

and acknowledged by past president Oelschlager and J. Walker, and to the local press and the city council for courtesies extended.

\$25 was voted to the executive secretary, and \$5 to A. M. Wickens for lesson papers supplied by him. Presentation of a jewel to past president, W. Oelschlager, was made. Votes of thanks were passed to A. W. Smith, Canadian Engineer; C. Young, of the Electrical News, and D. McEvoy, of the Fairbanks Co., who acted as special artist.

Moved by A. M. Wickens, seconded by J. Huggett, that a want advertisement department be placed in the columns of the mechanical press.

The new president gave a splendid address to the meeting before they adjourned, urging them to get together for the good of the order.

The following are the officers of the subordinate lodges indicated:

Brantford, No. 4—A. Ames, president; J. B. Forsyth, vice-president; T. Pilgrim, conductor; A. McKinnon, doorkeeper; C. Walker, treasurer; Joseph Ogle, secretary.

Brockville, No. 15—W. T. Chapman, president; W. Robinson vice-president; J. Grundy, recording secretary.

Toronto, No. 18—W. Inglis, president; Jos. Hughes, vice-president; J. M. Dixon, recording secretary; A. W. Vance, treasurer; G. Gracey, conductor; A. Smith, doorkeeper.

Toronto, No. 1—N. V. Kuhlman, president; W. D. Bly, vice-president; H. E. Terry, recording secretary, 52 Bellevue Ave.; W. Webb, Lawlor Building, corner King and Yonge Streets; Charles Mosely, treasurer; A. Kirby, conductor; W. Cheney, doorkeeper.

Hamilton, No. 2—J. Donaldson, president; — Kennedy vice-president; W. A. Crockett, recording secretary, Hamilton P.O.; J. Cornish, treasurer; — Stevens, conductor; — Dorland, doorkeeper.

Dresden, No. 8—W. F. Jamieson, president; Thos. King, vice-president; Willis Burnett, secretary; T. M. Steeper, treasurer; Wm. Bear, conductor; Harry Bishop, doorkeeper.

In the evening the annual banquet took place at the Walper House, presided over by W. Oelschlager, the president. The following was the toast list: The King, Canada, Our Home, responded to by Dr. H. G. Lackner, M.P.P. Song by J. M. Dixon, Manufacturers, responded to by D. McEvoy and T. King. C. A. S. E., responded to by Messrs. Terry, Inglis, Dixon and Ogle. Sister Associations, responded to by W. H. Cone, of the Canadian Electrical Association. The Press, responded to by Messrs. Young, of Canadian Electrical News; Lutz, of the Berlin News-Record; Smith, of the Canadian Engineer, and Eby, of the Berlin Telegraph. Our Host, responded to by G. O. Philips. The banquet was a most enjoyable function. The menu for the banquet was a blue print, suitably embellished and cleverly drawn by W. Oelschlager.

NOTES.

A visit was paid to the sugar factory on Tuesday.

Dermot McEvoy, special agent of the Fairbanks Co., greeted old friends and made new ones. He is a member of Toronto, No. 1, C.A.S.E. Our illustrations are from rough sketches by his pen.

A visit to the button factory was enjoyed by many.

Geo. O. Philip, of the Walper House, was an ideal host. He comes of an engineering family.

The Berlin News-Record's good work through their representative was appreciated greatly, and their city editor, Solon Lutz, was very popular.

C. H. Heuther, of the Berlin Lion Brewery, gave a splendid drive around the town and treated the visitors handsomely.

President Hill, of the Great Northern, has discovered that the tunnel recently constructed through the Cascade Mountains at an expense of \$3,000,000, still carries too high grade in comparison with another route which his engineers have recently discovered. He can by the proposed new plans save about 25 feet in grade which he argues is sufficient to reduce operating expenses of the tunnel. Hence, the tunnel will in time be abandoned.

Railway Matters.

The Winnipeg Street Railway Co. is now building its own cars.

About 60 miles of the railway grade between Arcola and Regina have been completed.

Tracklaying on the Rosendale extension of the Canadian Northern Railway has commenced.

The Canadian Pacific Railway Company is inaugurating its own cartage service at Vancouver.

Inquiries are being made in Canada for 3,000,000 hemlock ties for the South African railways.

The Peterboro Radial Railway Co., which takes over the present line, is to have 5 miles in operation by July 1st, 1904.

Surveys are being made for the C.P.R. high level bridge across the Saskatchewan, at Edmonton.

The construction of G.T.R. freight sheds and offices on the site of the old parliament buildings, Toronto, is to be proceeded with at once.

A radial railway is proposed starting from Port Stanley and passing through St. Thomas, London, Woodstock, and Brantford to Hamilton.

It is estimated that the proposed Government railway from Winnipeg to St. John will be 1,652 miles long, or 253 miles shorter than the Canadian Pacific.

Thirty-eight new locomotives have been added to the rolling stock in the freight service of the C.P.R., between Winnipeg and Fort William.

Mackenzie & Mann have bought the Middleton & Victoria Railway in Nova Scotia, and will make it part of their Halifax and Southwestern system.

A railway from Hudson Bay to Buenos Ayres is projected, and the Pan-American Co., just incorporated in the United States, is said to have it in view.

It is understood a still faster service will be inaugurated on the Grand Trunk between Montreal and Toronto, the day express to make the 333 miles in six hours.

The Metropolitan Railway, Toronto, is making a survey for an extension of its road northerly from Newmarket to some point on Lake Simcoe, probably Barrie or Sutton.

John Bertram, of Toronto, has been appointed chairman of the Transportation Commission. The other members are Messrs. Reford, of Montreal, and Fry of Quebec.

A survey party is to explore the valley of the Blanche river from the present terminus of the Temiskaming Railway, northwards to a junction with the G.T.P. line, some 70 miles.

A collision between two freight trains at Kingston, on the G.T.R., did considerable damage. It was caused by the engineer running past the semaphore, which was up against him.

A signal station, which will have to be maintained by the Vancouver, Westminster & Yukon Railway where its track crosses the C.P.R. in New Westminster, will cost the new company about \$40,000.

An agreement has been made with the Hamilton Radial Railway to lay a double track on a section of their line, to accommodate the employees of the Deering Harvester Works, and the Steel Works.

The Cape Breton Electric Company, and the Glace Bay Railway Company, of Sydney have placed orders with the Ottawa Car Company for five 20-foot car bodies, three for the former and two for the latter.

The Grand Trunk and Canadian Northern announce themselves in a position to handle the grain trade of the Northwest without delay. The harvest is ten days earlier this year than last, so they will get a good start.

Fifteen freight cars in the yards of the C.P.R., at Toronto Junction, ran away and broke into two sections. The first section struck the stop post and was derailed, and the second section ran into it, damaging eleven cars.

Work has been commenced on the new shops of the C.P.R., at Winnipeg. The engineers live on the spot, and the work is being rushed. The contract has been let to the Manitoba Construction Co. The work will cost about \$250,000.