

operation from Hull to Gracefield, Que., 57.87 miles, all of which is laid with 56 lb. steel rails; and the Co. has 3 locomotives (1 leased), 11 passenger cars, 2 baggage cars, 6 stock and box cars, 21 flat cars, 1 service car, 1 snow plow and 1 flanger. Its financial statement on June 30, 1901 was as follows:—Capital stock—authorized and subscribed, \$1,000,000, paid up, \$504,000; 5% bonds—authorized, \$12,000,000; issued, \$1,136,000, none sold; subsidies—Dominion, voted, \$384,000; earned and paid, \$284,128; Quebec, voted, \$796,520; earned and paid, \$656,853.92; total capital, \$3,316,520; floating debt, \$577,196.96 at 7%; total cost of line and equipment, \$1,194,004.28. The operation of the line showed: trains run—passenger 20,426; freight, 2,380; mixed, 40,310; total, 63,116 miles; passengers carried, 72,608; freight carried, 39,076 tons; gross earnings, \$82,033.71; net earnings, \$16,213.11.

The Pontiac Pacific Junction Ry. Co. was incorporated by the Dominion Parliament in 1880 to construct a railway from Aylmer, Que., through Pontiac county, crossing the Ottawa river, and thence to Pembroke, Ont., being given six years to complete the work. In 1882 power was acquired to construct a bridge over the river into the city of Ottawa, and in 1887 a further act was obtained giving power to extend the projected line from Pembroke to Sault Ste. Marie, Ont., and northwesterly in Quebec; to purchase the Aylmer branch of the C.P.R., and further time for construction was given. In 1890 an act was passed to facilitate the transfer of the C.P.R. branch between Hull and Aylmer, Que., and other acts granting extensions of time for the completion of the Co.'s undertakings, authorizing amalgamation with other companies, were passed. The line is now in operation between Aylmer and Waltham, Que., 70.60 miles, and the line from Aylmer to Hull, 8.50, was completed and put in operation late in 1901. There are 74.10 miles of track (70.60 being laid with 56-lb. steel), 3.50 miles being sidings. The Co. has 4 locomotives, 2 passenger cars, 1 baggage car, 5 box cars, 48 flat cars, 1 service car, 1 snow plow and one flanger. The financial statement to June 30, 1901, is as follows:—Capital stock—authorized, \$3,000,000; subscribed and paid-up, \$300,000; bonds—authorized, \$10,200,000, none issued; Dominion subsidies—voted, \$331,850, earned and paid, \$193,587; Quebec subsidies—voted, \$536,000, earned and paid up, \$497,969.63; municipal subsidies—voted, \$101,000, earned and paid up, \$100,000. Total capital—subscribed, \$1,268,850; paid up, \$1,091,547.63; floating debt, \$560,740.32 at 6½%; cost of line, \$1,648,160.33. The operation of the line showed: trains run—passenger, 1,750; freight, 420; mixed, 44,380; total, 46,550 miles; passengers carried, 32,978; freight carried, 23,656 tons; gross earnings, \$53,510.71; net earnings, \$8,895.18.

The Hull Electric Ry. Co. in 1898 purchased from the C.P.R. the branch line from Hull to Aylmer, Que., which it had previously leased. The line is 13.63 in length; there are 6.85 miles of 2nd track; and the total track is 20.48 miles, laid with 56-lb. steel rails. The Co. has 2 locomotives, 21 passenger cars, 1 baggage car, and 2 flangers. The financial statement at June 30, 1901, was as follows:—Capital, \$300,000, of which \$292,700 is subscribed and \$292,000 paid up; from other sources, \$518,297.75; total, \$810,997.75; of which \$810,297.75 is paid up; floating debt, \$518,297.75 at 5%; total cost of railway and equipment, \$768,906.64. Trains run: passengers, 853,923; freight, 19,420; total, 373,343 miles; locomotive mileage, 19,420; passengers carried, 533,328; freight carried, 111,691 tons; gross earnings, \$60,958.67; net earnings, \$30,865.78.

The Interprovincial Bridge Co. was incorporated by the Dominion Parliament in 1890,

to build a bridge over the Ottawa river between Hull, Que., and Ottawa, Ont., and power was given to any railway running into Hull or Ottawa to subscribe towards the capital stock. The bridge and approaches—about 1.30 miles in length—was opened for traffic in 1901. The financial report at June 30, 1901, was as follows: authorized capital, \$1,000,000, none reported issued; Dominion subsidy, \$212,000; Ontario subsidy, \$50,000; municipal subsidies, \$150,000; total capital, \$412,000; floating debt, \$14,671.57, at 7%; total cost of bridge \$830,458.83.

At the last session of the Quebec Legislature an act was passed extending the time within which the Ottawa, Northern and Western Ry. could be extended from its present terminus at Gracefield to Notre Dame du Desart to Dec. 31, 1903, and providing for the payment of the unearned balance of the subsidies already voted, amounting to \$118,892, as follows: \$30,340.33 when the line has been completed from Pickanock river to mileage 62; \$39,182.55 on the completion of the line to mileage 72; \$45,866.12 on the completion of the line to Notre Dame du Desart; and the balance of \$2,500 retained on the cost of Hull station, on the completion of the line. A contract is reported to have been let by the C.P.R. to H. J. Beemer, for the construction of the 25 miles of line between Gracefield and Miniwaki, on the St. Joseph river, a short distance beyond Notre Dame du Desart, and it is said that Mr. Beemer has sub-let it to R. Macdonald, of Renfrew. It is reported that the extension will be completed by Sept.

The purchase by the C.P.R. of these lines will enable a number of improvements to be made in the Co.'s transcontinental service, and allow it to give a better service to Ottawa, without the construction of the cross-town line which was reported to be in contemplation. (April, pg. 140). Leaving Montreal the transcontinental route follows the Quebec bank of the Ottawa river to Hull, 119 miles, thence crossing the river through Ottawa to Carleton Jct., 148 miles, then northerly to the Ottawa river at Arnprior, Ont., 172 miles, following the Ontario bank of the river to Pembroke, 224 miles, and thence to the coast.

By using the short line between Montreal and Ottawa, crossing the Interprovincial bridge and then using the Pontiac Jct. Ry., a large saving could be effected. One suggestion is to utilize the P.P. Jct. Ry. from Hull to Wyman, 36.1 miles, and complete the construction of the Pontiac and Renfrew Ry. A company was incorporated by the Dominion Parliament in 1888 under this title to construct a line from the P.P. Jct. line to a point between Arnprior and Braeside on the C.P.R., and 4.25 miles of track was constructed from Wyman to Bristol iron mines, Que., but is not now operated. This route would involve the construction of about six miles of line from Bristol mines to Arnprior, including a bridge over the Ottawa river, and would effect a saving of 12 or 13 miles between Montreal and Arnprior. Another suggestion is to make a connection at Pembroke. To do this the P. P. Jct. Ry. to Waltham, 80.5 miles, would be utilized, and 15 miles of line constructed, including two bridges over the Ottawa river, as Allumette island divides the river at this point. This route would effect a saving of about 18 miles in the distance between Montreal and Pembroke. Other press reports credit the C.P.R. with contemplating the construction of a line from Britannia, Ont., 5 miles west of Ottawa, to Arnprior, to do away with the run round by Carleton Jct. This would involve the construction of about 30 miles of line paralleling the Canada Atlantic Ry., and would cut off about 17 miles of the distance between the two points.

The following are the principal officials of the amalgamated companies: President, H. J. Beemer, Montreal; General Superintendent,

General Freight and Passenger Agent, P. W. Resseman, Ottawa; Chief Engineer, G. C. Dunn, Ottawa; Secretary and Treasurer, H. L. Maltby, Montreal; Master Mechanic and Car Builder, J. Kay, Aylmer, Que.; Roadmaster, J. R. Brennan, Ottawa.

It is understood that the C.P.R. assumed control on May 1, and that for the present the lines will be managed as separate companies, under the charge of C. W. Spencer, General Superintendent of the Eastern Division.

Canadian Ticket Agents' Association.

A meeting of the executive committee at the Queen's Hotel, Toronto, April 25, was attended by W. Jackson, President; M. McNamara, 1st Vice-President; C. E. Morgan, 3rd Vice-President; E. De La Hooke, Secretary-Treasurer; W. H. Harper, W. Bunton, T. Long and C. C. Young. The chair was occupied by W. H. Harper, chairman of the committee. There were also present by invitation A. A. Heard, Assistant General Passenger Agent of the Lehigh Valley Rd., M. C. Dickson, District Passenger Agent of the G.T.R., and the Editor and Publisher of THE RAILWAY AND SHIPPING WORLD.

The date of the next meeting, at Washington, D.C., was fixed for Monday, Oct. 20.

The members and their wives will rendezvous at Suspension Bridge, N.Y., on Friday, Oct. 17, and will leave there about midnight on a special Lehigh Valley Rd. train as the guests of that Co. On Saturday, Oct. 18, breakfast will be taken at the Co.'s dining room at Geneva, N.Y., and dinner at Wilkesbarre or Allentown, Pa. From South Bethlehem, Pa., the train will run over the Philadelphia & Reading Rd. to Philadelphia, thence over the Baltimore and Ohio Rd. to Washington, which will be reached on the Saturday evening. The headquarters at Washington are likely to be at either the Ebbitt house or the Riggs house, both of which have offered a rate of \$2.50 a day, with 50c. extra for bath accommodation. Sunday, Oct. 19, will be spent quietly in Washington, to give the party a rest after the trip. On Monday, Oct. 20, the annual business meeting will be held in the morning, continuing in the afternoon if necessary. An essay will probably be read, and C. S. Lee, General Passenger Agent of the Lehigh Valley Rd., will address the meeting. The annual dinner will be held in the evening. Tuesday, Oct. 21, will be devoted to seeing Washington thoroughly. Wednesday, Oct. 22, will be an optional day, to be spent either in Washington or in visiting Richmond, Va., the Richmond, Fredericksburg and Potomac Rd., through its Traffic Manager, W. P. Taylor, having tendered transportation from Washington to Richmond and return to such members of the party as may desire to go. On Thursday, Oct. 23, the party will leave Washington early by special train over the Baltimore and Ohio Rd. to Philadelphia, where they will spend the balance of the day and the night. On Friday, Oct. 24, they will go from Philadelphia to Atlantic City by special train on the Philadelphia and Reading Rd., and will leave there in the evening going direct via Philadelphia to Suspension Bridge where they will arrive on the morning of Saturday, Oct. 25, and disperse.

Members going on the trip will have to travel with the party both ways, as the courtesy extended by the Lehigh Valley, Philadelphia and Reading, and Baltimore and Ohio lines will be confined to the special trains and no transportation will be issued. Anyone, therefore, who wishes to deviate from the programme arranged will have to pay fare.

President Jackson and Secretary De La Hooke were authorized to arrange with the Pullman Co. for sleepers, also to arrange hotel accommodation and for the admis-