

The Clergue Enterprises.

At a dinner given to the Dominion Minister of Public Works and F. H. Clergue, President of the Algoma Central and Hudson Bay Ry. Co. and allied concerns, at Owen Sound, June 7, the latter made some remarks in connection with the railways now under construction in Algoma, and the other industries being developed in connection with it. Having a surplus of iron from the Helen mine, said Mr. Clergue, it was decided to manufacture steel rails, and a satisfactory contract was made with the Dominion Government. This year they were expending \$2,000,000 for the erection of a steel plant, which will be the most improved one of the kind under one control in the world, and he took pleasure in announcing that since that contract had been made the shareholders of his company had paid in \$20,000,000 in cash to be expended in developing the industries.

Owen Sound has not the iron deposits and forest wealth which exist at Sault Ste. Marie, but it has the best harbor on the Georgian Bay, and through that it can have a large share of the benefits to be derived from handling the products of the works at Sault Ste. Marie and the country tributary to it. At present it can only avail itself of that trade for eight months in the year, but he hoped that before the end of two years, by the completion of the Manitoulin & North Shore Ry., Owen Sound would become a twelvemonths town, and be open for trade the whole year. The Governments, both at Ottawa and Toronto, had at last recognized the necessities of Sault Ste. Marie and had assisted to provide the necessary means of transportation. He justified the action of the Government in giving land grants to encourage capital to develop the country. He denied that he is a railway promoter, but insisted that he is an industrial manufacturer, and that it is necessary to have a railway to get into the country and develop the country, and the manufacturers of older Ontario must have a railway to send in their supplies.

The next industry on his mind was that of steel shipbuilding. There were great opportunities for the ports on the Georgian Bay, and he assured those contemplating the establishment of such an industry that before four months the works at Sault Ste. Marie would be turning out all the material necessary for the construction of ships. If a shipbuilding plant is established at Owen Sound with capacity to turn out 500-ft. vessels similar to those on Lake Erie, his company will be ready to encourage it to the extent of \$200,000.

Forged Canada Atlantic Clearances.—"Clearance papers"—certificates of service with a railway company—purporting to have come from the Canada Atlantic Ry., and to have been signed by M. Donaldson, Supt., are being presented to railway officers in considerable numbers in the south-western states. One which was recently given to an officer of the Galveston, Harrisburg and San Antonio, has been shown to us. It is filled out by typewriter, and purports to give the certificate of B. J. Ward, employed as conductor for four years. The persons who got up the blank have taken little pains to exactly imitate the genuine blank of the Canada Atlantic. It is headed "Ottawa, Canada," not "Ottawa, Ont.," and the signature bears no resemblance to the genuine signature of Mr. Donaldson. The imitation of the dating stamp is printed in a different color from that of the rest of the document, but appears to have been put on with a printing press, the border lines being ordinary light-face printers' rules. In the written portion the word Ottawa is spelt "Ottowa," though in the printed heading the correct spelling appears.—*Railroad Gazette.*

Railway Deposits in British Columbia.

A return recently presented to the British Columbia Legislature shows the railway companies in whose charters it is provided that security shall be deposited to secure the expenditure of certain amounts on survey or construction before a certain time; the companies that have complied with the provision; those to whom the deposit had been returned, and those whose deposits have been forfeited.

Of the 30 companies from which deposits were required, 9 are reported to have complied, the details in regard to which are as follows:—

Vancouver Land and Ry. Co., Esquimalt Harbor to Seymour Narrows, deposited \$10,000 cash May 8, 1882, which was forfeited Oct., 1882.

Columbia and Kootenay Ry. and Transportation Co. (outlet of Kootenay Lake to the Columbia river) deposited \$25,000 cash Nov. 30, 1884, which was forfeited Dec., 1887.

Shuswap and Okanagan Ry. Co. (Sicamous to Okanagan Lake) deposited a joint bond of Larkin & Patterson, July 5, 1890, for \$100,000, which was accepted by an Order-in-Council, July 9, 1890, which bond is still held.

Kaslo and Slocan Ry. deposited the joint bond of J. Hendry and D. J. Munn for \$25,000, dated July 28, 1893, which is still held.

Columbia and Western Ry. Subsidy Act respecting the line from Trail to Penticton, required a deposit of \$50,000. The Co.'s certificate for 750 shares of \$100 each, in all \$75,000, accepted by authority of an Order-in-Council, Oct. 27, 1898, in lieu of 75 bonds of the Co. of \$1,000 each, deposited, Oct. 14, 1896, by F. A. Heinze, returned to him, is still held by the Minister of Finance.

The Nelson and Fort Sheppard Ry. Co. was required to deposit \$25,000, but put up bonds of the Spokane Falls and Northern Ry. Co. to the value of \$27,500, Aug., 1892, which were accepted by Order-in-Council, Aug. 11, 1892. These bonds were returned on the completion of the road.

The Arrowhead and Kootenay Ry. Co. (Arrowhead to Kootenay Lake) deposited \$5,000 cash, Oct. 7, 1898, which was returned on the completion of the road.

The Vancouver and Western Ry. Co. made a cash deposit of \$5,000, Feb. 19, 1901, which is still retained.

The Grand Forks and Kettle River Ry. Co. deposited \$5,000 in cash, Feb. 28, 1901, which is still retained.

C. P. R. Train Rules.

The Railway Committee of the Privy Council had before them on May 27 the new train rules proposed to be put in force by the C. P. R. Mr. Burke, claiming to represent the brotherhoods of locomotive engineers and locomotive firemen, the conductors, the trainmen and railway train service, appeared to object on their behalf. The objections made had not been notified to the Co. and the committee recommended that a conference be held with the officials of the Co. before anything further was done. The following are the objections taken to the proposed rules:

The first clause objected to reads: "Employees in accepting employment assume its risks." This clause should be struck out, as its interpretation would be difficult.

Portion of clause G reads: "Or the frequenting of places where liquor is sold, while on duty, is sufficient cause for dismissal." This portion of that clause should be struck out, as persons may go to such places for other purposes than that of drinking.

Clause S reads: "Employees must give 14 days' notice in writing before leaving the Co.'s service." This should be eliminated unless the Co. enter into the same compact

by giving its employees the same notice, or its equivalent.

Clause W reads: "The Co. reserves the right to deduct from the pay of its employees, etc., any fines for neglect of duty." This should be struck out, as we believe it is against the laws of the country, and is unfair.

Clause DD reads: "Employees desirous of appealing to the head of the department must do so through the proper officer; the decision of the general superintendent on an appeal is final." The latter portion of this clause should be struck out, as we consider it unworkable and inconsistent with precedents.

Clause R reads: "Employees must devote, etc. . . . They must not directly or indirectly engage in any other business or trade without permission." This should be struck out, as employees should not be debarred from engaging in legitimate business, if their duties are properly fulfilled or assiduously attended to.

We would further urge that, apart from the above rules, the alien labor law should be put in force, and made effective in British Columbia.

Recent British Columbia Legislation.

Among the acts passed at the recent session of the B. C. Legislature were the following:

To amend the Upper Columbia Navigation and Tramway Subsidy Act, 1892.

To Amend the Tramway Co. Incorporation Act, Chap. 185, Revised Statutes.

To incorporate the Crawford Bay Ry. Co.

To incorporate the Lake Bennett Ry. Co.

To incorporate the Kamloops and Atlin Ry. Co.

To incorporate the Coast-Kootenay Ry. Co.

To incorporate the Comox and Cape Scott Ry. Co.

To incorporate the Victoria Terminal Ry. and Ferry Co.

Empowering the corporation of Victoria to lease the market building premises and otherwise carry into effect the Victoria Terminal Ry. by-law, 1900.

To incorporate the Chilkat and Klehini Ry. and Navigation Co.

To incorporate the Imperial Pacific Ry. Co.

To amend the Columbia and Western Ry. Co. Act, 1896.

To incorporate the District Power and Telephone Co.

To incorporate the Midway and Vernon Ry. Co.

To incorporate the Kootenay Central Ry. Co.

To amend the Arrowhead and Kootenay Ry. Co. Act, 1898.

To incorporate the Vancouver and Grand Forks Ry. Co.

To incorporate the Yale Northern Ry. Co.

To amend the B. C. Ry. Act, Revised Statutes, Chap. 163.

To authorize the loan of \$5,000,000 for the purpose of aiding the construction of railways and other important works.

Respecting certain railway land grants.

To incorporate the Crow's Nest Southern Ry. Co.

Particulars of most of the acts mentioned will be found under the head of "Railway Development," in our June issue.

A Timely Order.

President Hays, of the Southern Pacific Co., has issued a circular in which he says:—"No employe of the Southern Pacific shall be director or officer of any oil company or of any outside corporation, or engage in any outside business, but must give his entire time to the service of the Southern Pacific Co."