

St. Catharines to Clifton, where it connects with the Michigan Central, was offered for sale in June, subject to vendor's liens. The road has been in the Receiver's hands for some time, & latterly, according to statements made by parties interested, it has only paid the expense of running the cars, leaving nothing for the repairs necessary. The road is bonded for \$240,000, which, with accrued interest, makes up a debt of \$350,000, the chief creditor being the City of St. Catharines, which holds two-thirds of the bonds, amounting to \$160,000, & has an additional claim of \$50,000. It is said the whole value of the road, that is, structure, rails, bridges, & right of way, is not more than \$25,000. It is stated that in view of the bad shape the road is in it would cost \$100,000 to put it in proper running order. Before the Master in Ordinary at Toronto, June 28, there were 4 offers made for the purchase of the railway, as follows: F. W. Wilson, \$20,000; R. Cameron, \$22,000; G. M. Neelon, \$25,990; J. A. MacMahon, \$31,800. These were not regarded by the Master as high enough, & it was decided to adjourn the matter. Shortly afterwards, however, MacMahon raised his offer to \$34,000, which was accepted. Neelon protested against the sale, contending that the matter had been adjourned. It came up again July 4, when MacMahon's counsel objected to a re-opening on the ground that his client,

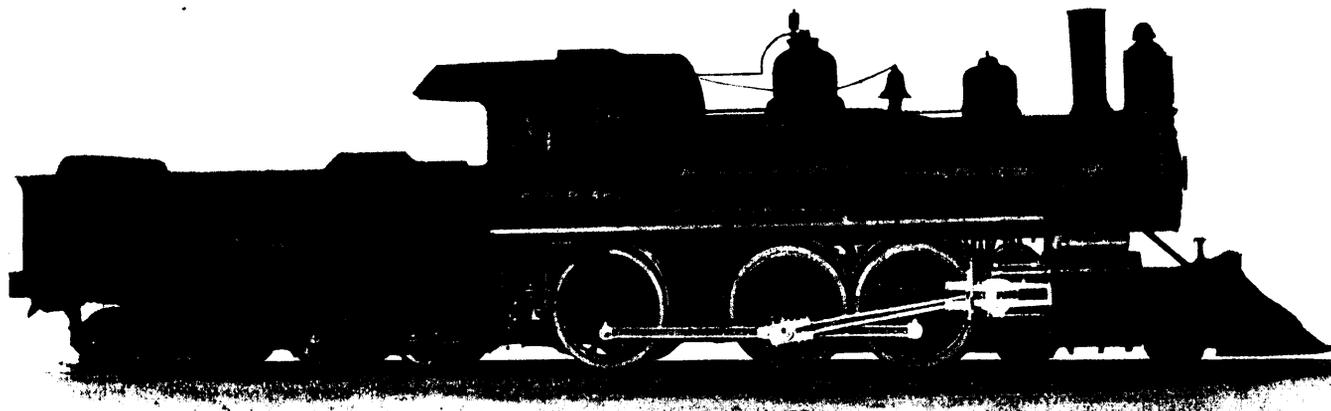
& on the Canadian side, as the Red Mountain, 11 miles, a total of 17 miles. It was persistently asserted that both the C.P.R. & the Northern Pacific were after the system, & then it was stated that the Northern Pacific had secured it. It turns out that it has been bought by the Great Northern (U.S.), & that it will be operated as part of that system. The road has, ever since the mining development of the Kootenay district began, done a large passenger & freight business, & should be on a paying basis. It has, however, probably seen its best days, as the C.P.R. Crows' Nest Pass line will cut into the whole of its territory north of the Boundary Line. It is more than likely that Mr. Corbin's failure, during the last Dominion Session, to secure power to extend to the Boundary Creek district, had much to do with his decision to sell out. The system has a bonded indebtedness of some \$3,500,000.

**Toronto Belt Line Ry.**—A writ has been issued by the Scottish, Ontario & Manitoba Loan Co. against the G.T.R. Co., W. S. Lee & Sir Casimir Gzowski, in connection with the Toronto Belt Line Ry. The original company acquired about 4½ acres of land in Rosedale from the plaintiffs, & it is claimed the financial obligation was not liquidated. Messrs. Lee & Gzowski are included in the writ because they are trustees for the bondholders. An application is made for the ap-

## EQUIPMENT.

### A Nova Scotia Industry.

During a recent visit to the Maritime Provinces the Editor of THE RAILWAY & SHIPPING WORLD had an opportunity of looking over the works of Rhodes, Curry & Co., at Amherst, N.S. This establishment, which is certainly one of the largest & most enterprising of all the Maritime Province industries, covers 7 acres of ground. The wood-working shop is 60 x 160 ft., 2 stories high, the lower story being used for preparing wood-work for freight cars, the upper story for passenger & street cars. The general foundry is 70 x 100 ft., with a capacity of 20 tons of castings a day. The wheel foundry is 70 x 90 ft., with a capacity of 44 car wheels, or 13 tons in weight per day. The machine shop, 70 x 80 ft., is equipped with all necessary plant for car building & general machine work. The blacksmith shop, 70 x 80 ft., is equipped with 12 forges, 3 furnaces, forging & bolt heading machine, steam hammer, shears, etc. The erecting shop is 80 x 360 ft. with four tracks. Power is supplied by 2 boilers 250 h.p., & 3 stationary engines, aggregating 250 h.p. In addition to the above there are connected with the car shops the usual store-houses, dry kilns, pattern shops, etc.



A C.P.R. COMPOUND TEN-WHEELED TYPE LOCOMOTIVE.

believing he had purchased the line, had made contracts to the extent of several thousand dollars for which he would be held liable. The Master decided to reopen the sale, announced a tender of \$35,000 from Neelon, & again adjourned till July 12 to let MacMahon raise the bid if he so desired. On July 12 the Neelon tender of \$35,000 was accepted, subject to the question of any claim of the Riordan Co. An agreement was produced between the Railway Co. & the Riordan Co., made in 1894, by which a siding was put into the latter's paper mills, subject to being removed on 3 months' notice. The Riordan Co. gave notice to the Receiver last year, & was taking steps to remove the siding. It is said the business of the Riordan Co. amounts to 25% of the Railway Co.'s receipts, & that in future it will be given to the G.T.R.

**Spokane Falls & Northern.**—Rumor has been busy for some time past with the Corbin System, consisting of the Spokane Falls & Northern, running from Spokane, Wash., to the International Boundary, 140 miles, & thence, under the name of the Nelson & Fort Sheppard Ry., to Nelson, B.C., 60 miles, a total of 200 miles. From Northport, on the Columbia River, 18 miles south of the Boundary, a branch runs to Rossland, B.C., under the name, on the U.S. side of the line, of the Columbia & Red Mountain, 6 miles in length,

pointment of a receiver & an injunction commanding the G.T.R. to take up the rails.

**Vanderbilt Lines.**—The following dividends were declared in June:—Semi-annual in Lake Shore of 3%; Michigan Central, 2%, & Canada Southern 1%. The rate on New York Central was 1% quarterly.

A. H. Harris, ex-General Traffic Manager of the Government Railways, is spending the summer at Murray Bay, Qué. He was connected with the G.T.R. from 1874 to Nov., 1897, during which time he held the positions of Secretary to Traffic Manager, Assistant General Freight Agent through traffic at Buffalo, N.Y., General Freight Agent through traffic at Detroit, Mich., District General Freight Agent Southern Division, & District General Freight Agent in charge of all lines east of Belleville, Ont., having been appointed to the last-named position in May, 1892. He was appointed to the Government lines in Nov. 1897.

A. C. LITTLE, Superintendent Orford Mountain Railway, Eastman, Que., in remitting his subscription to THE RAILWAY & SHIPPING WORLD, says: "Your paper fills a much needed want as a supply of information that should be in the hands of every railway man in the Dominion."

Rhodes, Curry & Co. are now engaged turning out 50 box cars for the Intercolonial Ry.; 20 box cars for the Quebec & Lake St. John Ry.; 150 coal cars for the Dominion Coal Co.; 10 coal cars for the General Mining Association; also electric cars for Halifax & Sherbrooke, Que.

In addition to the above-mentioned plant the firm has a large factory for the manufacture of building materials, & also owns & operates saw-mills.

### Canadian Government System.

An appropriation of \$600,000 for Intercolonial rolling stock was made at the last Dominion Session. It is probable that some 15 or 20 freight locomotives, 12 passenger coaches & 400 box cars will be procured, tenders for which will shortly be invited.

A passenger coach is being added to the equipment of the Prince Edward Island Ry. this year, following the practice of building one at Charlottetown each season. Seven stock cars are also being built. The locomotives are being generally overhauled, & new fire-boxes are being put in.

The Wagner cars, 6 sleepers & 3 diners, mentioned in our June issue, pg. 102, as having been placed on the Intercolonial Ry., have not been purchased by the Government,