

THE Railway and Shipping World

Devoted to Steam & Electric Railway, Shipping, Express, Telegraph & Telephone Interests.

VOL. I., NO. 10.

TORONTO, CANADA, DECEMBER, 1898.

\$1 A YEAR.

The President of the C.F.A.

Chas. J. Smith was born at Hamilton, Ont., March 10, 1862, & was educated at Hamilton High School & Wentworth College. He entered the railway service in 1879, since which he has been consecutively, 1879 to 1880, clerk local freight office Hamilton & North-western Ry. at Hamilton; 1880 to 1882 with Audit & Purchasing Department Chicago & Alton Ry.; 1882 to May, 1885, in Construction Department C.P.R.; June, 1885 to 1886, in Traffic Department New York, Lake Erie & Western Ry.; 1886 to 1888 Chief Clerk to General Manager Chicago & Atlantic Ry.; Jan., 1888, to July, 1888, in Traffic Department Sault Ste. Marie Line; July, 1888, to Jan., 1890, in Traffic Department St. Paul, Minneapolis & Manitoba Ry.; Jan., 1890, to April 30, 1898, General Freight & Passenger Agent Canada Atlantic Ry., & appointed General Traffic Manager Canada Atlantic System May 1, 1898. Mr. Smith has for several years been a prominent member of the Canadian Freight Association, of which he is now President.

Politics & the Intercolonial.

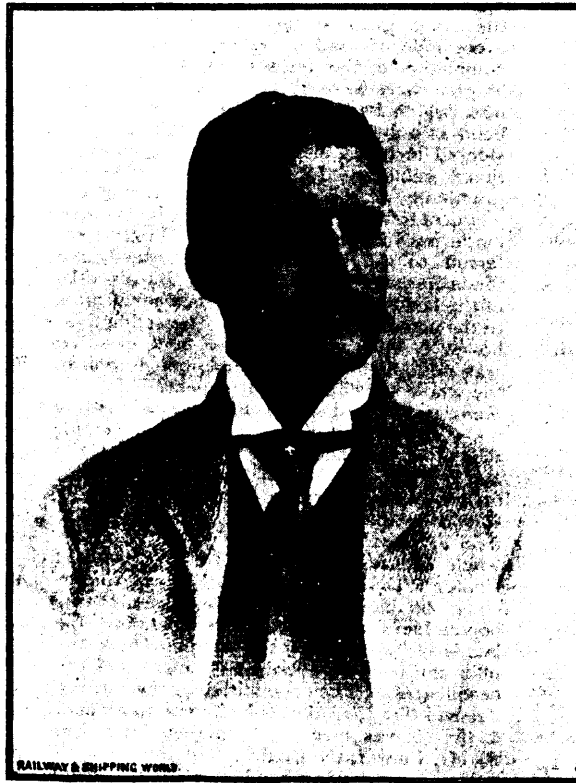
Mechanical Superintendent Joughins occupies a house at Moncton, adjacent to the General Offices, & owned by the Government. The fact that the plumbing is being replaced by a more modern system, is used by Opposition papers or political purposes, & it is gravely stated that if this is a specimen of Mr. Joughins' economy increasing deficits may be looked for on the I.C.R. We have no mission to defend the Minister of Railways, that is a matter that can be attended to by the Liberal newspapers, but as representing the railway interests of Canada we must protest against such a style of political warfare. Mr. Joughins went to the I.C.R. with an excellent record. We know that in the Master Mechanics' Association, composed of the chief mechanical officers of nearly every road in America, he stands very high as an authority, & we think he should get fair play from the political newspapers. If he is not hampered by political interference, he will, we are satisfied, make a good record on the I.C.R., & if given a free hand, as he should be, we think he would make a marked & much-needed improvement in the general condition of the equipment in a very short time.

Politics are the curse of Canadian Government railways. With the Liberals in power, the Conservative press attacks almost every act of the management. With the Conservatives in power the Liberal press followed a similar policy. As long as this state of affairs, aggravated by similar conduct of members in Parliament, continues, so long will the permanent officials be hampered in their work & prevented from making the service as efficient as it should be. A Government

which would have the courage to change the present system, to clothe the officials with full powers, & to remove them from the sphere of political interference, would perform a service of unbounded importance. That such a step will be taken this side of the millennium is, however, very unlikely.

Alberta Railway & Coal Co.

At the recent annual meeting in London, Eng., the following directors were re-elected: E. T. Galt, Lethbridge, Alta., President; Col. K. R. B. Wodehouse, London, Vice-President; W. Burdett-Coutts, M.P., E. Crabb, Hon. T. C. Farrer, & E. Waterhouse, Lon-



CHARLES J. SMITH.

don; Sir R. W. Cameron, New York, W. M. Ramsay, Montreal. T. Davidson, Montreal, having declined re-election, H. Joseph, Montreal, was elected in his place. Following are extracts from the annual report:

The Lethbridge-Dunmore section of the railway was taken over Dec. 31 last by the C.P.R. Co. in terms of agreement, & the purchase money received. Out of the purchase consideration the Canada Life loan of \$550,000 was repaid, & £82,907 15s. 6d. appropriated towards paying off a portion of the "B" debenture stock.

The business of the Co. during the year was satisfactory. The coal sales in Canada

reached 96,964 tons as against 76,371 the previous year. The Montana coal sales amounted to 38,735 tons compared with 39,809 tons, but the general freight earnings, apart from coal traffic, of the Montana railway were \$64,383.77 against \$38,138.15. This increase of business is mainly attributable to the improved commercial conditions prevailing in the Northwest.

There is a net credit balance in the balance sheet of £6,453 19s. 8d. By a resolution of the "A" debenture stockholders, passed in 1896, it was provided that "during the period of 5½ years ending June 30, 1900, the interest on the 'A' debenture stock shall be non-cumulative, & shall only be payable in respect of each year, exclusively out of the surplus net revenue of the Co. for that year," & it was further provided that subject to the provisions in the resolution, "the Co.'s auditors shall each year certify the amount of the surplus net revenue applicable for payment of interest in respect of that year to the 'A' debenture stockholders, & the same shall be paid to them pro rata forthwith." The auditors have certified that £6,453 19s. 8d. can now be divided amongst the "A" debenture stockholders, or equivalent to £2 11s. 6d. % on the £250,000 of "A" stock. Warrants in payment of interest at that rate have been sent to the "A" holders.

Coal sales since June 30 last, both in Canada & Montana, are better than for the same period last year. The general freight earnings are also larger.

The Crow's Nest Pass extension of the C.P.R., now about completed, will bring Lethbridge into direct communication with the Nelson, Slocan & Rossland mining districts. The President reports that the Co. has not benefited to any great extent from the construction of this extension, for the reason that it has not yet reached these mining districts; but he is of opinion that upon its completion increased passenger business on the Montana railway may reasonably be looked for, as there should be considerable travel between Montana & B.C., both being important mining countries.

For a considerable time past the directors have given their closest attention to projects having for their object the irrigation & colonization of the lands. Their efforts have met with a measure of success. The Alberta Irrigation Co. was some time ago incorporated by the Dominion Parliament, with a capital of \$400,000, & of this \$200,000 have within the last few months been issued & subscribed for in cash. After a special inspection & report by J. Head & Son, a contract has been entered into between the Alberta Co., the Lethbridge Land Co., & the Alberta Irrigation Co., whereby the 2 first-named companies have in effect sold to the last-named Co. 100,000 acres of land at \$1.25 an acre, payable in instalments, with the right to the Irrigation Co. to purchase up to an additional 150,000