

relate to the powers conferred upon the directors, of issuing paid-up stock; defining the powers of the provisional directors and confirming the action of the said provisional directors in entering into an agreement or agreements on behalf of the said company, with the Dominion and other acts and proceedings of the provisional directors of the said company.

A number of reports are current as to the surveys for the line from Winnipeg to Quebec, which the Government is to construct. One report is to the effect that the Government will make the surveys on its own account, and that A. E. Doucet, at present Chief Engineer of the Quebec and Lake St. John Ry., will be in charge, and another is that the surveys will be made for the Government by the G.T. Pacific Ry. engineers. J. R. Stevens, Assistant Chief Engineer G.T.R., was recently in Quebec in consultation with A. E. Doucet, who has already made extensive surveys in Quebec in connection with the Quebec and Lake St. John Ry. and the Trans-Canada Ry., as well as for the Great Northern Ry. of Canada, with which he was formerly connected. Mr. Stevens states that Mr. Doucet gave him a lot of valuable information as to the various possible routes, and that he was of opinion that the valley of the St. Maurice River would be followed to the height of land, thence crossing the clay belt north of Lake Abitibi, the line would be built in as straight a line as possible to the Ogoki river. From this point a route would be obtained to Lac Seul, and thence southwesterly to Winnipeg. This route will give easy gradient and curvatures.

At the last session of the Ontario Legislature a land grant of 6,000 acres a mile was voted to the Grand Trunk Pacific Ry. Co. towards the construction of a line from Port Arthur or other point on Lake Superior northwesterly to a junction with the projected main line.

Canadian Northern Ry. Construction.

Northern Extension Ry. Co.—H. Sutherland, E. A. James, G. H. Shaw and J. H. Munson, K.C., Winnipeg, were incorporated under this title at the recent session of the Manitoba Legislature for the purpose of constructing a railway from Oakland station, on the branch of the Canadian Northern Ry., from Portage la Prairie to Delta, northerly or northwesterly to the provincial boundary, with power to construct branch lines to Mackinac, Ochre river, and Winnipegosis stations on the Canadian Northern Ry., and to the western boundary of the province, to lakes Winnipeg, Manitoba and Winnipegosis, and a line southerly from Winnipeg or from any portion of the above lines through the municipality of Springfield to the eastern or southern boundary of the province. The first three applicants are officers of the Canadian Northern Ry., and the fourth is the Company's solicitor in Winnipeg. An act was also passed under which an agreement made with the Company by the Manitoba Government guaranteeing the bonds of the Company in respect of the lines mentioned, is confirmed. It is expected that some construction work will be gone on with this season, but this has not been definitely arranged.

Application is being made at this session of the Dominion Parliament by the Canadian Northern Ry. for an act authorizing it to take over the charter of the N.E. Ry. Co., and to amalgamate the lines to be constructed with the lines of the C.N. Ry.

Manitoba Branches.—The plans for the year's work on the various branch lines call for the completion of the lines for which contracts were entered into in 1903 with the Manitoba Government. These include lines from Carberry to Brandon; Arizona to Carberry; branch from Greenway, extension of

the Carman branch from Learys to Somerset, 15 miles, Ridgeville branch; Swan River to Thunder Hill extension. The contract for the extension to Somerset has been let to G. H. Strevel, and that for the Swan River branch to J. Kennedy.

Prince Albert Extension.—The train service put in operation on the extension of the line from Erwood to Prince Albert, 180 miles, as far as Melfort, Sask., 106 miles, Feb. 29, has been withdrawn and ballasting is being gone on with. Station and other buildings are in course of erection. W. Mackenzie, on his return to Toronto from London, Eng., stated that he expected that the line would be got through to Prince Albert this year. Work on the extension is being proceeded with by Keith Bros. (Jan., pg. 25.)

Grand View - Edmonton Extension.—A train service has been placed in operation on the completed portion of this extension as far as Kansack, about 71 miles from Grand View. When work is resumed for the season on the main line from Grand View, Man., to Edmonton, Alta., the tracklaying gang will have 57.5 miles of grade ready to get to work on. Ballasting on the 92.5 miles of track laid in 1903 will be completed, and station buildings, etc., gone on with. Two towns have sprung up on the line, one at Goose Lake, 30 miles west of Grand View, and the other at Pelly, about 20 miles further west. The present end of track is at White Sand river, directly north of Yorkton, Assa. Work has been progressing all winter on the abutments of the bridge over the South Saskatchewan river, about four miles from Osler, so as to have it ready for the builders of the superstructure. The work for the year for the further extension of the line had not been laid out, but W. Mackenzie, President, stated on his return to Toronto from London, Eng., recently that work would be pushed, and that as much as possible would be done this year. A contract has been let to J. D. McArthur for the grading of the line from the present end of grade to Edmonton, about 500 miles. Sub-contracts are reported to have been let to McDonald, MacMillan & Co., D. Cameron, J. Setter and M. McCrimmon, for sections of this contract. (Jan., pg. 325.)

W. H. C. Mussen & Co., railway, miners', and contractors' supplies, Montreal, have removed their offices to 299 St. James St., retaining 763 to 765 Craig St. as warehouses. The new office site, facing St. James St. and Victoria Square, is one of the most prominent in Montreal, affording large window display, which will doubtless be utilized to good advantage. In the few years this firm has been in business it has shown great push and progressiveness and has secured a front rank position in its line.

The B. Greening Wire Co., Ltd., Hamilton, Ont., reports that there is a steady, growing demand for the wire barrel hoop in place of the old-fashioned elm hoop. Coopers find much difficulty in getting material suitable for wooden hoops, as not only has the price advanced too enormously, but it is practically impossible to get enough stock of suitable quality to supply the larger cooperage shops. The consequence is that in trying to use inferior stock there is a very serious loss of time and annoyance both to the cooper and shipper. The wire barrel hoop consists of a piece of no. 9, 10, 11 or 12 gauge steel wire with the ends twisted together, and the B. Greening Wire Co. claims that its hoops are made in a perfect circle, thus enabling them to slip down over the barrel into their place without binding at any particular point. The price is as low or lower than the wooden hoop. Wire hoops are being successfully used on flour, sugar, salt and apple barrels, and are coming into use on barrels for general merchandise.

TRANSPORTATION APPOINTMENTS.

Board of Railway Commissioners.—E. Primeau, Montreal, has been appointed Assistant Secretary. Office, Ottawa.

Canada Atlantic Ry.—J. W. Smith, heretofore Purchasing Agent, etc., has been appointed General Assistant. Office in Ottawa. He will have charge of the Purchasing and Car Service Departments, and will also perform such other duties as may be assigned him.

J. E. Duval, Car Service Agent, having resigned to accept a position with the Board of Railway Commissioners, the Car Service Department will in future be under the direction of the General Assistant.

Canadian Pacific Ry.—W. F. Tye, heretofore Assistant Chief Engineer, has been appointed Chief Engineer, succeeding E. H. McHenry, resigned. Office at Montreal.

W. F. Stevenson has been appointed Eastern Freight Agent, with office at 458 Broadway, New York.

F. W. Dudley has been appointed Eastern Passenger Agent, with office at 458 Broadway, New York.

W. S. Campbell, heretofore chief clerk in the commercial agent's office, Hamilton, Ont., has been appointed Soliciting Freight Agent there, succeeding J. McLerie, resigned.

F. J. Bowman, heretofore chief billing clerk Toronto, Hamilton and Buffalo Ry., Hamilton, has been appointed chief clerk to the Commercial Agent, Hamilton, succeeding W. S. Campbell, promoted.

W. K. Thompson, heretofore Superintendent at Moose Jaw, Assa., has been appointed Superintendent District no. 2, Lake Superior Division, vice G. Erickson, transferred. Office, White River, Ont.

R. H. Webb is reported to have been appointed manager of the company's Hotel Kaminitiqua, Fort William, Ont., succeeding T. S. Smith, resigned.

E. Law, heretofore a conductor at Rat Portage, has been appointed Assistant Trainmaster, with jurisdiction over Fort William terminals and the trainmen on the Fort William section.

Consequent on the division of the Central Division into districts the following changes have been made in the positions of Roadmasters:—J. N. Baker, heretofore road foreman, has been appointed Roadmaster, with headquarters at Fort William, Ont. J. Esselmont, heretofore Roadmaster at Fort William, has been transferred to the Ignace section, with headquarters at Rat Portage, Ont., succeeding A. J. Megrund, transferred to District 2.

F. F. Busted, heretofore Superintendent at Nelson, B.C., has been appointed Assistant Chief Engineer of Western Lines. Office, Winnipeg.

R. Barnwell, heretofore Fuel Agent, Western Lines, has also been appointed Tie Agent for the same territory. Office, Winnipeg.

J. A. McGregor has been appointed Assistant Superintendent of Car Service for Western Lines, from Port Arthur, Ont., to Vancouver, B.C., with headquarters at Winnipeg.

The following changes were recently made in the territory of Roadmasters in District 2 Western Division:—Emerson branch, including St. Boniface yards, from La Riviere Jct. to Gretna, and Rosenfeld Jct. to Mileage 110, will be under the charge of R. M. Binney, headquarters at Winnipeg. Mileage 110, La Riviere section to Napinka, Wood Bay to Mowbray, and Deloraine to Lyleton, will be under the charge of W. Cooper, with headquarters at La Riviere. The Winnipeg terminals, and the Teulon and Winnipeg Beach branches, have been placed under the charge of P. E. Barry, who has been appointed Roadmaster, with headquarters at Winnipeg. A. J. Megrund, heretofore Road-