

THE Railway and Shipping World

Devoted to Steam & Electric Railway, Shipping, Express, Telegraph & Telephone Interests.

VOL. I., No. 7.

TORONTO, CANADA, SEPTEMBER, 1898.

\$1 A YEAR.

The Canada Atlantic President.

Jenn Rodolphus Booth was born at Waterloo, Que., 1826. He settled in Ottawa in 1857, & seeing the great possibilities of the Chaudiere, with its vast water power, built a small shingle mill on the same site as was afterwards used for his mammoth lumber mill. In time he became one of the largest limit owners in Canada, as well as one of the most extensive manufacturers of lumber, controlling 640,000 acres of timber, & cutting annually at his mills from 25,000,000 to 30,000,000 ft. of lumber. It is mentioned as an illustration of his foresight that during the prevalence of hard times in 1874-76, when other lumber merchants, thinking the bottom had dropped out of the market, & that things were going to remain in that condition, were disposing of their limits by auction, Mr. Booth was always on hand to bid for them. As an Ottawa paper remarked:—"He had faith in the country, while they had not, & now these limits are worth 5 times the amount he paid for them, & this, too, after he has cut all the logs from them he required for his business. Owing to fires in his mills, Mr. Booth has now almost entirely closed his lumber business in Ottawa & is devoting much of his time to railway matters. One of his first works in this direction was the building of a short line in the Temiscamingue region, where he was also a promoter of the Temiscamingue Steamboat Co. In 1881 he threw himself into the work of building the Canada Atlantic Ry., connecting Ottawa directly with Montreal & the New England States. Later he took up the Ottawa, Arnprior & Parry Sound scheme & carried it to completion as far as Georgian Bay. Of this scheme a contemporary says:—"It is a part of one of the biggest enterprises which any private individual ever undertook on this continent. Mr. Booth aims at no less than making the O., A. & P. S. Ry. the greatest avenue to the sea, of the north-western states & northwestern Canada. To this end the mere laying of the iron between Ottawa & the Georgian Bay, gigantic as the task was, is but a beginning. There are elevators to be built, there are steamships to be put on the lakes, agencies have to be established to divert trade into the new route. In short, Mr. Booth has to reach out all over the great lakes to make their business tributary to the Parry Sound route. He is aiming at that & will accomplish it if he lives long enough."

Mr. Booth is President of both the C. A. & the O., A. & P. S. Ry. Co's. In Jan., 1897, he received from the Ottawa Board of Trade an expression of the appreciation & gratitude of his fellow townsmen for the energy & enterprise displayed by him in the construction of the latter road. Mr. Booth is a Presbyterian & was formerly a trustee of the Ottawa Ladies' College. He was one of the founders of St. Luke's Hospital, Ottawa, 1897, & has been

elected President of the Board of Governors. He has been opposed to free trade & favored the national policy. He married early in life Miss Rosalinda Cook, who died in 1886. He resides in Ottawa. We are indebted for the foregoing particulars to H. J. Morgan's "Canadian Men & Women of the Time."

Railway Rolling Stock Immovable.

An important decision was rendered by Judge Loranger in the Superior Court at Montreal Sept. 12, defining the class of property to which the rolling stock of a railway company belongs, whether movable or immov-

able, the property of the railway company, but of the Circuit Court of the district of Vermont, which tribunal had taken possession of the property & appointed Mr. Hays its receiver for the benefit of creditors; that Barker was only a pro te nom for the Ducey Lumber Co., which had transferred to him its claim, based upon a note made & payable at St. Albans for no consideration.

The Court held that the locomotives & rolling stock formed a portion of the immovable property of the railway. It had been urged by counsel for contestant that the locomotives & cars when seized had not been on C. V. tracks, but that did not make any difference. They were being used for the service of the C. V., & that was sufficient. Another point raised by the opposants was also well founded. The property of the C.V.R. was now in the hands of the Vermont Court, & disposal of it could only be made through that tribunal. The last point was also held good & the seizure was quashed with costs.

Back Numbers Wanted.

We are anxious to obtain a few copies of the May & June issues of THE RAILWAY AND SHIPPING WORLD, the supply of both issues of which at our office has been exhausted, & through an oversight insufficient copies were returned for our files. If any of our readers who have copies of either or both of the numbers mentioned will mail them to the publication office, 33 Melinda St., Toronto, we shall esteem it a favor & will endeavor to return the obligation in some way.

Progress in the West.—Manitoba will have 32,000,000 bushels of wheat, & the Territories 6,000,000. Who was it that said it was folly to open up the West, & that a railway would not pay for the grease for its wheels? The yield is a splendid tribute to the statesmanship that added an Empire to Canada.—Mail-Enterprise.

H. P. Dwight, President & General Manager, Great Northwestern Telegraph Co., Toronto, writes:—"You are making a very interesting paper of THE RAILWAY AND SHIPPING WORLD."

On Sept. 2, the New Brunswick Telephone Co. started stringing a copper wire between Moncton, N.B., & Amherst, N.S., to replace the iron wire. On the completion of this link there will be a metallic circuit between Fredrickton, N.B., & Halifax, N.S.

The Irondale, Bancroft & Ottawa Ry. has established a telephone line connecting with the G.N.W. Telegraph at Kilmount, Ont. Telephone stations have been established at G.T.R. Jet., Irondale, Goddardham, Wilberforce, Deer Lake, Baptiste & Bancroft Station.



J. R. BOOTH.

able. The importance of the point lies in the fact that whereas any quantity of movable property is subject to seizure for a debt, the immovable cannot be divided, but must be sold either altogether or not at all. The case was that of H. Barker against the Central Vermont Ry. Co., in which the seizure of 2 locomotives & 7 cars, the property of the C. V., had been made in execution of a judgment obtained by Barker against the railway company. C. M. Hays, Receiver of the C. V., filed an opposition to the seizure on the following principal grounds: That the locomotives & cars formed a portion of the real & immovable property of the C.V.R.; that that railway, with its equipment, was no longer