

Canadian Freight Association.

The 17th annual meeting was held at Montreal April 5.

The following were elected members:—Active—G. W. Hardisty, D.F.A., Northern Pacific Ry., Montreal; F. G. J. Comeau, G. F.A., Dominion Atlantic Ry., Halifax (vice W. Fraser); H. E. Fowler, G.F.A., Central Ry. of N.B., Hampton, N.B. (vice E.G. Evans); L. B. Howland, Irondale, Bancroft & Ottawa Ry., Irondale; W. B. Rosevear, Algoma Central Ry., Sault Ste. Marie. Honorary—R. T. Haskins, G.T.M., Metropolitan S.S. Co., Pier 11, North River, N.Y.; J. Hickson, West Shore R.R., Toronto.

The following copy of a resolution of several Boards of trade was read:—"That this Board recognizes the necessity for, & recommends to all shippers, that package freight should be addressed in full instead of, as is frequently the case, by numbers or initials, to assure its prompt & safe carriage to its intended destination by the transportation company to whom entrusted." It was decided that all agents be instructed by circular to have this resolution carried out on all practical occasions.

The question of admitting representatives of electric railways handling freight as members of the Association, in order that car service rules might be put in force on said roads, was left over for future action.

Article 4 of the constitution was amended by adding the following:—"Any person directly interested in freight transportation may become an honorary member of this Association by a vote of two-thirds of the active members present at a regular meeting, on being proposed & seconded by active members."

The election of officers & standing committees for the ensuing year resulted as follows:—

President, W. B. Bulling; 1st Vice-President, W. Woollatt; 2nd Vice-President, M. T. Donovan; Secretary-Treasurer & Chairman of Committees, J. Earls.

CLASSIFICATION COMMITTEE.—E. Tiffin, S. P. Howard, F. J. Watson, J. Hardwell, W. P. Hinton, W. Woollatt, J. Hanna, F. Zimmerman, C. A. Jaques; J. Earls, Chairman.

INSPECTION COMMITTEE.—G. Collins, F. Conway, J. N. Sutherland, F. F. Backus, J. Hardwell, C. A. Jaques, W. B. Lanigan, C. E. Dewey; J. Earls, Chairman.

CAR SERVICE COMMITTEE.—J. B. Morford, J. F. Chapman, M. C. Sturtevant, G. S. Cantlie, W. P. Hinton, J. J. Mossman, E. Fisher, W. Woollatt; J. Earls, Manager.

EXECUTIVE COMMITTEE.—J. W. Loud, C. J. Smith, W. B. Bulling.

Claim on Superannuation Fund.—The following question was recently asked of the legal department of a Toronto paper:—"A railway employe who has heretofore contributed to the superannuation fund, is leaving the employment of the company. Can he claim what he paid into the superannuation fund?" The following answer was given:—"A railway employe who has paid into a superannuation fund has such rights with regard to that fund as are provided by the rules & regulations under which the fund is established & maintained. If the rules provide that a member shall be at liberty to withdraw money from the fund when he leaves the employment of the company, then he can withdraw his money. If he can show that he was unjustly discharged from the employment of the company, he may still have a claim upon the fund. But I cannot, without having the regulations under which the fund is established, & by which it is governed, say definitely what the rights of members are, who leave the employment of the company or are dismissed."

Grand Trunk Betterments, Etc.

The total charges for maintenance & renewals on the G.T. system east of the Detroit & St. Clair rivers, & on the Detroit & Michigan Air Line division, in Michigan, for the year ended Dec. 31, 1899, were \$3,001,109.81, or \$158,505.69 more than for 1898. This is more than accounted for by an expenditure of \$85,000 on the Co.'s new general offices, now in course of erection at Montreal; & by the additional cost, amounting to \$94,484.14, of repairs and renewals of buildings & fixtures. Apart from these two items, the charges for maintenance & renewals were \$20,978.45 less than in 1898. The replacement of the old bridges, which are too light for the present loads & rolling stock, by others sufficiently strong to meet all probable future requirements, has been carried on more slowly than was expected, by reason of the impossibility of obtaining the necessary steel for superstructure. All the bridges between Montreal & Island Pond, 147.83 miles, have been finished, & trains of maximum weight are now run over them. Between Island Pond & Portland, 149.42 miles, the renewal of the bridges is being pushed forward as rapidly as the short supply of material will admit of. The Victoria Jubilee bridge has been completed, including roadways, footpaths & approaches, & was opened for public service on Dec. 1 last. The total expenditure upon it during the year was \$391,521.44. Excepting across the bridges, which are unfinished for want of steel, a 2nd main track has been laid between Ste. Anne's & Vaudreuil, 3.70 miles; & also from Sidney to Murray Hill, 7.75 miles. Both the bridging & earthwork on these two sections were exceptionally heavy. The gradients have been greatly improved, & the level crossing of the Central Ontario Ry. at Trenton has been superseded by a bridge. The only single track portion of the railway now remaining between Montreal & Toronto is from Port Hope to Port Union, 46.26 miles. The masonry of the Co.'s new general offices at Montreal has been built to about 8 feet above street level. The round houses at Sarnia & Port Huron, which were in course of erection at the end of 1898, have been finished. New stations have been built at Cardinal, Vaudreuil, Ste. Anne's, St. Lambert, St. Hyacinthe, Arthabasca, Somerset & Bright.

The Co. has recently placed some large orders for iron for bridge material.

General Manager Hays has informed the Montreal Harbor Commissioners that if they raise the wharf on the northwest side of Windmill Point basin some 7 ft. from its upper end where it connects with the G.T.R. tracks, in order to allow of the access of railway cars during all ordinary stages of the water in winter as well as in summer, the Co. will raise its tracks to connect with the tracks on the proposed higher level of the wharf.

Work in connection with the general office building in Montreal is again in full swing. Building operations had to be suspended in Dec. last owing to the impossibility of securing iron. The Co. now has in Montreal 1,000,000 lbs. of iron, which has been imported for the most part from Germany. The price of iron is still high, but the Co. is determined that its great structure, which it aims at making one of the finest architectural features of Montreal, shall be pushed on with the greatest rapidity. It is expected that the walls will be constructed & the building roofed by Oct. Work was stopped in Dec. just at the first tier of beams, but the stone cutting & the moulding operations have been in progress all the winter. The architect is now making full-sized drawings of all the mouldings for the five-storey structure. These are of the most chaste & beautiful character. The angles & curves are exceeding artistic—modelled from ancient Greece. Tasteful & artistic, the designs worked out on Canadian granite are most

charming. The design is called "angular curvilinear," a seeming contradiction in terms, but most aptly applied to the flowers & shields & berries which make up the pictorial representations of pure classic Greek. (Mar., pg. 71.)

The double tracking of the main line between Port Hope & Port Union, Ont., a distance of 45 miles, which will complete the double track between Montreal & Toronto, will probably be gone on with this year, though this as well as other contemplated improvements have yet to be approved by the Board. (Dec., '99, pg. 348.)

The question of erecting an improved station at Queen St. East, Toronto, has not yet, we are informed, been definitely decided upon.

The surveys for double tracking the line between Hamilton & Niagara Falls have been completed, & if present plans are carried out the work will be completed this year. It will be necessary to build a double track swing bridge across the new Welland Canal, as it is impossible to build a second track under the canal near Merriton. It is said that from Niagara Falls to Merriton there will be a great deal of rock cutting, besides the grading & bridge work to get over the new canal. Between St. Catharines & Beamsville there will be several big bridges to build. The Fifteen, the Sixteen & particularly the Twenty or Jordan creek, will require expensive bridges. The distance from Niagara Falls to Hamilton is only about 46 miles, but it is an expensive piece to build, when the mountain, the two canals, & the many creeks & ravines are taken into consideration. (Dec., '99, pg. 348.)

Station improvements are contemplated at Goderich, but it has not been decided whether to rebuild the present station, or to erect a new one.

The Mammoth coal chute, near the new roundhouse in freight yards west of Sarnia tunnel, which has only been completed some months, was burned to the ground April 11.

The Michigan Railroad Commissioner has approved a route for a line proposed to be built by the Chicago & G.T.R. through Genesee County & the city of Flint, with an overhead crossing of the Pere Marquette road in the city of Flint. This is merely a diversion of the present line, in order to secure better grades & alignment.

A Duluth-Montreal Scheme.—A Duluth despatch, dated Apl. 16, is given for what it may be worth. It says: "The announcement of the proposed incorporation of the Canada National Ry. & Transport Co. is the most interesting piece of news of the week. It is another proposed Duluth-Montreal route, & there are two Duluth men named in the list of incorporators, G. G. Barnum & W. Buchanan. F. Kraus, of Milwaukee, & J. G. Keith, of Chicago, are also among the incorporators. G. F. Piper, of Minneapolis, who is among the incorporators, is of the American Linseed Oil Co., & closely associated with a new corporation, which proposes to erect a system of grain elevators in Duluth. The advantages claimed for the proposed new route from Duluth to Montreal is that it will be the shortest possible route which affords a minimum of rail & a maximum of water haul. The route is, Duluth to Collingwood, Collingwood to Toronto by rail, & Toronto to Montreal via Lake Ontario & the St. Lawrence River. The authorized capital of the Co. will be \$5,000,000."

Sicamous Hotel.—The hotel at Sicamous, B.C., built by the C.P.R. Co., which was fully described & illustrated by us some time since, has been completed & furnished by the Co. with standard C.P.R. furnishings of the very best, complete in every detail, the cost of the equipment alone being upwards of \$10,000. The hotel has been leased to F. W. Padmore, formerly in the hotel business at Vernon, B.C.