

King St. East. The yards and stables of Hendrie & Co., cartage agents to the G.T.R., were somewhat damaged. The Toronto Ry. Co.'s line on Front St. West, which was welded into a continuous rail in 1903, has been so damaged that it will have to be taken up and relaid. The C.P.R. and G.T.R. telegraph lines east of the Union station were destroyed, and the operating was temporarily done in the case of the C.P.R. by an indirect route, and its commercial line, and in the case of the G.T.R. by the G.N.W. Telegraph Co., until repairs could be made. The Bell Telephone Co. was also a considerable sufferer by the fire. For some time the steamboats tied up at the wharves were in danger, but those nearest the fire were towed out into the bay, and no damage was done to them.

The Dominion Transport Co.'s stables on Lorne St. were damaged by fire the following day to the extent of about \$6,000, the loss being principally by fodder.

The residence of J. J. Gartshore, dealer in railway supplies, etc., at North Toronto, was destroyed by fire, started by the explosion of an acetylene gas machine April 22. Mr. Gartshore's offices, Front St. West, had a narrow escape from being burned in the fire on April 19-20.

The Canadian Northern Transfer Co., of which S. Crosthwaite is Manager, has taken over the cartage business of the Canadian Northern Ry. The headquarters of the Company are at Winnipeg. Heretofore the C.N.R. cartage in Winnipeg has been handled by the Shelden Forwarding Co., of which J. Wraggit is local manager. Mr. Wraggit recently stated in an interview that a contract was made with the Northern Pacific Ry. to do its cartage business in Winnipeg for six years, which period does not expire for another year. The Canadian Northern Ry. took over the Northern Pacific Ry. Co.'s Manitoba lines in 1901, and it is claimed that D. B. Hanna, Third Vice-President C.N.Ry., verbally gave Mr. Wraggit to understand that the arrangement would be continued. Mr. Hanna denies this.

W. H. C. Mackay, City Ticket Agent C.P.R., St. John, N.B., and First Vice-President Canadian Ticket Agents' Association, is vigorously pushing the interests of the Association in the maritime provinces. He recently issued a very comprehensive circular to the coupon ticket agents throughout that territory, which should result in a material increase in the membership of the Association.



THE DOMINION MARINE ASSOCIATION AT OTTAWA, MARCH 29.

From left to right, front row—1. E. A. Hall, L'Orignal; 2. R. O. Mackay, Hamilton; 3. H. C. Hammond, Toronto; 4. J. A. Cuttle, Montreal; 5. C. F. Gildersleeve, Kingston; 6. F. King, Secretary-Treasurer; 7. J. Gaskin, Kingston; 8. J. H. Hall, Ottawa; 9. T. Donnelly, Kingston. Second row—1. A. A. Wright, Toronto; 2. E. Callaghan, Hamilton; 3. W. E. Bishop, Hamilton; 4. D. J. McIntosh, St. Catharines; 5. L. L. Henderson, Kingston; 6. H. W. Richardson, Kingston; 7. G. P. Murphy, Ottawa; 8. D. Noonan, Kingston; 9. R. T. Holcomb, Ottawa. Back row—1. W. T. C. Boyd, Bobcaygeon; 2. G. F. Marsh, Huntsville; 3. H. H. Gildersleeve, Collingwood; 4. H. S. Folger, Kingston; 5. T. Conlon, Thorold; 6. J. B. Fairgrieve, Hamilton; 7. J. H. G. Hagarty, Toronto; 8. B. W. Folger, Toronto; 9. F. Elliott, Montreal.

Position of Station Name Signs

H. W. D. Armstrong, C. E., writes us: "Will you kindly tell your readers why the names of railway stations are marked on the buildings? Is it for the benefit of engine men so that they are placed in very large letters on the ends of the building away up on the roof? Is the name placed for the benefit of freight conductors who, sitting away up in the cupola of their van can see them at a height of 14 ft. above the track? Is it for the benefit of the town residents who want to find the place, or is it intended for the travelling public who might know where they are at? If the latter, kindly suggest in your valuable paper that the proper position for these names is on a level with the centre of passenger car windows, so that people on both sides of the car may see the place they are passing."

We entirely agree with Mr. Armstrong as to the proper position for station name signs in the front of stations facing the track, which should undoubtedly be so placed that they can be seen by passengers on both sides of the car. But in addition there should also be signs on both ends of stations so that persons in a car not opposite the sign on the front of the station can look out and ascertain the name without any difficulty. We shall be glad to hear from other readers on this subject.

The Canada Coals and Ry. Co., which operates the Joggins Coal Mine, and 12 miles of railway from Maccan station, on the Intercolonial Ry., to Joggins coal mine, has closed down its mine and railway. The Company proposes to go into liquidation.

Members of the Canadian Ticket Agents' Association who intend going to St. Louis, Mo., this month, are recommended to take U. S. currency with them.

Grain Elevator Notes.

The elevator at Midland, Ont., was destroyed by fire April 24.

The 150,000 bush. elevator at St. Boniface, Man., for the Crown Grain Co. is reported to be completed.

The Northern Elevator Co., it is reported, will erect a flour mill at Winnipeg during the year, with a capacity of 2,500 barrels a day.

The addition to the elevator at Portage la Prairie, Man., owned by Metcalfe and Son, containing 10,000 bush. of oats, burst as a result of the pressure of the grain April 7.

The F. B. Stevens Elevator Co.'s grain elevator at Fletcher, Ont., was burned to the ground recently. At the time of the fire 10,000 bush. of grain were in the elevator. The grain was insured, but the building was not.

A cargo of grain taken to Collingwood, Ont., by the str. Newmount at the close of navigation in 1903, was transferred to the elevator there the first week in April, the steamer not having been able to get alongside when she arrived.

J. Nehin, who has been appointed Manager of the new grain elevator by the Montreal Harbor Commission, is a native of Buffalo, N.Y., and commenced business life in 1866 as grain shoveller in a Buffalo elevator, being appointed weighman at the Exchange elevator in 1873; foreman of the International elevator in 1887; Superintendent of the Kellogg elevator in 1890, and Superintendent of the Export elevator in 1897. He resigned this position to take charge of the Montreal elevator.

The Keewatin Flour Mills Co. (Ltd.), recently incorporated under the Dominion Companies' Act with a capital of \$2,000,000 to establish a flour mill at Keewatin, Ont., proposes to erect in connection therewith a number of elevators throughout Manitoba and the Northwest Territories. The provisional