.R. and the G.T. Pacific Ry. for the joint promotion of immigration and development in Manitoba, Saskatchewan and Alberta, and the second was that a syndicate had offered to purchase the balance of the C.P.R. lands in the Northwest, about 11,000,000 acres for $70,000,000.

Joliette and Brandon Ry.—At the last session of the Quebec Legislature an act was passed incorporating a company with this title—the incorporators being the Comte de Semalle, Hon. N. Perodeau, A. E. Brown, and C. LeM. de Martigny. The first named is described as sole holder of bonds and coupons of the Montreal and Lake Maskinonge Ry., and the next two are described as trustees for the bonds, and the object of the act is to legally vest them with all the powers, etc., possessed by that railway company. The bondholders took possession of the line Oct. 15, 1901, under the powers of a mortgage dated Dec. 1, 1888, and have been in undisputed possession ever since. The line extends from St. Felix, on the C.P.R., to St. Gabriel de Brandon, 11 miles, and is operated under lease by the C.P.R. The company may issue bonds to the extent of $20,000 a mile, and may enter into agreements with the C.P.R. or the Great Northern Ry. of Canada for the lease or sale of the line, etc.

Massiwippi Valley Ry.—Following are the officers and directors for the current year: President, J. G. Foster, Derby Line, Vt.; Vice-President, C. W. Coate, Sherbrooke, Que.; Treasurer, J. H. Williams, Bellows Falls, Vt.; other directors: C. D. White, J. W. Dunklee, Boston, Mass.; C. W. Kathan, Rock Island, Que.; C. D. White, F. Grundy, Sherbrooke, Que.; Hon. C. C. Colby, Stanstead, Que. Secretary, S. Stevens, Stanstead. This railway, which extends from Lennoxville, Que., to the International boundary, is operated under lease by the Boston and Maine Rd.

Northern Colonization Ry.—An action to recover $325,000 damages has been started in the Quebec courts, by A. Desmarteau, curator of the insolvent estate of A. Villaini. A claim for $90,000 was originally made for damages by a fire alleged to have been caused by the company's negligence, June 3, 1903, which destroyed the lumber mills and the village of Villainville; the owner subsequently had to assign, and the second action is to recover for the estate damages for injury to business.

Pere Marquette Rd.—It has been officially announced in New York that the Cincinnati, Hamilton and Dayton Rd., including the Pere Marquette Rd., has been purchased by J. P. Morgan & Co., but in what interest is not known. The mileage of the joint systems is 3,643, of which 223.41 miles are in Canada, and the P.M.Rd. has also an arrangements for running rights over the Michigan Central Rd., from near St. Thomas to the Niagara frontier, Ont.

Quebec Southern Ry.—Under an order of the Court of Exchequer tenders will be received at Ottawa, until Nov 2, for the lines comprising the Quebec Southern Ry. as a whole, or for the separate lines. The Q.S. Ry. is an amalgamation of the United Counties Ry., the East Richelieu Valley Ry., and the South Shore Ry. The first two lines were amalgamated as the Quebec Southern Ry., and the South Shore Ry. was subsequently acquired. The sale of this latter line was the subject matter of actions in court between certain sections of the shareholders, but the transfer to the Q.S. Ry. was finally affirmed. The combined lines have been operated by G. C. Dessaulles, as Receiver, for the last two years.

St. Lawrence and Adirondack Ry.—Following are the directors for the current year: W. K., F. W. Vanderbilt, C. M. Depew, W. H. Newman, H. McK. Twombly, J. P. Morgan, W. S. Webb, W. Rockefeller, J. Stillman.

Temiskaming and Northern Ontario Ry.—Gross earnings for Aug. $28,019, expenses $14,795, net earnings $13,224.

The Ontario Government has decided to arrange for the direct issue of $7,000,000 of Provincial bonds, for the purpose of retiring the original loan, renewed in May, and due Nov. 15, and to provide an additional $1,000,000 for completing the line to the junction with the Eastern Division of the Transcontinental Ry.

Temiscouata Ry.—Gross earnings for Aug. $13,882.89, against $13,961.72 for Aug., 1904.

Toronto, Hamilton and Buffalo Ry.—Estimated earnings for Aug. $57,024.64, against $49,687.32 for Aug., 1904.

ELECTRIC RAILWAYS.

Canadian Street Railway Association.

The quarterly meeting was held at St. John, N.B., Aug. 29 and 30, on the invitation of the St. John Ry. Co. Among those present were:—The President, W. G. Ross, Managing Director, Montreal St. Ry.; the Secretary-Treasurer, A. H. Royce, Vice-President Toronto Suburban Ry.; P. Dubee, Secretary; D. McDonald, Manager; D. E. Blair, Supt. of Rolling Stock; M. Neilson, Consulting Engineer, Montreal St. Ry.; E. A. Evans, General Manager, Quebec Ry., Light and Power Co.; C. E. A. Carr, General Manager, London St. Ry.; J. Murphy, Electrician, Ottawa Electric Ry.; J. C. Rothery, Supt. International Ry., Niagara Falls; J. W. Morris, Electrical Superintendent, St. John's, Nfld., St. Ry.; J. W. Crosby, Manager Halifax Electric Tramway; A. J. Pattison, Vice-President, Grand Valley Ry.; C. L. Wilson, Traffic Manager Toronto and York Radial Ry.; Col. H. H. McLean, K.C., Vice-President; J. Manchester, R. B. Emmerson, H. B. Robinson, directors; W. Z. Earle, Manager; J. Hopper, Accountant; H. A. Brown, Electrician; T. Irwin, Chief Engineer St. John, N.B., Ry.; Acton Burrows, publisher of THE RAILWAY AND SHIPPING WORLD, the official organ of the Association.

A recommendation of the Executive Committee that after the next meeting in Dec., meetings should be held half-yearly instead of quarterly, was adopted.

Dr. S. Ritter Ickes, President Grand Valley Ry., being unable to be present, sent an interim report on the fender question, in which he pointed out the disadvantages of the projecting fender and recommended for interurban lines a modified pilot as the only real protection for passengers. D. McDonald approved of the pilot for suburban lines, but it could not be used in cities. The projecting fender had many disadvantages and no doubt multiplied accidents by really increasing the length of the car. If the projection could be done away with many accidents would be prevented. The ideal fender was undoubtedly one underneath the car, close to the front wheels, but in most Canadian cities this could not be used on account of the snow difficulty. C. E. A. Carr explained the Ontario Government regulations in regard to fenders. Three makes had been approved of, but where an agreement existed between a railway company and a municipality for the use of another make of fender, the government did not interfere. In London, by agreement with the city, the old form of dish pan fender was used. He agreed with Mr. McDonald in regard to a fender right in front of the wheels. He considered a cushion on a fender a disadvantage, as in many cases it would throw a person back to the ground. E. A. Evans said that no fender could be adopted which would suit all companies in Canada, as local conditions were different. In the city of Quebec, on account of the narrow streets and short curves a short fender was necessary. They used the dish pan.

A suggestion by President Ross to establish a question box for members was approved.

Col. McLean explained the extraordinary action of the New Brunswick Legislature in passing an act varying the agreement between the St. John Ry. Co. and the city of St. John.

STREET RAILWAY ACCOUNTING.

In the absence of J. M. Smith, Comptroller of the Toronto Railway Co., the following paper, written by him, was read by C. L. Wilson, Traffic Manager Toronto and York Radial Ry:

Since the organization in March, 1897, of the Street Railway Accountants' Association of America, the subject of street railway accounting has occupied the minds of most of the brightest accountants in street railway work throughout the United States and Canada, and as I feel certain that all street railway companies here represented are members (if not they should be) of the above association, they will have fuller information than I can possibly give, in their libraries, in the many papers which have been prepared and read, and published each year in the annual report of said association, dealing with all branches of accounting necessary to street railways.

Accounting is as a barometer, which indicates to the management the fluctuations in earnings, operating expenses and net incomes, or briefly, the exact condition of the company at any and all times. To be able to properly classify accounts, it is essential that the accountant should familiarize himself with the use of all classes of material. He should be able to discuss intelligently with the heads of the different departments, all matters per-