

**G.T.R. Betterments, Construction, Etc.**

**Turot Roundhouse and Yards.**—The work in connection with the erection of the roundhouse at Turot, Montreal, has been completed, and the fitting up of the house is in progress. It will accommodate 40 locomotives, and is so built that accommodation for an additional 20 can be added. The turntable is 100 ft. long. A yard is being laid out adjoining to have accommodation for 2,500 cars and so arranged that it can be further extended when necessary.

**Hotel at Rideau Lake.**—We are officially advised that the G.T.R. management has no information in reference to the erection by it of an hotel in the Rideau Lakes district, Ontario, and that the officials do not know how the report could have originated.

**Toronto Union Station.**—Agents of the G.T.R. are negotiating with the owners of the various properties along Front St. required for the new Union Station site. Some difficulty is being experienced with a number in arranging terms. The company has purchased the land now used by the Hendrie Cartage Co., for yard and stable purposes in connection with the new station. It is expected that it will be necessary in a number of cases to fix by arbitration the value of the land taken.

**Ottawa Division.**—The G.T.R. has commenced the work of strengthening the bridges on the Ottawa Division (formerly the Canada Atlantic Ry.), and otherwise improving the roadbed.

**Newton-Darlington Division.**—In connection with the construction of the Newton-Darlington division, which was undertaken to improve the roadbed for the double track between Montreal and Toronto, the Board of Railway commissioners has approved of a number of highway crossings.

**Brantford Improvements.**—The main line deviation through Brantford, Ont., has been opened for traffic. The old route was via Harrisburg and Paris, either of which were about seven miles off, and Brantford was reached by branch trains. The new route necessitated the construction of a piece of line, 4.05 miles in length, from Lynden to a junction with the branch line from Harrisburg, and the strengthening, practically the reconstruction of 4.58 miles of the Harrisburg branch, and the almost entire reconstruction of the 7.80 miles between Brantford and Paris. From Lynden to Paris by the new route is 16.42 miles, while by the old route it is 13.01 miles. The old route will not be entirely abandoned, but will be used for freight trains and some local traffic. At Brantford a new station has been built, bridges reconstructed and many other improvements made. The opening of the line was made the occasion of a public demonstration, at which C. M. Hays, second Vice-President and General Manager, and other officials, together with representatives from various cities and towns of Ontario were present as the guests of the city of Brantford.

**New Station at Stratford.**—W. G. Brownlee, Superintendent Middle Division, is quoted by the Mayor of Stratford as having stated that the erection of a new station would be proceeded with soon, if the city would allow the closing of a portion of Shakespeare St., and that when built the new station would not be inferior to that at Brantford.

**London Improvements.**—The completion of the second track work in the vicinity of London, Ont., will be held over until it is decided as to the improvements to be made in London. A London paper says two plans are under consideration. The one plans the raising of the grade between Hyde Park and London, the widening of the bridge near the electric power house for a second track, and the elevation of the tracks in the city so as to

do away with the present level crossings. The second plan involves the construction of subways to do away with level crossings, but both include the erection of a new station, and the re-arrangement of terminal facilities. Nothing, however, is likely to be finally adopted until early in 1906.

**St. Clair Tunnel.**—Reports from Sarnia, Ont., state that it is understood that the delay in going on with the provision of electric transit through the tunnel is because the company is anxious to investigate the feasibility of operating it by power generated at Niagara Falls.

**Port Huron Shops.**—We were advised Nov. 2, that it is not at present contemplated to make any addition to the company's shops at Port Huron, Mich.

**Railway Finance, Meetings, etc.**

**Atlantic and Lake Superior Ry.**—In the case of the A. and L.S. Ry to recover \$1,500,000 from the Dominion Government for damages alleged to have been sustained, the Exchequer Court has ordered the company to furnish \$500 security for costs, and to produce its books. In the event of this not being done the case will probably be dismissed for failure to prosecute.

**Bale des Chaleurs Ry.**—The Quebec Courts have given a decision to the effect that Hon. J. R. Thibadeau is not qualified to act as President, as he did not hold any stock in the company at the time of his election in May. C. N. Armstrong was elected Vice-President at the same meeting.

**Bay of Quinte Ry.**—Following are the officers and directors for the current year: President and General Manager, E. W. Rathbun; Secretary-Treasurer, C. A. Millener; Auditor, G. W. Wright; other directors: Mrs. B. Rathbun, H. M. Rathbun. These officers and directors also act for the Thousand Islands Ry.

**Boston and Maine Rd.**—The 72nd annual report for the year ended June 30, showed: Gross earnings from operation, \$36,213,245.50; operating expenses (including \$807,781.58 for new equipment), \$26,619,740.19; net earnings, \$9,593,505.31; income from other sources, \$587,588.96; net income, \$10,181,094.27; taxes and fixed charges, \$8,161,236.84; surplus, \$2,019,857.43; sinking fund payments, \$136,285; available for dividends, \$1,883,572.43; dividends paid, \$1,806,646; balance carried to contingent fund, \$76,926.43. The company operates 2,286 miles of line, of which 38 miles are in Canada. The Canadian line is the Massiwiippi Valley Ry. from the Vermont-Quebec border to Lime Ridge, Que., but no separate report is issued for it. The capital stock of the M.V. Ry. is given as \$800,000; the table showing stocks and bonds owned shows that the company holds 373 shares of the stock, valued at \$3,000, and \$103,000 of bonds of the Montreal and Atlantic Ry.

**Canada Eastern Ry.**—An inquiry into the claim of the Alex. Gibson Railway and Manufacturing Co. against the Dominion Government for \$17,000, balance of the purchase price of the line formerly known as the Canada Eastern Ry., has been concluded at Fredericton, N.B. The Treasurer and Chief Accountant of the I.C.R. represented the Government in the inquiry, the questions in dispute being almost entirely matters of account.

**Canadian Northern Ry.**—An issue of 4½% first mortgage gold bonds to the amount of \$1,000,000 has been made by the Imperial Rolling Stock Co., on account of further rolling stock for the C.N. Ry. The interest is payable April 1 and Oct. 1, in Toronto, New York and London, Eng., and the principal at Toronto and London, Eng. The bonds mature serially from Oct. 1, 1906, to Oct. 1, 1915, and are known as Series K.

Application has been made to the London, Eng., stock exchange to list a further issue of £577,620 of 4% first mortgage consolidated debentures of the C.N.R., the principal and interest of which is guaranteed by the Manitoba Government.

The sum of £1,240,000, 4% perpetual consolidated debenture stock of the C.N.Ry., is being offered on the London, Eng. market at 99%, by Sperling & Co.

**Canadian Pacific Ry.**—We are officially informed that the press reports to the effect that the C.P.R. has purchased the Bellingham Bay and British Columbia Ry., in Washington, U.S., are incorrect.

**Chateauguay and Northern Ry.**—An action has been entered in the Quebec Courts by the legatees of the Bennett estate and other property owners in Montreal to recover an aggregate of \$51,000 for damages for alleged breach of agreement. The plaintiffs allege that their properties were expropriated in 1896 for the purposes of constructing an electric railway, and that after the building of the same to Bout de l'Isle, permission was given the C. and N. Ry., now operated by the Great Northern Ry., to construct a steam railway.

**Dominion Atlantic Ry.**—The papers transferring the line, property, rights and franchises of the Midland Ry. of Nova Scotia to the D.A. Ry. Co., have been signed in Montreal, and the new owners have taken possession. The purchase price of the property is stated to be \$1,250,000.

**Erie Rd.**—The directors of the Erie Rd. have approved of the purchase of a controlling interest in the Cincinnati, Hamilton and Dayton Rd. This purchase includes the Pere Marquette system, which owns the Lake Erie and Detroit River Ry. in Canada. The combined lines will be operated as the Erie Rd.

**G.T.R. Subsidiary Companies.**—The directors of the several subsidiary companies met after the annual meetings in Detroit and elected officers. C. M. Hays was elected President and General Manager, Grand Trunk Western Ry., Detroit, Grand Haven and Milwaukee Ry., Toledo, Saginaw and Muskegon Ry.; and President Chicago, Detroit and Canada G.T. Jct. Ry., Michigan Air Line Ry., St. Clair Tunnel Co. E. H. Fitzhugh was elected Vice-President Chicago, Detroit and Canada G.T. Jct. Ry., and the St. Clair Tunnel Co. J. H. Muir was elected Secretary and Treasurer of the G.T. Western Ry.; D., G.H. and M. Ry.; T., S. and M. Ry.; and Secretary of the other three companies, F. Scott being appointed Treasurer, and F. H. McGuigan, Manager of the St. Clair Tunnel Co.

**Kaslo and Slocan Ry.**—Following are the officers and directors for the current year: President, H. A. Kennedy; Vice-President, A. H. MacNeill; Secretary and Treasurer, W. H. Fortier; Manager, R. C. Morgan; other director: P. H. Walsh. These officers also act for the Bedlington and Nelson Ry., and the Kaslo and Lardo-Duncan Ry.

**Kootenay Valley Ry.**—Following are the officers and trustees for the current year ending in April: President, L. W. Hill; Vice-President, H. A. Kennedy; Secretary, W. H. Fortier, other trustees: M. J. Gordon, R. C. Morgan. Treasurer, E. Sawyer.

**New Brunswick and Prince Edward Island Ry.**—Following are the officers and directors for the current year: President, Hon. J. Wood; Secretary, H. C. Read; other directors: C. Fawcett, J. L. Black, W. Ogden, G. Campbell, H. M. Wood; Treasurer and Manager, F. C. Harris.

**North Shore Power, Ry. and Navigation Co.**—Following are the officers and directors for the current year: President, Jas. Clarke; Vice-President, Wm. Clarke; Resident Director and Secretary-Treasurer, Thos. Meaney.