

us of the previously subsidized lines at a point about 40 miles west from Golden lake west-erly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles—\$99,200.

#### MANITOBA.

**C.P.R. Branch to Icelandic River via Gimli.**—From the Stonewall branch or the Selkirk branch of the C.P.R. to Icelandic river by way of Gimli, not exceeding 35 miles—\$112,000.

#### BRITISH COLUMBIA.

**Duncan Lake to Lardo or Arrow Lake.**—From Duncan Lake towards Lardo or Arrow Lake, or from Lardo to Arrow Lake in lieu of the subsidy granted by 1900, cap. 8, sec. 2, par. 21, not exceeding 30 miles—\$96,000.

Provision is made in the resolutions for the payment of the subsidies by instalments as the work on the several lines progresses, or on their completion; the two resolutions introduced last year respecting running powers, and transportation of men, materials, supplies and mails for the Government at rates to be agreed upon, (see July, 1900, pg. 213.) are made applicable to the subsidies voted this year.

The following resolution is applicable to all the subsidies voted:—"That the Governor-in-Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any preceding act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if the same are procurable in Canada of suitable quality, upon terms as favorable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

**Sunday Excursions in Ontario.**—Replying to a deputation recently, the Attorney-General of Ontario said steps would be taken to restrict Sunday excursions this summer. The services of the Provincial police, particularly those of the frontier, would be enlisted to secure the observation of the law. He thought that the law was sufficient to meet most cases, and that excursions advertised to leave Toronto late Saturday night, returning on Sunday afternoon, leaving again and returning early Monday morning, which were really Sunday excursions, would be restrained under a strict interpretation of the act.

#### First Aid to the Injured.

In an article on "First Aid to the Injured in Railroad Service" appearing in the Railway Digest, a report is quoted from E. Fisher, giving details of what is done on the Toronto, Hamilton and Buffalo Ry., of which he is Superintendent. The quotation is as follows: "We have an association called the Railway Hospital Association, to which all employes in train service and the majority of employes in other departments belong. In connection with the association emergency boxes are used, containing, with instructions for use, 1 tourniquet, 1 can bi-carbonate of soda, 1 bottle aromatic spirits of ammonia, 1 box carbolic ointment, 1 roll rubber plaster, 6 cotton roller bandages, 1 piece cotton cloth, 1 piece cotton cloth for sling, 2 packages absorbent cotton, 1 package absorbent lint, 1 package surgical lint, 1 pair scissors, 1 package pins, 2 splints, 13½ inches long, and 1 sponge. One of these boxes is placed in each baggage car and caboose, also at each terminal or other important station on the line. The boxes are kept under seal, and when it is necessary to use them the seal is broken, and they are exchanged at Hamilton for another box, the one with broken seal being sent to the hospital association to be refilled and resealed. Once every year a series of lectures are given by Dr. G. S. Rennie, our Surgeon-in-Chief, who is also physician and surgeon to the Railway Hospital Association. These lectures are given at such times as will enable all employes on day and night duty to be present. We have found this to be an excellent system, as it insures intelligent assistance until such time as the injured can be placed under the care of a competent physician."

**Railway Commission.**—The Dominion Parliament has voted \$5,000 to cover the cost of the preliminary investigations respecting the operation of railway commissions, and also in employment of specially competent legal men of experience and training to assist in the preparation of a bill to establish a railway commission.

**Order of Railway Conductors.**—At the convention at St. Paul, Minn., May 23, E. Clark, who has been chief of the Order since 1890, was re-elected. Assistant Grand Chief Conductor Barritson and Grand Secretary and Treasurer C. F. Maxwell also were re-elected. C. H. Wilkinson, of Chicago, was

elected Grand Senior Conductor. The convention adopted the home proposition, the relief fund resolution, and provided that all delegates to the Grand Division shall be paid \$6 a day by the Grand Division and the total expense be levied pro rata against the membership. The convention voted to appropriate \$25,000 for a building fund for the home and to levy an annual maintenance assessment of 25c. on each member. For the immediate relief fund it was decided to levy an assessment of \$1 per capita, which will make a fund of nearly \$26,000.

**Montreal Harbor Elevators.**—The Dominion Act confirming the decision of the Minister of Public Works to lend \$1,000,000 to the Montreal Harbor Commissioners, was passed at the recent session, the loan being an unconditional one for the building of elevators and improving certain terminal facilities. So far as the commissioners are concerned, nothing has been definitely decided as to what plan shall be accepted for the construction of the elevators, although the several proposals already mentioned have been given consideration. Before anything is done the commissioners have decided to make an inspection of elevators and terminal facilities at the chief lake ports, and with that view the members are on tour. They are visiting Duluth, Minneapolis, Sault Ste. Marie, Cleveland and Buffalo. J. A. Jamieson, builder of the C.P.R. elevators at Fort William, is accompanying the commissioners.

**A Coupling Case.**—The Quebec Court of Appeal delivered judgment, May 29, in the case of the Consolidated Car Heating Co. vs. F. E. Came. The plaintiff Co., as assignee of a patent obtained at Ottawa by J. H. Sewall for improvement in steam hose couplings, complained that the defendant had manufactured and sold other steam hose couplings called the "Gold Hose Couplings," and the "Gold Straight-Port Steam Couplings," said couplings containing in substance the Sewall invention, and constituting an infringement of the rights of plaintiff, and the Court was asked for an injunction to restrain defendant from importing and selling the above mentioned Gold Hose and Gold Straight-Port Steam Couplings. The Superior Court held that there was an infringement of plaintiff's right and granted the injunction asked for. The case was then taken to the Court of Appeal, and that tribunal unanimously reversed the first judgment and dismissed the action.

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