

of the C.P.R. at Fort William, Ont., until Aug., 1894, when he was promoted to Chief Clerk & Accountant. He held that position until Oct., 1899, when he entered service with the Canadian Northern, in charge of the operating department at Winnipeg under the General Superintendent. He continued in that position until his recent appointment to the P.A., D. & W. which will form part of the Canadian Northern system.

Thos. Marks, of Port Arthur, who died in Toronto General Hospital July 9 after suffering from a malignant tumor & Bright's disease, was born in Glenashene, Ireland, in 1834. He came to Canada in 1839, & with the family settled in the county of Carleton, near Ottawa. He spent some years sailing on the lakes, and in 1850 settled on St. Joseph's Island as a farmer. In 1857 he started a general store at Bruce Mines, on the north shore. The business grew, & was extended to Port Arthur in 1869 & Sault Ste. Marie in 1871. This was continued in various parts of Algoma until 1897. He entered Port Arthur when nothing but the Government buildings existed, & besides erecting his own structures built the prominent business & private establishments in that town. His first railway enterprise was a line of seven miles from Prince Arthur's Landing (now Port Arthur) to West Fort William, which was afterwards acquired for the C.P.R. He next promoted & saw built the Port Arthur, Duluth & Western Ry., running to the Minnesota boundary from Thunder Bay, which is

now part of the Canadian Northern System. In 1877 he successfully tendered for the construction of section A of the C.P.R., at a cost of about \$2,500,000. During the construction period he did an enormous supply business on the north shore, besides maintaining a fleet of three steamers. Subsequently he brought to Canada the big steamer Algonquin. He was a type of the shrewd, pushing pioneer, whose efforts did much for the good of the country. Before the C.P.R. was built he was known to often cross on foot the ice of Georgian Bay in the winter from Bruce Mines to Penetanguishene & on the ice of Lake Superior from Port Arthur to Duluth in connection with his business duties. He is survived by his widow, who was Miss Buchanan, & by one daughter.

The Intercolonial Ry. has placed an order with the Richmond Locomotive & Machine Works for 10 consolidation locomotives with 56" drivers; weight in working order 164,000 lbs., with 147,000 lbs. on drivers. The boilers are to be of the straight top type 66" diameter at the smoke box end, & will carry 200 lbs. steam pressure. Five of these engines will be compounds with 22½" & 35" x 30" cylinders.

A train of freight cars ran off the Wellington St. siding of the G.T.R. at Montreal, July 31, & crashed into a house. The house was wrecked, & the inmates had a very narrow escape. Several of the cars were smashed & the contents strewn over the streets.

### The New Era on the G.T.R.

One of the marks of the industrial progress of Canada in recent years has been a very general improvement in the roadbed, bridges, stations, rolling stock & general equipment of the G.T.R. It may be well before entering upon any of the details of this work to mention one result. The International Limited train, which formerly occupied 12 hours in the run from Montreal to Toronto, 333 miles, now travels from Montreal to Detroit, 557 miles, in the same time. Between Montreal & Toronto a large amount of double-tracking has been done. At Trenton there have been heavy grade reductions, the roadway embankment has been raised about 21 ft. at the highest point, & a double-track bridge is being constructed across the Trent River. Between Vaudeuil & Ste. Anne's, also some heavy grades have been eliminated by the raising of the roadway embankment. Contractors are now at work double-tracking the section between Hamilton & Niagara Falls. The reorganization of the Chicago & G.T.R. embraces the double-tracking of the 335 miles from Port Huron to Chicago, including heavy grade reductions, & much of the work has already been done. Double-tracking & reduction of heavy grades of course conduce to speed as well as to safety, & a similar remark may be made in regard to the ballasting of many miles of track, & the substitution of 30 lbs. rails for lighter material. Large expenditures have



## Richmond Locomotive and Machine Works,

RICHMOND, VIRGINIA, U.S.A.

BUILDERS OF

Simple and Compound

## LOCOMOTIVES.

Adapted to every variety of service.

## MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1899, gives the following statistics for the year:

CROPS.			
ACRES.	AVERAGE	YIELD.	TOTAL.
Wheat.....	1,629,995	17.13 bus.	27,922,230 bus.
Oats.....	575,136	38.80 "	22,318,378 "
Barley.....	182,912	29.4 "	5,379,156 "
Potatoes..	19,151	168.5 "	3,226,395 "

### STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,559 09

### 10,500 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

### MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, last year, farm buildings valued at one and one-half million dollars.

**MANITOBA LANDS**—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.00 to \$5.00 per acre. Payments extend over eight years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.00 and \$3.50 per acre.

**FREE HOMESTEADS** are still available in many parts of the Province.

For full information, maps, etc., **FREE**, address J. A. DAVIDSON, Minister of Agriculture and Immigration, Winnipeg, Manitoba. Or C. H. JEFFERYS, Manitoba Emigration Agt., Union Station, Toronto, Ont.

### THE FAVORITE ROUTE

To **New York** and  
.....**Philadelphia**

### GRAND TRUNK RAILWAY

in connection with the

### LEHIGH VALLEY RAILROAD

Route of the "Black Diamond Express," handsomest train in the world.

Leaving **Toronto** daily (except Sunday) at 9 a.m., Hamilton 9.55 a.m., arrive **New York** 10.08 p.m.

Fast Night **New York** and **Philadelphia** Express, leaving **Toronto** 6 p.m. daily, arrive **New York** 9.13 a.m., **Philadelphia** 8.56 a.m.

Pullman Sleepers from **Toronto**, **Hamilton** and **London** to **New York** and **Buffalo** to **Philadelphia**.

Call on Grand Trunk Ticket Agents for tickets and further information, or address

**Robt. S. Lewis**

Canadian Pass'g'r Agent, 33 Yonge Street  
Toronto.

**Chas. S. Lee**

Gen'l Pass'g'r Agt.  
New York.

**A. A. Heard**

West'n Pass'g'r Agt.  
[Buffalo, N.Y.]

All C.P.R. Agents in

**MANITOBA,**  
**ASSINIBOIA,**  
**ALBERTA** and  
**BRITISH COLUMBIA**

sell through tickets to the Old Country, cheaper than if passengers bought railway tickets to New York or Montreal, and then re-booked.

They also sell prepaid tickets to passengers coming from the old country, cheaper than the rate obtainable in Europe, and on favorable terms.

Apply to any agent Port Arthur and west, or to

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