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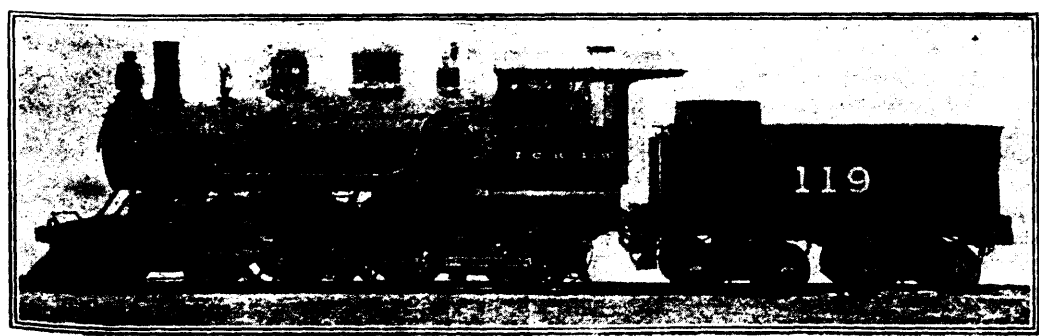
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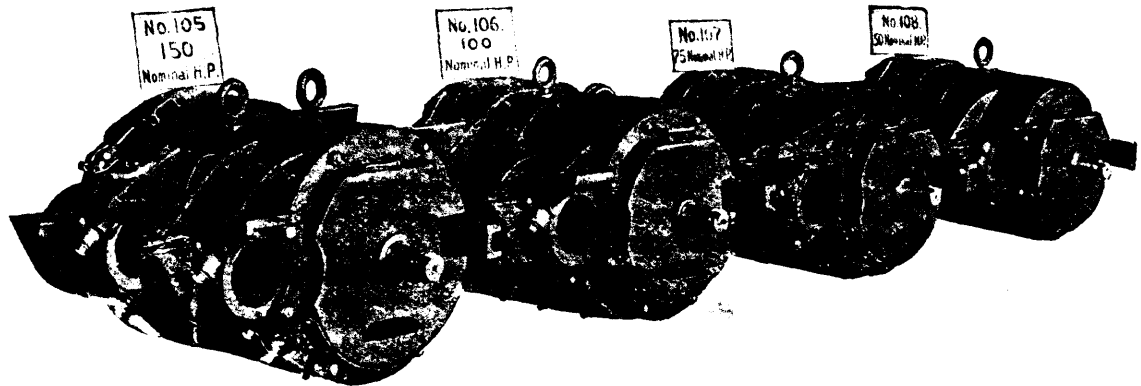
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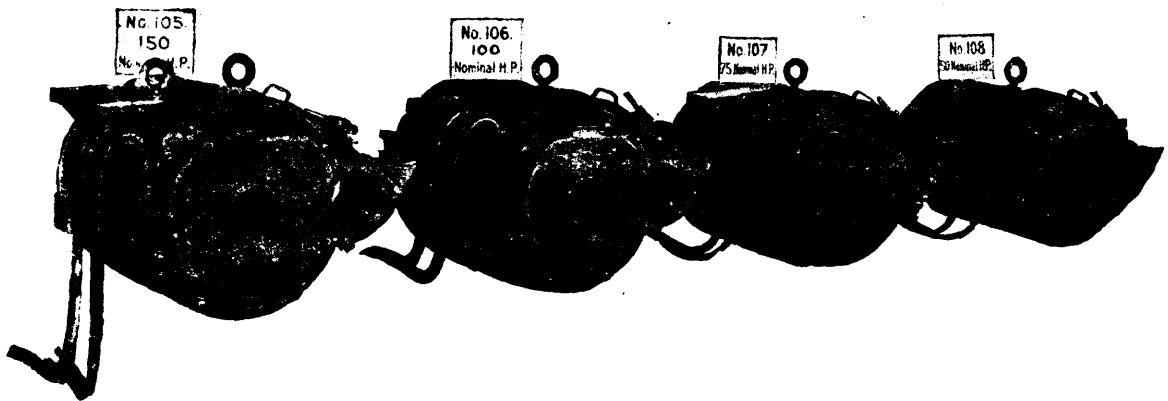
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Alaska Central Ry.—The 20 miles of line from Seward, Alaska, inland, already completed, together with the charter to construct a line across country to the Yukon River near Dawson City, has been acquired by a syndicate of Toronto, Montreal, and Chicago men. The officers of the new company are President, A. C. Frost, Chicago, Ill.; Vice-Manager and Chief Engineer, W. B. Poland, Chicago; Treasurer, G. L. Francis, Toronto; Secretary, J. A. Haight, Seattle, Wash. Construction work is being proceeded with, and it is hoped to have the line completed to the Tanana Copper Mines, about 100 miles from the coast, by the end of the current year. (Feb., pg. 45.)

British America Pulp, Paper and Ry. Co.—Application will be made at the current session of the Dominion Parliament for an act extending the time for the construction of the company's projected electric railway from St. Alphonse to the Bear's Falls, on the Chamouchouan River, Que., with branches to Roberval, La Tuque, and other points in Quebec.

Alberta Central Ry.—The Dominion Parliament will be asked at the current session for an act extending the time for the commencement of the company's projected line from township 18, range 23, west of the 4th meridian, easterly to a point in township 29, range 11, west of the 4th meridian.

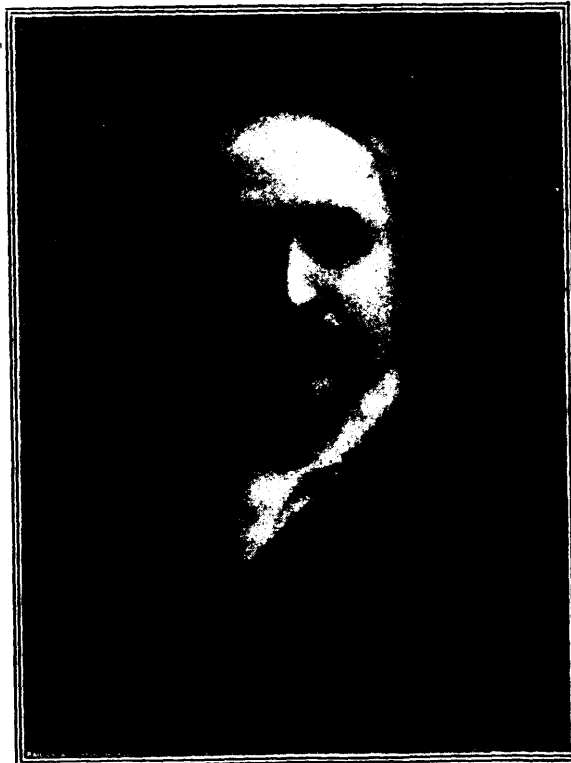
Alberta Ry. and Irrigation Co.—It is proposed to complete the extension of the old St. Mary's River Ry. into Kimball, Alta., which point is about 16 miles from the present track end. The line was constructed in 1904 from Raley Jct., for a distance of 7 miles towards Kimball. (Feb., pg. 45.)

Algonia Central and Hudson Bay Ry.—The location of Mekatina station is at mileage 64, and track has been laid for two miles beyond that point, as far as the crossing of the Chippewa River.

The Dominion Parliament is being asked at its current session for an act authorizing, among other things, an extension of time for the completion of the company's projected railway. (Feb., pg. 45.)

Algonia Copper Range Ry.—A further notice has been published in connection with the application being made at the current session of the Dominion Parliament for the incorporation of a company with this title. In the first notice the railway to be constructed was described as being

from Batchawaung Bay, easterly to the Superior Copper Mines, thence easterly to Aubrey Falls, Ont., a distance of about 75 miles. In the additional notice the route is described as being from Batchewana Bay easterly to the Superior Copper Mines, thence easterly a distance of about 120 miles to the main line of the C.P.R., between Cartier and Biscotasing, Ont., the variation from the original notice being in the spelling of the starting point on Lake Superior, and the making of the eastern terminal point about 50 miles further east than Aubrey Falls. (Feb., pg. 45.)



ALBERT CLEMENTS KILLAM, K.C.
Chief Railway Commissioner for Canada.

Atlantic, Quebec and Western Ry.—Application will be made next session of the Quebec Legislature for an act regarding the transfer of land to the company for the purposes of its undertaking.

The Dominion Parliament has given a second reading to the bill extending the time for the construction of the line from Paspebiac easterly for 10 miles, and relieving the company from the necessity of constructing the line along the shore to Gaspé, and the line through the interior from Gaspé to Causapsal, Que., concurrently. (Feb., pg. 9.)

Bay of Quinte Ry.—Application will be made at the current session of the Dominion Parliament for an act authorizing the construction of a branch line from Bridgewater to a point near the Actinolite mines, Addington county, Ont., and also extending the time for the construction of the other sections of the company's line. (June, 1904, pg. 181.)

Brantford and Woodstock Ry.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway between Brantford and Woodstock, Ont. The applicants for the charter are D. W. Karn, W. T. Park, M. Douglas, of Woodstock; C. H. Waterous, L. Harris, E. Sweet, J. Henly, J. Muir, Brantford. Local reports state that the projected line is being promoted in the interests of the Toronto, Hamilton and Buffalo Ry.

Brockville, Westport and Northwestern Ry.—Application is being made at the current session of the Dominion Parliament for an extension of time for the construction of the proposed extension northerly from Westport of its railway. (Nov., 1904, pg. 405.)

Calgary and Battleford Ry.—The applicants at the current session of the Dominion Parliament for an act to incorporate a company with this title to construct a railway from Calgary, Alta., to Battleford, Sask., thence northerly to Prince Albert, Sask., are: C. W. N. Kennedy, J. C. Thompson, F. O. Fowler, G. A. Metcalfe, H. E. Sharpe, W. J. Cummings, Winnipeg, Man. (Feb., pg. 45.)

Calgary, Red Deer and Battleford Ry.—The Dominion Parliament has given a second reading to the bill to incorporate a company with this title to construct a railway from Calgary, Alta. to Battleford, Sask. The applicants for the charter are: A. J. McArthur, E. McBride, C. A. Stuart, Calgary, Alta.; J. D. McGregor, Brandon, Man.; M. McGregor, Detroit, Mich.; A. E. Hitchcock, London, Eng. (Jan., pg. 9.)

Canada and Michigan Bridge and Tunnel Co.—In applying for an extension of five years for the construction of a bridge and ten years for the construction of a tunnel or tunnels to connect the railway lines on the Canadian side of the Detroit River with those on the Michigan side of the river near Detroit, at the current session of the Dominion Parliament, it was stated that the delay in going on with the work was occasioned by reason of the U.S. Government not having given its consent

(Continued on page 93.)

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W. F. Maclean, M.P. for East York, Ont., has introduced a bill at the current session of the Dominion Parliament providing for a 2c. a mile passenger rate on railways where the receipts are \$3,000 a mile a year or over; 2½c. a mile where the receipts are between \$2,000 and \$3,000 a mile; and 3c. a mile where the receipts are under \$2,000 a mile.

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persons using the highway, has been read a second time in the House of Commons, and has been referred to the Railway Committee.

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RAILWAY DEVELOPMENT.

(Continued from page 89.)

to the construction of a bridge. In the event of the opponents to the bridge being successful, the company would be compelled to construct a tunnel. (Jan., pg. 9.)

Canada Southern Bridge Co.—An extension of time for the construction of the proposed bridge over or tunnel under the Detroit River at Amherstburg is being asked at the current session of the Dominion Parliament. The company has already expended about \$1,500,000 in bridge construction at this point, but has not yet secured the approval of the U.S. Government to bridge the main channel. (Jan., pg. 11.)

Canada Southern Ry.—The Dominion Parliament has given a second reading to the company's proposed act, to extend the time for the construction of branch lines. (Jan., pg. 11.)

Cape Breton Ry.—The residents of Isles Madam, N.S., are agitating for the construction of a tramway to connect with the C. B. Ry., and a proposal to ask for a subsidy for the construction of such a line has been made. (Feb., pg. 45.)

Colchester Coal and Ry. Co.—The route of this projected line from De Bert station on the Intercolonial Ry., to the coal mines at De Bert Mines, N.S., about four miles, was surveyed during the fall of 1904, by J. J. Taylor, C.E., New Glasgow, N.S. The profile and other plans and specifications have been prepared and it is expected that construction will be commenced in the spring. (Feb., pg. 45.)

Crow's Nest Southern Ry.—The proposal to extend the line from Fernie to Michel, B.C., about 23 miles, is likely to be gone on with this year. Surveyors, representing the Great Northern Ry., U.S., which controls the line, have recently gone over the route. (Jan., pg. 11.)

Detroit River Bridge.—Negotiations are still in progress between the G.T.R., the Michigan Central Rd., and the Pere Marquette Rd., with a view to constructing a bridge across the Detroit River between Detroit, Mich., and Windsor, Ont., for the joint use of all the lines. The principal difficulty in the way of coming to a decision is the site. A report current in Detroit is to the effect that the Michigan Central Rd. will give up the idea of a joint bridge and will proceed with the construction of a tunnel to connect its line with that of its Canadian extension, the Canada Southern. Another report states that whilst the tunnel will be constructed by the Michigan Central Rd., it will be used, under an agreement, by the G.T.R.

Emerson, Man., Union Station.—The question of the construction of a joint station at Emerson, Man., to be used by the C.P.R. and its U.S. subsidiary, the Minneapolis, St. Paul and Sault Ste. Marie Ry., the Canadian Northern Ry. and the Great Northern Ry., U.S., has been under discussion. The suggestion was to erect a station near the boundary line, one half being in Manitoba and the other south of the line, in N. Dakota. The question was taken up with the Customs Department, but that department was opposed to the erection of the station as proposed. Whether this will finally dispose of the matter or not is not quite clear.

Georgian Bay and Seaboard Ry.—The Dominion Parliament has given a second reading to the bill for the amalgamation of a company with this title to construct a railway from Georgian Bay, between Port Severn and Penetanguishene, through the counties of Simcoe, Ontario, Victoria, Peterborough, Hastings, Lennox, Addington, Frontenac and Lanark, or either of them, to a junction with

the C.P.R. The applicants for the charter are W. D. Matthews, H. C. Hammond, L. A. Hamilton, H. Beatty, F. G. Osler, of Toronto. The company is being promoted in the interests of the C.P.R., and would give that company an additional port on Georgian Bay, with a shorter haul from the lake to Montreal than its present port at Owen Sound. (Jan., pg. 11.)

Great Northern Ry. of Canada.—We were recently advised that the grading on the branch from L'Epiphanie to St. Jacques, Que., 7 miles, had been completed and that track will be laid in the spring. The contractors for the grading were Rogers & Quirk, Montreal. (Sept., 1904, pg. 313.)

Guelph and Georgian Bay Ry.—A meeting of the promoters of this projected railway was held Feb. 2, when it was decided to apply to the Dominion Parliament for an extension of time for the construction of the line. G. B. Ryan, Guelph, Ont., is President of the provisional company. (Sept., 1903, pg. 305.)

The Halifax and Southwestern Ry. is now in operation between Halifax and Liverpool, N.S., about 108 miles, of which 9 miles represents the distance run over the tracks of the old Nova Scotia Central, between Mahone and Bridgewater. In 1903, track was laid for about 9 miles from Mahone towards Halifax, and during 1904, the remainder, 58.41 miles into Halifax, was completed, fully ballasted, and station buildings erected at the most important points. There has also been constructed upon this section 2.26 miles of sidings. Negotiations are in progress with the Intercolonial Ry. respecting terminal facilities in Halifax. Between Bridgewater and Liverpool 30.33 miles of track have been laid, but the ballasting has not been done, so that while a tri-weekly service is being given the time is rather slow. There have been 1.38 miles of sidings constructed on this section. The surveys have been made for the completion of the line between Liverpool and Barrington Passage, 89 miles, but the route has not been finally approved of by the N.S. Government. The difficulty appears to be as to the location of the line in Queen's County near Liverpool, but according to a local paper the location in Shelburne is agreed on, and nearly all the grading between Shelburne and Jordan river on the boundary of Queen's County has been completed. On the Middleton and Victoria Beach line track has been laid for 2.87 miles from Middleton westerly, as well as a quarter of a mile of sidings. Track will be laid on the remaining 36½ miles of grade to Victoria Beach, during the current year. (Feb., pg. 49.)

Hamilton, Galt and Berlin Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of this projected railway, and also for power to construct branch lines to Guelph and to Hespeler, and for other purposes. See Hamilton, Ancaster and Brantford Ry., pg. 111.

Hudson's Bay and Pacific Ry.—The Dominion Parliament will be asked at the current session for an act extending the time for the construction of this projected line from Fort Churchill on Hudson's Bay to Edmonton, Alta.

Intercolonial Ry.—The only section of the line upon which the bridges have not been strengthened to admit of the running of heavy engines and trains is between Chaudiere and St. Hyacinthe, Que., the work to the east of Levis having been completed. It is expected that the work of strengthening the bridges on the last remaining section of the line will be taken in hand this year. The new span for the bridge between New Glasgow and Stellarton, N.B., to replace the temporary trestle work, has been put in. It

is proposed to erect a new bridge at this point, but it is not considered likely that funds will be provided by Parliament for that purpose at the current session.

The double-track work between Halifax and Windsor Jct., N.S., is expected to be completed early in the spring. (Jan., pg. 11.)

International Ry. of New Brunswick.—Track has been laid to the Upsalquitch River, about 20 miles from Campbellton, N.B., and a two span bridge over that river was expected to be completed by the end of Feb. Some grading has been done on the extension from the Upsalquitch River towards St. Leonards, and the 88 miles to that point is expected to be completed by the end of the current year. Thos. Malcolm, the contractor, and J. M. Shanly, Chief Engineer, have their headquarters at Campbellton, N.B., (Jan. pg. 11.)

James Bay Ry.—The people of Orillia are desirous of having the line located through the town, but to do this would mean the construction of seven miles more line than would be the case if the present located route is followed. (Feb., pg. 49.)

Kootenay Central Ry.—W. Whyte, Second Vice-President C.P.R., upon returning to Winnipeg from Montreal, recently, stated that the C.P.R. had not decided to construct this projected line. The company's surveyors were going through the country with a view of ascertaining definitely the cost and the probable traffic. Some reports doubted whether the line would pay, but the residents who were anxious to have the line constructed were confident it would pay. It was doubtful, however, if it would be possible to include the line in the company's immediate programme. (Jan., pg. 13.)

London and St. Clair Ry.—W. D. Matthews, H. C. Hammond, L. A. Hamilton, H. Beatty, R. A. Smith, of Toronto, are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from the C.P.R. west of London to near Sarnia, Ont. With one exception the applicants are the same as in the application for the incorporation of the Georgian Bay and Seaboard Ry. Co., and are acting in the interests of the C.P.R. (Jan., pg. 13.)

Manitoulin and North Shore Ry.—The Dominion Parliament is being asked at the current session for an act extending the time for the construction of the projected railway lines; confirming its bond issue and the mortgage given to secure the same. Rowell, Reid, Wilkie, Wood and Gibson, Toronto, are solicitors for the promoters. (Sept., 1903, pg. 313.)

Morrissey, Fernie and Michel Ry.—This is the title of a subsidiary company of the Crow's Nest Coal Co., which operates about 12 miles of line in connection with its collieries. It is independent of the Crow's Nest Southern Ry., which is operated by the Great Northern Ry, U.S.A. The lines owned by the M.F. and M. Ry. include six miles connecting the collieries at Carbonado with the C.P.R. and the Crow's Nest Southern Ry. at Fernie, and 1.7 miles from the Crow's Nest Southern Ry. Junction at Fernie to the coke ovens. The balance of the line operated, 5.8 miles, is the Coal Creek branch of the C.P.R., which has been leased for 20 years. The company has under survey a line of its own from the coke ovens at Fernie to the Coal Creek mines, about 6.9 miles.

Moose Jaw and Edmonton Ry.—A Hitchcock, O. B. Fysh, J. H. and W. Grayson, A. R. Turnbull, G. M. Annable, R. H. Riddell, E. N. Hopkins, and J. H. McCulloch, of Moose Jaw, Assa., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from near Moose

Jaw, Assa., to Edmonton, Alta., crossing the elbow of the South Saskatchewan River. (Feb., pg. 49.)

New Brunswick Southern Ry.—We are advised that it is the intention of Russel Sage, New York, who owns the line, to put it in a first-class condition for through traffic, and that surveys are about to be made in connection with the work. The alterations proposed include a change of location so as to take in what is known as New River Beach, and the making of connections with the Intercolonial Ry. at St. John, N.B., and the Maine Central at Calais, Me. A contract for the supply of steel bridges has been placed with the Dominion Bridge Co., Montreal, and 150,000 ties have been ordered for June delivery. (Dec., 1904, pg. 429.)

Ontario, Hudson's Bay and Western Ry.—The Dominion Parliament will be asked at its current session for an act authorizing an extension of time for the commencement and completion of the company's projected lines. This is one of the numerous charters for the construction of railways in Northern and Western Ontario owned by the Lake Superior corporation.

Orford Mountain Ry.—In addition to the 12 miles of track laid from Eastman to Potton Springs, the O.M. Ry. also laid 2 miles of track from Kingsbury easterly towards Windsor Mills, Que., in 1904. The grading and tracklaying was done entirely by the company. The projected extension from Kingsbury to Windsor Mills, 10 miles, has been located, and construction will be proceeded with during the current year. H.C. Cleveland, Kingsbury, Que., is Chief Engineer. (Jan., pg. 13.)

Ottawa and New York Ry.—Press reports state that it is intended by the New York Central and Hudson River Rd., which has recently acquired this line and its continuation in New York to Tupper's Lake, to effect considerable improvements in the line so as to make it available for the running of heavy engines and trains, such as are used on the N.Y.C. and H.R. Rd. (Jan., pg. 13.)

Ottawa River and Northern Ry.—The Dominion Parliament will be asked at its current session for an act incorporating a company with this title, to construct a railway from near Grenville, to Monte Bello, thence northerly to the Lievre River, at the point where the Eastern Division of the Grand Trunk Pacific Ry. will cross. Power is also asked to connect with other railways at Grenville. Hibbard and Orr, Montreal, are solicitors for the applicants.

Pacific Northern and Omineca Ry.—The British Columbia Legislature will be asked this session to pass an act authorizing an extension of time for the commencement of this projected railway, and otherwise amending the act of incorporation. Barnard and Rogers, Victoria, B.C., are solicitors for the applicants.

Prince Edward Island Ry.—Surveys are being made for the construction of a line from Souris to Elmira, 15 miles, and from Emerald Jct. to New London, 20 miles, but nothing has been decided as to construction.

Replying to a question in the House of Commons recently, the Minister of Railways stated that a site had not been selected for the projected new station at Charlottetown, P.E.I., but he was going to the Island at an early date, and would select the site.

The Minister of Railways stated in the House of Commons, Jan. 23, that the cost of the Murray Harbor branch to Dec. 31, 1904, was \$1,018,711.93, and the total expenditure on the Hillsboro River bridge to the same date was \$1,220,968.32. (Feb., pg. 51.)

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The General Railway Signal Company has acquired the American assets and properties of the Taylor Signal Company, of Buffalo, N. Y., and of the Pneumatic Signal Company, of Rochester, N. Y., and is prepared to furnish and install approved forms of mechanical, pneumatic, electro-pneumatic and electric interlocking devices, track circuit appliances, motor signals, railway gates, etc.

Quebec and Lake St. John Ry.—The La Tuque branch, which will be 40 miles long, starts from La Tuque Jct., and track has been laid on it for the first mile. Work is being proceeded with during the winter. Jos. Paquet, La Tuque Jct., Que., is the contractor. Three miles of track were laid during 1904 on a projected extension from Valcartier to Gosford, 15 miles. It has not been decided when any further construction will be gone on with on this extension. (Jan., pg. 13.)

Quebec Bridge and Ry. Co.—We were advised, Jan. 21, that the steel falsework for carrying the electric crane for raising metal, enclosing timber falsework for carrying cars loaded with bridge members for the south anchor arm, had been completed. The permanent metal for the south anchor arm is in course of delivery; at that time over 2,400 tons had arrived at Quebec, and about 17,124 tons, or about one-half the metal required, had been manufactured. It is hoped to have the south anchor arm, and the main posts for the long span completed during the current year. The bridge is of the cantilever type, and when completed will contain the longest span in the world, 1,800 ft., the present longest span being the 1,710 ft. span in the Forth bridge, Scotland. The total length of the bridge will be 3,240 ft., or a little more than half the length of the Forth bridge. It will consist of two approach spans, each 220 ft. in length, two shore arms of 500 ft. each in length, and the central span of 1,800 ft. The width of the floor will be 63 ft., and provision is made for a double track railway, two roadways for vehicles, and electric tracks. In cantilever bridges of this magnitude the individual members are necessarily of huge proportions, the main posts, for instance, being 325 ft. in length, and each weighs 750 tons.

The work of construction to connect the bridge with the railways has been commenced, and a mile of track has been laid from the Intercolonial Ry. track towards the bridge, and progress is being made on the remaining $1\frac{1}{2}$ miles, which will connect with the south end of the bridge. A line from the north end of the bridge into Quebec city, $6\frac{1}{2}$ miles in length, is also under construction. M. P. Davis, who had the contract for the construction of the railway lines. E. A. Hoare is Chief Engineer in charge of the construction. (June, 1904, pg. 189.)

Quebec Central Ry.—We are advised that nothing has been definitely decided in connection with the proposed extension from Scott's to Levis, Que., as some arrangements, apart from those under the company's control, are not completed. (Sept., 1904, pg. 315.)

Quebec Oriental Ry.—The Quebec Legislature will be asked at its next session for an act extending the time for the commencement and completion of its projected railways, empowering it to enter into agreements with other companies, and to acquire other companies.

Saguenay and James Bay Ry.—The Quebec Legislature will be asked at its current session to pass an act giving to the Trans-Canada Ry., or the Quebec and Lake St. John Ry., a preferential right to acquire the charter and rights of the company.

Salmon River and Northern Ry.—Application will be made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Hawkesbury, Ont., to Monte Bello, Que., thence by the Salmon River and other valleys to the crossing of the La Lievre River by the projected National Transcontinental Ry. Hibbard and Orr, Montreal, are solicitors for the applicants.

Saskatchewan Bridge Co.—Application will be made at the current session of the Dominion Parliament for an act authorizing the construction of a bridge across the Saskatchewan River between Strathcona and Edmonton, Alta., for railway and general traffic. It is intended that the bridge may be used by any railway whose tracks are connected with it. The notice of application is signed by W. H. Biggar, General Solicitor of the G.T.R., and is evidently in the interests of the Grand Trunk Pacific Ry.

Spokane-International Ry.—Articles of incorporation have been filed at Spokane, Wash., by D. C. Corbin, for a company with this title, for the purpose of constructing a railway from Spokane to the International boundary in the Moyie River Valley, where it is proposed to connect with the C.P.R.

St. Francis Valley Ry.—Application will be made next session of the Quebec Legislature for the incorporation of a company with this title, to construct a railway from near St. Francis, on the St. Francis branch of the Temiscouata Ry., south-west of Lake Pohene-gamock, to near the International boundary at the outlet of the lake.

St. Mary's and Western Ontario Ry.—J. M. Adam, T. O. Robson, F. E. Butcher, P. S. Armstrong, J. Chalmers, R. S. Box, R. W. Dillon, of St. Mary's, Ont.; J. A. Rollins, J. W. Taylor, T. B. Carling, of Exeter, are applying at the current session of the Dominion Parliament for an act incorporating a company with this title, to construct a railway from near Woodstock to near Sarnia, via St. Mary's and Exeter, Ont. (Jan., pg. 15.)

Sydney and Louisburg Ry.—An extension of $5\frac{1}{2}$ miles in length from Caledonia Jct. to colliery No. 6, was completed during 1904, and a mile of track connecting the S. and L. Ry. with the station of the Marconi Wireless Telegraph Co., at Glace Bay, N.S., was constructed by that company. (Oct., 1903, pg. 345.)

Temagami Ry.—Application is being made at the current session of the Dominion Parliament for power to construct an extension of this projected line, from near Sturgeon Falls to the Georgian Bay near the mouth of the French River. Royce and Henderson, Toronto, are solicitors for the promoters. (Sept., 1904, pg. 317.)

Temiskaming and Northern Ontario Ry.—The total length of this line, owned by the Ontario Government, at the end of 1904 was 138 miles, of which 112 miles from North Bay to New Liskeard was being operated by the Government, and of the other 26 miles, ballasting and other work was being done, and the contractor was running trains over it. The line is under contract for about 100 miles north of New Liskeard, and work is in progress on the grade beyond mileage 138 from North Bay. The line is intended to effect a junction with the line to be constructed by the Transcontinental Ry. Commission from Moncton, N.B., to Winnipeg, Man., and the length of the T. and O.N. Ry. will be determined by whether the Moncton-Winnipeg line will go north or south of Lake Abitibi. In the one case the line would be about 75 miles in length from New Liskeard, and in the other about 175 miles. (Feb., pg. 51.)

Toronto Union Station.—The Board of Railway Commissioners has issued an interim order respecting the Toronto esplanade and the Union Station matter, authorizing the expropriation of all the land asked for, compensation to be fixed as of the date of the first application to take any particular piece of land, and interest thereon at the rate of 5%. No instructions will be issued to the arbitrators as to compensation for business losses, this being left an open question. It was on this question that there was a difference of opinion between Deputy Chief Com-

missioner Bernier and Commissioner Mills. The Chief Commissioner agrees with the latter that the Board had power to authorize the arbitrator to provide for business losses, if it were disposed to do so; but held with the former that it was not expedient to make any order to the arbitrators regarding the awarding of compensation.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The company has under contemplation the extension of the line from Midway, B.C., to Orville, Wash., about 65 miles. The surveys have all been completed, but no contracts have been let. Jas. H. Kennedy, Grand Forks, B.C., is Chief Engineer. (Jan., pg. 15.)

Vancouver, Westminster and Yukon Ry.—Plans have been filed showing the additional land which it is proposed to acquire for terminal facilities in Vancouver, B.C. Press reports state that it is expected to make a start with the extension of the line northerly from Vancouver towards the Skeena country during the year. Agents of the company have recently been over a portion of the projected route taking options on the land. The Dominion Parliament, at its current session, is being asked for an act authorizing the fixing of the capital stock at \$12,000,000, and granting power to enter into agreements with the Vancouver, Victoria and Eastern Ry. and Navigation Co. (Jan., pg. 15.)

Winnipeg and Lake Shore Ry.—The Manitoba Legislature, at its last session, passed an act extending the time for the construction of the line proposed to be constructed by the Winnipeg and St. Andrew's Rapids Ry., and changing the name of the company to the Winnipeg and Lake Shore Ry. The line to be constructed will extend from Winnipeg east of Lake Winnipeg to the northern boundary of the province, and power is also given to construct branch lines.

Wolfe, Megantic and Lotbiniere Ry.—Application will be made next session of the Quebec Legislature for an act extending the time for the commencement and completion of this projected railway from Lime Ridge, Wolfe county, to Quebec Bridge, by way of the Thames River valley, and to otherwise amend the act of incorporation. (Feb., 1903, pg. 49.)

Woodstock and Lake Huron Ry.—Application is being made during the current session of the Dominion Parliament for an act incorporating a company with this title, to construct a railway from Woodstock to a point on Lake Huron between Kettle Point and Kincardine, Ont., through the counties of Oxford, Perth, Middlesex, Lambton, Huron and Bruce, or any of them. McKay and Mahon, Woodstock, Ont., are solicitors for the promoters.

York and Carleton Ry.—A projected extension of $4\frac{1}{2}$ miles from Stanley village to Ryan Brook, N.B., has been surveyed, but no contracts have been let, nor has anything been definitely decided as to the probable date of construction.

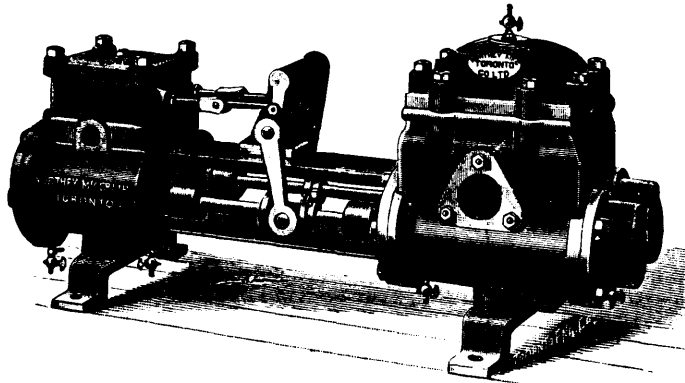
Canadian Northern Ry.—Gross earnings for Jan., \$364,000; working expenses, \$175,500; net earnings, \$88,500, against \$211,800 gross, \$135,600 working expenses, and \$76,200 net earnings for Jan., 1904. Aggregate net earnings for seven months to Jan. 31, \$811,400, against \$673,800 for same period, 1903-04. Mileage in operation, 1,602, against 1,350 miles in 1903.

The Ottawa and New York Ry. Co. is applying to the Dominion Parliament for an act exempting it from the operation of sec. 5 of the Railway Act Amendment Act, 1904, which provides that the majority of the directors of a railway company receiving aid from the Dominion Government shall be British subjects.

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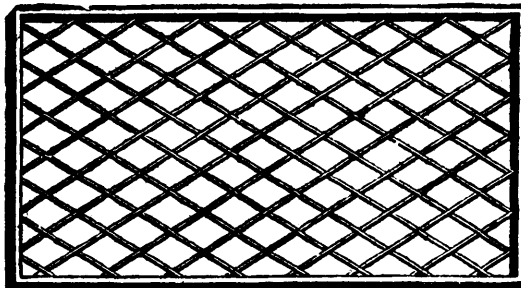
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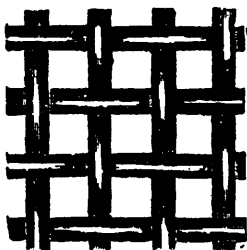
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March Birthdays.

Many happy returns of the day to
 P. S. Archibald, C.E., General Manager Elgin and Havelock Ry., at Moncton, N.B., born at Truro, N.S., Mar. 21, 1848.
 C. N. Armstrong, ex-General Manager Atlantic and Lake Superior Ry., at Montreal, Que., born at Maskinonge, Que., Mar. 19, 1850.
 Hon. A. G. Blair, ex-Chief Railway Commissioner for Canada, Ottawa, born at Fredericton, N.B., Mar. 7, 1844.
 D. E. Brown, General Agent C.P.R. for China, Japan, etc., at Hong Kong, born at Owen Sound, Ont., Mar. 20, 1855.
 G. J. Bury, General Superintendent Central division C.P.R. at Winnipeg, Man., born at Montreal, Que., Mar. 6, 1866.
 J. A. Cameron, ex-Superintendent C.P.R. at Cranbrook, B.C., born at Pictou, N.S., Mar. 5, 1855.
 F. G. J. Comeau, General Freight Agent Dominion Atlantic Ry. at Halifax, N.S., born at Meteghan River, N.S., Mar. 10, 1859.
 A. E. Cox, Storekeeper Canadian Northern Ry. at Winnipeg, Man., born at Huddersfield, Eng., Mar. 12, 1863.
 H. B. Curtis, General Superintendent Newfoundland Express Co. at St. John's, Nfld., born at Adrian, Ohio, Mar. 21, 1848.
 Hon. L. J. Forget, President Montreal Street Ry. Co., born at Terrebonne, Que., Mar. 11, 1853.
 C. O. Foss, on survey National Transcontinental Ry., in New Brunswick, born at Wentworth, N.H., Mar. 20, 1852.
 H. W. Gays, General Manager New York and Ottawa Line at Ottawa, Ont., born at Brant, Erie co., N.Y., Mar. 21, 1848.
 F. Grundy, Vice-President and General Manager Quebec Central Ry., at Sherbrooke, Que., and President Temiscouata Ry., born at Bury, Lanc., Eng., Mar. 28, 1836.
 J. Halstead, chief clerk to Assistant General Freight Agent C.P.R. at Vancouver, B.C., born at Bracebridge, Ont., Mar. 2, 1877.
 R. M. Hannaford, Engineer Permanent Way, Buildings and Bridges, Montreal Street Ry., Montreal, born there, Mar. 22, 1865.
 W. Harty, M.P., President Canadian Locomotive Co., Kingston, Ont., born in Biddulph tp., Middlesex, Ont., Mar. 8, 1847.
 C. A. Hayes, Assistant General Freight Agent G.T.R., Chicago, Ill., born at West Springfield, Mass., Mar. 10, 1865.
 H. S. Heydon, General Agent Canada Atlantic Ry., at New York city, born at Newark, N.Y., Mar. 28, 1861.
 C. B. Hibbard, General Manager Quebec Southern Ry., Montreal, born at St. John's, Que., Mar. 31, 1858.
 J. Hobson, Chief Engineer G.T.R. at Montreal, born at Guelph, Ont., Mar., 1834.
 T. M. Kirkwood, director Central Ontario Ry., born at Toronto, Mar. 23, 1859.
 F. Lee, Assistant Engineer, C.P.R., Winnipeg, born at Chicago, Ill., Mar. 7, 1873.
 R. W. Long, Division Freight Agent G.T.R., at Stratford, Ont., born at Appin, Ont., Mar. 20, 1873.
 C. E. Lytle, General Superintendent Duluth, South Shore and Atlantic Ry., at Marquette, Mich., born at Newark, Ohio, Mar. 2, 1859.
 D. D. Mann, of Mackenzie, Mann & Co., and 1st Vice-President Canadian Northern Ry. Co., Toronto, born at Acton, Ont., Mar. 23, 1853.
 Owen McKay, Assistant Engineer, Pere Marquette Rd., St. Thomas, Ont., born in Ross tp., Renfrew co., Ont., Mar. 13, 1848.
 W. C. Orchard, chief Freight Tariff Bureau C.P.R., at Montreal, born in London, Eng., Mar. 16, 1865.
 H. Parry, General Agent Passenger Department, New York Central Rd., at Buffalo, N.Y., born at Hamilton, Ont., Mar. 27, 1865.
 R. Patterson, Master Mechanic G.T.R. at Stratford, Ont., born at Brantford, Ont., Mar. 13, 1860.

J. Ritchie, General Eastern Agent Canada Atlantic Ry., Boston, Mass., born Mar. 16, 1860.

J. A. Sheffield, ex-Superintendent Sleeping and Dining Cars, C.P.R., at Montreal, born at Columbus, Ohio, Mar. 16, 1845.

J. F. Slocum, Assistant Secretary-Treasurer International Ry. Co., Buffalo, N.Y., born at Geneva, N.Y., Mar. 25, 1876.

C. J. Smith, General Manager Richelieu and Ontario Navigation Co., at Montreal, born at Hamilton, Ont., Mar. 10, 1862.

W. Y. Soper, director Ottawa Electric Ry. Co., Ottawa, Ont., born at Oldtown, Me., Mar. 9, 1854.

W. F. Tye, Chief Engineer C.P.R. at Montreal, born at Haysville, Ont., Mar. 5, 1861.

H. Wallis, ex-Chief Mechanical Superintendent G.T.R., Montreal, born at Derby, Eng., Mar. 10, 1844.

D. O. Wood, Western Agent at Toronto for Robert Reford Co., Steamship Agents, Montreal, born at Kleinburg, Ont., Mar. 16, 1864.

Steam Railway Statistics.—On June 30, 1904, the mileage of steam railways in the Dominion was 19,611, compared with 19,077 on the same date in 1903, an increase of 534 miles. The miles of railway in operation numbered 19,431, an increase of 443 over the previous year. The paid-up capital, including Dominion and Provincial subsidies and loans and municipal aid, was \$1,186,546,918, an increase of \$39,996,149 over 1903. The gross earnings of all the steam railways aggregated \$100,219,436, a gain of \$4,154,909. The working expenses were \$74,563,162, an increase of \$7,081,633, but the net earnings show a falling off of \$2,927,729, the total for the year being \$25,656,274. The railways carried 23,640,765 passengers, an increase of 1,492,023, and 48,097,519 tons of freight, a gain of 724,102 tons. Twenty-five passengers were killed, 28 less than in the year previous.

The Canadian Railway Club's Annual Dinner was held at the Windsor Hotel, Montreal, Jan. 26, President S. King, Assistant Master Car Builder, C.P.R., in the chair. The toasts were "The Railways," proposed by Second Vice-President W. D. Robb, Superintendent of Motive Power, G.T.R., and responded to by H. H. Vaughan, Superintendent of Motive Power, C.P.R., and R. Patterson, Master Mechanic G.T.R., Stratford, Ont.; "Our Guests," proposed by L. H. Johnson, Assistant Superintendent Motive Power, C.P.R., and responded to by Prof. Durlay, of McGill University; R. S. Thomas, of the New York Railway Club, and J. Temple, of the Pullman Co.; "The Railway Supply Man," proposed by T. McHattie, Master Mechanic, G.T.R., and responded to by A. Lichtenhein, of the Galena Signal Oil Co. At the regular monthly meeting of the Club on Feb. 7, W. S. Blyth, travelling engineer, Canada Atlantic Ry., read a paper on locomotive and train handling. T. McHattie, Master Mechanic G.T.R., Montreal, was elected a member of the executive committee, vice J. Powell, appointed Secretary. At the next meeting, Mar. 7, A. A. Maver, Master Mechanic G.T.R., will read a paper on the hot water heating system as applied to roundhouses and shops.

Gillies & Co. (Ltd.), at present trading as a joint stock company under the Dominion Companies' Act, is applying for an act, at the current session of the Dominion Parliament, authorizing an increase of capital, and giving power to own steamers and carry on a general navigation business; to engage in the construction of docks, wharves, tramways, bridges, locomotives, cars, and ships, and to construct in connection with its works railway sidings, etc., not exceeding ten miles in length, and to connect the same with any line of railway; as well as to engage in a number of other businesses. McGivern and Haydon, Ottawa, are solicitors for the company.

The Board of Railway Commissioners.

The appointment of A. C. Killam, K.C., heretofore a Justice of the Supreme Court, as Chief Commissioner of the Board of Railway Commissioners for Canada, was formally made Feb. 6. He took his seat as Chief Commissioner Feb. 7, and received the congratulations of M. K. Cowan, K.C., on behalf of the G.T.R., and C. Drinkwater on behalf of the C.P.R., on his appointment. Some matters were attended to, and arrangements were made by which the Commissioners will give judgment on cases already heard, upon the transcript of the notes of evidence and argument taken at the time, and for the rehearing of other applications.

The Commission sat in Toronto, Feb. 16, and heard arguments upon the application for the expropriation of the burned-out district. An interim order has since been issued, which is referred to under the heading of Toronto Union Station, on pg. 95. The Commissioners subsequently visited Guelph, to look into the question of the application of the G.T.R. to take over some park land there for station purposes; and Hamilton, to hear evidence in regard to a number of matters.

Railways and Special Freight Rates.

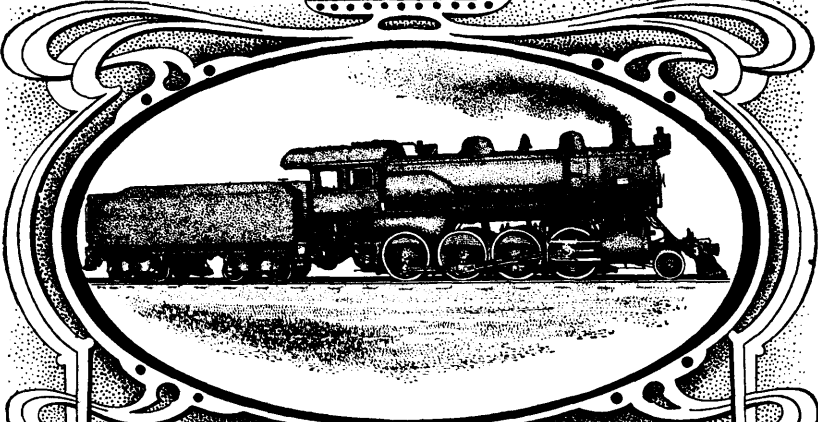
The Board of Railway Commissioners issued the following orders on Feb. 9, relative to freight matters:—

Upon the application of the G.T.R. and the C.P.R. companies, under section 275 of the Railway Act, for permission to issue special rate notices, in certain cases, without previous application to the Board, prescribing tolls lower than the tolls in force upon the railway, to be charged for specific shipments between points upon the railway, not being competitive points, where the said companies, or either of them, and the Board consider the charging of the special tolls mentioned in any such notices will help to create trade or develop business, or be in the public interest, and not otherwise contrary to the provisions of the Act. The application sets forth certain contingencies which the companies consider they should be allowed to provide for by special rate notices, and which only are considered in the order made. The Board orders that the railway companies, subject to the act, be authorized to issue special rate notices under the restrictions prescribed in section 275, subsection 4, of the Railway Act, in the following cases, namely: (a) To provide for the prompt shipment of any freight which may unexpectedly offer and for which no suitable tariffs have been prepared, on condition that the filing and publication of such tariffs be immediately proceeded with. (b) To provide for the disposition of shipments which may have been forwarded to the wrong destination, or which may have been refused by the consignees, by returning them to the original point of shipment at less than the ordinary tariff rate, or by reforwarding at a reduced rate from the first to a second destination, in which case the published rate from the point of shipment to the first destination, added to the reduced rate from the first destination to the second, shall not be less than the published rate for a through haul from the original shipping point to the second, or final, destination. (c) To provide for the carriage of small sample or trial shipments for testing purposes, with a view to opening up business, as, for example, a trial shipment of ore from a new mine to the smelter, at actual weight at the carload rate. (d) To provide for the removal of live stock by rail from exhaustive grazing grounds to new pastures on the ranches of the Northwest, for subsequent reshipment to the markets. Every such special rate notice referred to above must be filed with the Board,

and shall exist merely for the purpose of giving effect to the special rate charged for the specific shipment mentioned therein. (e) To permit the railway companies to carry such freight as coal and firewood for their own employes at reduced rates, which may be filed individually with the Board, or as a general notice. It is also ordered that special rate notices authorized above shall mention, for the information of the Board, the reason for the issue thereof, and the rates which would have to be charged in the absence of such notices, and that advices of special rates made by the railway companies under the general authority contained in section 275, subsection 3, of the Act, must be filed with the Board.

On the application of the C.P.R. Co. for leave to waive the additional notice necessitated by mailing requirements in order that new special freight tariffs may reach the Board within the time prescribed by section 262, subsection 2, of the Railway Act, by sending telegraphic notices of the proposed changes to the Board: It is ordered that the C.P.R. Co., and any other railway company similarly situated, be authorized, in cases of emergency only, to notify the Board by telegraph of the proposed changes in the rates, provided: (a) That the new schedule be printed and publicly posted for the full period required by the Act, namely, three days in the case of a reduction and 10 days in the case of an advance. (b) That the telegram to the Board plainly state the changes proposed to be made in the rates, the effective date thereof, and the official title of the sender of the telegram. (c) That the new tariff be mailed to the Board not later than the date of publication; and (d) That a copy of the telegram be attached to the printed tariff filed with the Board.

The railway department of the Y.M.C.A., in its report for 1904, shows that 16 entire buildings were set aside for Association purposes, one of which was at Fort Erie, Ont., for G.T.R. and Wabash employes, at a cost of \$6,000. There are now 208 Y.M.C.A.'s for railway men, with a membership of 72,148, and an average daily attendance of 37,419. Looking to the future, new buildings are practically assured at the following points: Portland, Me.; Deering, Me.; East Toronto, Ont.; Fort Gratiot, Mich., on the G.T.R.; and Stellarton, N.S., on the Inter-colonial Ry.



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Orders by the Railway Commissioners.

The following orders have been issued by the Board:—

Approving of plans of nine bridges over the Don River between mileage 4.4 and mileage 14.3; bridge over the Seguin River, Parry Sound, Ont.; highway crossing at mileage 29.9; farm crossing at mileage 30; and plans of standard trestles and wooden box and pile culverts for the James Bay Ry. (Jan. 10.)

Approving of the proposed extensions of the C.P.R. sidings in Perth, Ont. (Jan. 10.)

Approving plans for a siding in Goderich, Ont., for the G.T.R. (Jan. 12.)

Approving plans for spur lines 860 ft. and 760 ft. in length respectively, for the C.P.R. in Winnipeg, from points on the Ross Avenue branch to factories. (Jan. 13.)

Authorizing a change in the location of the James Bay Ry. between mileage 8 and mileage 9 from Toronto. (Jan. 13.)

Approving plans for a change in location on the line of the C.P.R., Pheasant Hills branch, between mileage 146.8 and mileage 189.8. (Jan. 14.)

Authorizing the construction of a spur line in Sandwich East, Ont., for the G.T.R. (Jan. 17.)

Sanctioning a by-law of the Ottawa and New York Ry. appointing its General Manager, or such officer as he may designate, to make tariffs of tolls for the company. (Jan. 18.)

Granting permission to the Gordon, N.B., Highway Commissioners to construct a highway across the Tobique branch of the C.P.R., near the Odell River bridge. (Jan. 18.)

Granting permission to the Galt, Ont., city council to lay sewers under the G.T.R. tracks in that city according to plans furnished. (Jan. 19.)

Granting permission to the municipality of St. Andrew's, Man., to construct highways across the West Selkirk branch of the C.P.R. (Jan. 24.)

Sanctioning a by-law of the James Bay Ry. authorizing D. B. Hanna, or such officer of the company as he may designate, to make tariffs of tolls for the company. (Jan. 25.)

Further extending the period within which the Morrissey, Fernie and Michel Ry. may use a crossing of the C.P.R. near Fernie, pending the installation of interlocking and derailing devices. (Jan. 25.)

Authorizing the construction of a spur line in Strathroy, Ont., for the G.T.R. (Jan. 25.)

Authorizing the Tillsonburg, Lake Erie and Pacific Ry. to operate its line under the rules and regulations published in its time table, No. 1. (Feb. 1.)

Approving of plans for a crossing of a highway in Elzevir township, Hastings county, Ont., by the Bay of Quinte Ry. (Feb. 1.)

Approving plans for the construction of a subway on Grand River St., under the G.T.R., and an overhead bridge to carry the railway over John St., Paris, Ont., for the G.T.R. (Feb. 2.)

Port Arthur Industries.—The Atikokan Iron Co. is the title of a new corporation, for which letters patent are being applied for, with a capital of \$1,000,000, for the purpose of mining iron ore, and manufacturing pig iron and other products of iron and steel. The company's mines are at Atikokan, on the Canadian Northern Ry., west of Port Arthur, Ont., and the blast furnaces, rolling mills, etc., will be at Port Arthur. Of the capital, Mackenzie, Mann & Co. take \$400,000, the town of Port Arthur \$200,000, and a number of U.S. capitalists the remaining \$400,000. In connection with this company it is proposed to form the Canadian Coal and Ore Dock Co., to construct coal and ore docks at Port Arthur, at a cost of \$600,000.

Passenger and Freight Tariffs.

Concluded from Feb., pg. 67.

The Boston and Maine Rd., in respect of its Canadian line—The Massawippi Valley Ry.—filed a tariff showing rates between its stations per 100 lbs.; wood products at per carload of 30,000 lbs.; and wood at per cord.

The British Yukon Ry. has had approved a tariff showing the following rates for distances under 5 miles, and for over 85 and under 90 miles.

Class...	1	2	3	4	5	6	7	8	9	10
Cents...	24	21	18	15	12	11	10	11	10	09
Cents.	190	166	142	119	95	90	75	73	73	70

The minimum charge is 50 cents for distances under 35 miles, and \$1 for over 35 and under 80 miles. Subject to Canadian Freight Classification.

Canadian Pacific Ry.—The freight mileage tariff no. 1 applies (local and interchange) between stations on the Lake Superior Division (North Bay and east), the Eastern Division, the Ontario Division and the Atlantic Division; while tariff no. 2 applies between stations on the Lake Superior Division (North Bay and west), also on interchange between stations on the Lake Superior Division (west of North Bay), and stations on the Lake Superior Division (North Bay and east); Eastern Division, Ontario Division and Atlantic Division. The rates are governed by the Canadian Freight Classification, and subject to change upon legal notice, and to the general rules and conditions of carriage adopted by the C.P.R. The rate for distances under five miles is 8c. per 100 lbs. for 1st class, and ranges to 3c. per 100 lbs. for 10th class freight, and is worked out for distances up to 1,000 miles on tariff no. 1, the rates for that distance being \$1.50 for 1st class, and 53c. for 10th class freight per 100 lbs.; while on tariff no. 2 the rates are worked out for distances up to 3,000 miles, the amounts are \$3.70 for 1st class and \$1.15 for 10th class freight per 100 lbs. Local tariffs are also published for traffic on Okanagan Lake, B.C.; for stations between Kirkella, Man., and east on main line, and Port Arthur, Ont., and west, including stations in Manitoba on branch lines; also on interchange between stations in the territory already mentioned and stations east of Port Arthur to Sudbury Jct., Ont.; and between Canmore and east on main line Crow's Nest and east on Crow's Nest line and Fleming, Assa., and west, including stations on branch lines shown in list attached; and on interchange traffic in the territory named and to and from main and branch line stations east of Fleming, Assa. Tariffs are also published for traffic on the Nakusp and Slocan Ry, Kootenay and Arrowhead Ry., Columbia and Kootenay Ry., and Columbia and Western Ry., and supplement to the same; Crow's Nest line, from Crow's Nest to Kootenay Landing, B.C., on interchange to and from Crow's Nest line west of Crow's Nest, and Crow's Nest east of Crow's Nest, and between Columbia River landings, between ports on Slocan Lake, between ports on Kootenay Lake and ports on Trout Lake; between stations on the Vancouver and Lulu Island Ry., and between stations on the Qu'Appelle, Long Lake and Saskatchewan Ry. The notice referring to the various tariffs states that "with the exception of the tariffs affecting those portions of the company's system in respect to which the company does not require approval (which portions are shown on a map filed with the Board)," they have been approved by the Board.

The Esquimalt and Nanaimo Ry.'s freight tariff as approved gives rates per 100 lbs. for

five miles and under to 80 miles, the rates for the shorter distance being:—

Class...	1	2	3	4	5	6	7	8	9	10
Cents...	16	14	12	9	6	5	5	5	6	4

The G.T.R. gives rates for distances up to 1,000 miles, and adds that the rate for distances beyond 1,000 miles is at the same rate per mile as chargeable for 1,000 miles. The tolls in the table were approved by the Governor-in-Council, June 9, 1900.

The Kingston and Pembroke Ry. states that its charges are subject to the general rules and conditions of carriage adopted by the company.

The standard freight tariffs approved for the Nelson and Fort Sheppard Ry., the Red Mountain Ry., and the Vancouver, Victoria and Eastern Ry. and Navigation Co., lines operated by the Spokane Falls and Northern Ry., a Great Northern Ry. (U.S.) subsidiary, provide for charges per 100 lbs. for 10 miles or less of:

Class..	1	2	3	4	5	6	7	8	9	10
Cents.	21	18	14	11	10	9	8	9	8	6

Minimum charge at first-class rate of not less than 25c., and subject to Canadian Freight Classification.

The Quebec Ry. Light and Power Co. has filed a tariff from stations on its lines to Quebec, rates between stations; also rates for live stock irrespective of distance.

The Quebec Southern Ry. agrees to perform a cartage service at St. Hyacinthe, Que., the additional charge being on 1st to 5th class freight, 1½c. per 100 lbs., subject to a minimum charge of 12c. for any one consignment; and on classes lower than 5th, not less than 2c. per 100 lbs., but the gross rate not to exceed 5th class plus 1½c. per 100 lbs.

A standard freight tariff has been approved, but is not published, for the Temiscouata Ry.

Other freight tariffs published are for the Atlantic and Lake Superior Ry., Bedlington and Nelson Ry., Halifax and Yarmouth Ry., and the Nova Scotia Steel and Coal Co's Ry., which vary slightly from the standards quoted above.

The Intercolonial-Grand Trunk Arbitration.—The questions at issue between the Intercolonial Ry. and the G.T.R., which form the basis of an arbitration now in progress, were recently discussed in the House of Commons. It was stated that the differences between the two railways, in regard to which the arbitrators are taking evidence, have arisen under divers contracts entered into at different times. One of the contracts was entered into in 1899 in connection with the purchase of the line from Riviere du Loup to Point Levis, Que.; another point of difference arose out of the purchase of the extension of the line from Levis to St. Hyacinthe; and others are of more recent date. There were, it was stated, provisions in the contracts providing for a reference to arbitrators of any disputes that might arise thereunder. The Intercolonial Ry. had a number of claims against the G.T.R. arising out of what was claimed to be the non-fulfilment of the contracts, the most important being a very considerable claim made by the Intercolonial Ry. in respect to the diversion by the G.T.R. of freight to Portland, Me., that ought to have been given by it to the Intercolonial to be carried to St. John or Halifax. The arbitrators have been hearing evidence for some considerable time, and the proceedings are likely to last for some time longer.

At the recent annual meeting of the Canadian Transfer Co., Montreal, Lieut.-Col. F. C. Henshaw was re-elected President; H. Paton, C. Cassils, G. R. Starke, and Sir H. M. Allan were re-elected directors, and F. M. McRobie Manager and Secretary.

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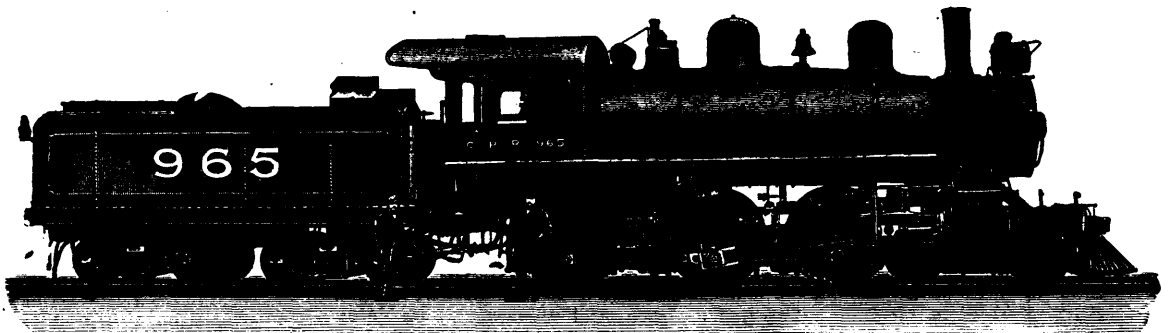
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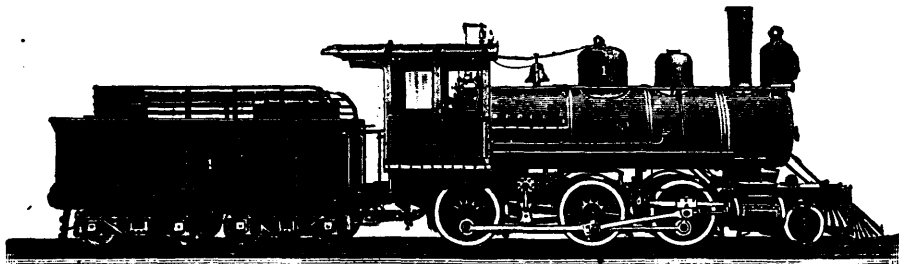
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Recent Manitoba Legislation.

The following acts affecting railway and other transportation interests were passed at the recent session of the Manitoba Legislature:—

- Authorizing the guarantee of bonds of the Canadian Northern Ry. Co.
- Respecting aid to the Canadian Northern Ry. for Winnipeg terminals.
- Incorporating the Central Canada Ry. and Power Co.
- Confirming and enlarging the powers conferred on the Manitoba Water Power Electrical Co.
- Respecting certain debentures issued under the Railway Aid Act, 1885.
- Amending the act, incorporating the River-side Park Ry. Co.
- Amending the act incorporating the Winnipeg and St. Andrews Rapids Ry. Co.
- Respecting the Winnipeg Electric Ry. Co.

Canadian Ticket Agents' Association.

A meeting of the executive committee was held in Toronto, Feb. 7. Present: W. Jackson, in the chair; C. E. Morgan, E. de la Hooke, W. Bunton, J. P. Hanley, W. H. Harper, W. H. C. MacKay, W. Maughan.

It was decided to hold the next annual meeting at Portland, Me., on Monday, Oct. 9. The various details have been left in the hands of Secretary-Treasurer de la Hooke to arrange. The party will probably assemble in Montreal and leave there early on Saturday, Oct. 7, by the G.T.R. The return trip may possibly be via Maine Central, Boston and Maine and C.P.R., leaving Portland early on Thursday, Oct. 12, for Montreal.

It was decided not to send a representative to the annual meeting of the American Association of General Passenger and Ticket Agents at the City of Mexico on Oct. 17. C. E. Horning, G.T.R. ticket agent, Toronto, was elected a member of the executive committee to succeed J. W. Ryder, resigned.

Grand Trunk Pacific Ry.—An issue of £1,645,000 of 4% sterling mortgage bonds on account of the construction of the prairie section of the G.T. Pacific Ry.; and of £1,358,000 of 4% sterling mortgage bonds on account of the construction of the branch line from Lake Superior northerly, has been placed on the London market. The bonds are redeemable in 1955. Of the total amount of the issue, £1,300,000 was subscribed for at 99½, and cables of Feb. 22 state that the balance has been taken up at a premium. The bonds are guaranteed by the G.T.R.

G.T.R. St. Clair Tunnel.—For some time past there have been reports to the effect that it had been decided to adopt electricity as a motive power in the St. Clair tunnel, and a U.S. electrical paper went so far as to state that the G.T.R. had placed an order for six electrical locomotives to handle the traffic. The third rail system, it was said, would be adopted, the third rails being placed on the side of the tunnel, instead of beside the tracks, as is usual; whilst the tunnel was to be brilliantly illuminated and the walls whitened, the whole feature to be advertised as an attraction to tourists. We are advised that there must be some mistake about this, as while the matter is under consideration, no decision had been reached as to substituting electricity for steam as a motive power for handling trains through the tunnel. The question of making a change at the tunnel so as to make its operation more safe, has been under the consideration of the Railway Commissioners and G. A. Mountain, the Board's engineer, recently made an inspection of the tunnel and the operation of trains through it. His report has been prepared, but we were informed Feb. 14 that it had not been considered by the Board.

Esquimalt and Nanaimo Railway.

Negotiations have been completed for the purchase of this line by the C.P.R., and application is being made at the current session of the Dominion Parliament for the necessary parliamentary authority to transfer the line. The line is at present owned by the Dunsmuir estate, and was constructed in connection with the development of the collieries at Wellington and Nanaimo. It extends from Victoria to Wellington, on Vancouver Island, B.C., 78 miles, and the company has charter powers to extend the line further along the island coast. Its rolling stock consists of seven locomotives, two palace or drawing-room cars, five first-class cars, four second-class cars, three baggage, mail and express cars, 14 cattle or box freight cars, 42 platform cars, 19 coal or dump cars, four conductors' vans, and 28 tool cars. The company has a capital of \$3,000,000, of which \$2,500,000 is subscribed and paid up. It received \$750,000 by way of subsidy from the Dominion Parliament, and 2,000,000 acres of land from the B.C. Government. Of the land grant there had been sold up to June 30, 1903, 340,479 acres, realizing \$1,443,250. The total cost of the line and its equipment was reported to be \$3,172,715.18, and there is no floating debt. The gross earnings for the year ended June 30, 1903, were: \$270,960.50, and the net earnings \$62,125.54. It carried, during that period, 153,326 passengers and 143,139 tons of freight. The sale to the C.P.R. does not include the land grant.

A Victoria press report states that Mrs. Dunsmuir, mother of Jas. Dunsmuir, President E. and N. Ry., and some other interests concerned in the Dunsmuir estate, have applied to the courts for an injunction to prevent the sale.

A booklet descriptive of the Royal Muskoka Hotel, owned by the Muskoka Lakes Navigation and Hotel Co., has just been issued. It is one of the best illustrated booklets of the kind ever got out in Canada. The illustrations are tinted, and convey in a more attractive way than any letterpress could an idea of the hotel and its surroundings. The G.T.R., which is largely interested in the success of the hotel by reason of a guarantee to the company, is responsible for the issue of the booklet, which was prepared under the direction of H. R. Charlton, Advertising Agent.

The Canadian Westinghouse Co. has received an order for the equipment of a power house for the electrical operation of gold dredging boats on the Yukon rivers. The plan is an entirely new one, and involves many interesting features. A number of Detroit capitalists recently formed the Canadian Klondike Mining Co. A visit was made to the works of the Westinghouse interests at East Pittsburg to ascertain if electrical machinery could be used in the gold mining plant. After considering various plans, it was decided to install a 400 kilowatt turbo-generator in the power house, to be driven by a 600 h.p. Westinghouse-Parsons steam turbine. On the dredge boats will be installed induction motors, aggregating a total of about 500 h.p., and varying in size from 7½ to 100 h.p. The power house will be located at Dawson, and the dredges will operate on the Yukon river and its tributaries. Lines for transmitting power will be strung from the station to the boats, wherever they may be working. Electrical machinery is used very extensively in mining operations, but this plant will be watched with considerable interest, owing to the remoteness of the country and the new field which will be opened.

TRANSPORTATION APPOINTMENTS.

Board of Railway Commissioners.—A. C. Killam, K.C., heretofore one of the Justices of the Supreme Court at Ottawa, has been appointed Chief Railway Commissioner, succeeding Hon. A. G. Blair, resigned.

Canadian Pacific Ry.—W. M. Kirkpatrick, heretofore Assistant General Freight Agent at Vancouver, B.C., has been appointed Export Freight Agent at Montreal, succeeding A. E. Cook, resigned on account of ill-health.

G. E. Hall, heretofore secretary to the Vice-President, has been appointed Assistant General Storekeeper, succeeding J. H. Callahan, appointed General Storekeeper, Eastern Lines.

The position of Supervisor of Weighing, at Montreal, vacant by the appointment of G. E. Graham as Superintendent of Winnipeg terminals, will not be filled for the present, and the work will be carried on under the direction of the Superintendent of Car Service.

J. W. Leonard has been appointed Manager of Construction of the railway between Sudbury and Toronto. For the present his office will be at Toronto.

R. E. Larmour, heretofore Freight Claims Agent Pacific Division, has been appointed Freight Claims Agent, Central and Western Divisions. Office, Winnipeg, Man.

G. E. Graham, heretofore Supervisor of Weighing at Montreal, has been appointed Superintendent of Winnipeg Terminals, in charge of operation and maintenance. The position of Assistant Superintendent of Terminals, heretofore held by J. L. Audrain, has been abolished.

F. Arnold has been appointed General Yardmaster, with jurisdiction over Winnipeg and St. Boniface, Man., yards.

D. G. McKay has been appointed Station Master at Winnipeg. He will have direct control of the switching of passenger trains in passenger coach yard, and at station, and will also have charge of the station and the station staff.

J. McLellan has been appointed local freight agent at Winnipeg. He will have charge of the freight office and sheds, and will be responsible for collection of the revenue for freight and switching service.

P. E. Barry has been appointed Roadmaster. He will be responsible for maintenance of way in the territory included in the Winnipeg terminals.

A. McDonald has been appointed master carpenter. He will be responsible for the maintenance of bridges, buildings and water service in the Winnipeg terminals. The general carpenter shop will be under his charge. Such work as may be required by the Second District and by the Construction Department will be done in this shop.

J. L. Audrain, heretofore Assistant Superintendent of Terminals, Winnipeg, has been appointed Trainmaster Second District, Central Division, succeeding W. Brock, assigned to other service. Office, Winnipeg, Man.

Changes have been made in the lines in charge of the undermentioned Roadmasters in the 2nd district, Central Division:—The Teulon branch has been added to R. M. Binney's district; the Winnipeg Beach branch has been added to C. J. Panser's district; and W. Cooper's district has been extended to one mile west of Rosenfeld Jct.

J. Cardell, heretofore Master Mechanic at Winnipeg, Man., has been appointed Master Mechanic at Calgary, Alta., succeeding S. Phipps, transferred.

S. Phipps, heretofore Master Mechanic at Calgary, Alta., has been appointed Master Mechanic at Revelstoke, B.C., succeeding C. H. Temple, promoted.

T. J. Coulter, heretofore Assistant Freight Claims Agent, Central and Western Divisions,

has been appointed Freight Claims Agent, Pacific Division. Office, Vancouver, B.C.

Central Vermont Ry.—Jas. Coleman, Master Car Builder, having resigned, A. Buchanan, Jr., heretofore Superintendent of Motive Power, has been appointed Superintendent of Motive Power and Car Department. Office, St. Albans, Vt.

Chicago Great Western Ry.—Thos. Rigdale, heretofore Travelling Freight and Passenger Agent at Montreal, has retired from the company's service, and the office has been discontinued.

Delaware and Hudson Co.—J. W. Burdick, heretofore General Passenger Agent, has been appointed Passenger Traffic Manager. Office, Albany, N.Y.

P. Wadsworth, heretofore General Freight Agent, has been appointed Freight Traffic Manager. Office, Albany, N.Y.

A. A. Heard, heretofore Assistant General Passenger Agent, has been appointed General Passenger Agent, succeeding J. W. Burdick, promoted.

C. E. Rolfe, heretofore Assistant General Freight Agent, has been appointed General Freight Agent, succeeding P. Wadsworth, promoted. Office, Albany, N.Y.

Grand Trunk Ry.—J. Gray, heretofore station agent at St. Catharines, Ont., has been appointed local freight agent at River St., Buffalo, N.Y. He is succeeded at St. Catharines by G. D. Baxter, heretofore station agent at Thorold, Ont.

C. A. Gormaly, heretofore agent Lackawanna and G.T.R. Line at Milwaukee, Wis., has been appointed Commercial Agent G.T.R. at St. Louis, Mo., succeeding F. T. Byrne, resigned.

Great Northern Ry., U.S.—F. A. Nancekiviel, heretofore Soliciting Freight Agent, G.T.R., Hamilton, Ont., has been appointed Soliciting Freight and Passenger Agent, G.N. Ry., Toronto, succeeding J. J. Johnston, promoted.

J. J. Johnston, heretofore Soliciting Freight and Passenger Agent, Toronto has been appointed Contracting Freight Agent at Winnipeg, Man.

Intercolonial Ry.—The position to which C. F. Burns, heretofore Travelling Auditor, has been appointed is chief clerk in the Accounting Department, and not chief clerk in the Treasurer's office, as stated in our last issue.

Jno. Devereau has been appointed mechanical foreman at Campbellton, N.B., succeeding J. A. Johnson.

Michigan Central Rd.—H. B. Ledyard has been appointed Chairman of the Board, succeeding Chauncey M. Depew, and is succeeded as President by W. H. Newman, who is also

NOTICE is hereby given that an application will be made on behalf of the Canadian Pacific Railway Company and the Esquimalt and Nanaimo Railway Company to the Parliament of Canada, at its present session, for an Act ratifying and confirming an agreement between the said companies for the sale by the Esquimalt and Nanaimo Railway Company to the Canadian Pacific Railway Company of the railway and properties in the said agreement described declaring the said railway to be a work for the general advantage of Canada, and authorizing the Canadian Pacific Railway Company to acquire and operate the same and issue bonds, debentures, consolidated debenture stock and other securities to aid in such acquisition, with such other powers as may be necessary and expedient in order to carry out the purposes and objects of the said agreement.

A. R. CREELMAN,
Solicitor for applicants.

Dated this 14th day of February, A.D. 1905.

N. CURRY, President.

N. A. RHODES, Vice-President.

J. M. CURRY, Sec.-Treas.

CAPITAL, \$1,000,000.

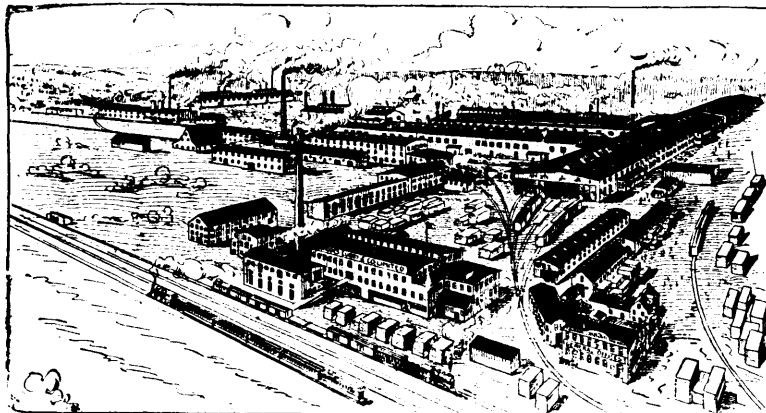
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Car Wheels, Axles, Forgings, Castings, Etc.

CAPACITY PER MONTH

300 Freight Cars	4 Passenger Cars	4 Snow Plows	3,000 Car Wheels
2,500 Car Axles	500 tons Castings	1,000 tons Forgings	

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PORTAGE LA PRAIRIE

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DAUPHIN

SWAN RIVER

Line surveyed and now under construction to:—

PRINCE ALBERT

BATTLEFORD

EDMONTON

FREIGHT:—Shipments are handled from points in Eastern Canada, either Grand Trunk or Canadian Pacific Railways, via North Bay to Port Arthur, thence Canadian Northern Railway.

PASSENGER:—Passengers destined to points on the Canadian Northern Railway north, south and west of Winnipeg, can purchase through tickets via Chicago and St. Paul, where connection is made with the Canadian Northern Flyer for Winnipeg via Great Northern Railway, also with Northern Pacific Railway.

Freight Rates, Folders and other Information furnished on application to:—

R. H. BELL, T. F. & P. A., Board of Trade,
MONTREAL, QUE.

WM. PHILLIPS, G. E. A.,
TORONTO, ONT.

GEO. H. SHAW, Traffic Manager,
WINNIPEG, MAN.

President of the New York Central Rd. W. C. Brown has been appointed Vice-President in charge of transportation; J. Carstensen, Vice-President in charge of accounts; and G. Y. Grammer Vice-President in charge of traffic. Messrs. Brown and Carstensen are also Third and Fourth Vice-Presidents respectively of the New York Central. Mr. Grammer is General Traffic Manager of the Lake Shore and Michigan Southern Rd.

Thos. Evans, heretofore chief clerk to the freight and passenger agent at London, Ont., has been appointed acting freight and passenger agent, succeeding Jno. Paul, resigned, to enter the service of the New York, St. Catharines and Toronto Ry.

Niagara Navigation Co.—H. E. Weller, who has been in the head office for several years, has been appointed ticket agent, Yonge St. Wharf office, Toronto, succeeding G. H. Doherty, resigned.

W. E. Tibbitts, who has been baggage agent of the company for several years at Yonge St. Wharf, Toronto, has been appointed General Baggage Agent.

Niagara, St. Catharines and Toronto Ry.—Jno. Paul, heretofore freight and passenger agent, Michigan Central Rd., London, Ont., has been appointed General Freight Agent, N., St. C. and T. Ry., succeeding W. N. Warburton, assigned to other duties. Office, St. Catharines, Ont.

Pere Marquette Rd.—M. J. Griffin has been appointed Trainmaster at Detroit, Mich.

F. T. Byrne, heretofore commercial agent Grand Trunk Ry. at St. Louis, Mo., is reported to have been appointed commercial agent P.M. Rd., at the same point.

Quebec Southern Ry.—D. L. Jones has been appointed mechanical foreman, succeeding L. H. Veronneau, resigned. Office, Sorel, Que.

Richelleu and Ontario Navigation Co.—F. Percy Smith, heretofore in the company's passenger department, has been appointed Secretary, succeeding H. Bolger, resigned.

Several changes are about to be made in the traffic department, but they had not been officially announced when this was written. The rumored changes are as follows: R. A. Carter, heretofore Travelling Passenger Agent Canada Atlantic Ry., to be District Freight Agent at Toronto, with jurisdiction over freight matters in Toronto and Hamilton, and over passenger and freight matters east of Toronto to Montreal. H. Dubois, heretofore Travelling Freight and Passenger Agent at Toronto, to be transferred to Montreal, with territory from Montreal east.

Rutland Rd. and St. Lawrence and Adirondack Rd.—Upon the passing of these lines under the control of the New York Central Rd., the following directors have been appointed:—W. K. and F. W. Vanderbilt, H. K. McK. Twombly, J. P. Morgan, W. Rockefeller, J. Stillman, W. H. Newman, W. S. Webb, C. M. Depew, O. Merrill, P. W. Clement, F. D. Proctor, and Mr. Paine A. G. Adams, heretofore Purchasing Agent, has been appointed Treasurer.

Temiskaming and Northern Ontario Ry. Commission.—Robt. Jaffray, Chairman of the Commission, has resigned.

Turbine Steamship Co.—H. W. Wilson, heretofore Assistant to the Manager Northern Navigation Co. at Collingwood, Ont., has been appointed Manager T.S. Co. Office, Hamilton, Ont.

The representatives of the Tug and Dredge Owners' Protective Association of the Great Lakes have signed a contract with representatives of the firemen and linesmen fixing the wages for the season. Wages are fixed at \$65 and board for Chicago, Ill., and South Chicago, \$60 for Cleveland, Ohio, and \$55 at other points.



TWENTY-FOURTH ANNUAL STATEMENT OF THE
North American Life Assurance Co.
 HOME OFFICE:
 112-118 King Street West, - TORONTO
For the year ended 31st Dec., 1904

Dec. 31, 1903—To Net Ledger Assets..... \$5,376,210 75

RECEIPTS

Dec. 31, 1904—To Cash for premiums... \$1,237,250 16
 To Cash on Investments,
 etc..... 269,779 64
 \$1,507,029 80
 \$6,883,240 55

DISBURSEMENTS

Dec. 31, 1904—By payment for Death
 Claims, Profits, etc... \$ 561,136 57
 —By all other Payments.... 376,741 36
 \$ 937,877 93
 \$5,945,362 62

ASSETS

Dec. 31, 1904—By Mortgages, etc..... \$ 989,847 47
 —By Stocks, Bonds and Debentures (market value \$3,539,104.30)..... 3,460,096 75
 —By Real Estate, including Company's Buildings..... 186,603 95
 —By Loans on Policies, etc..... 432,420 93
 —By Loans on Bonds and Stocks (nearly all on call)..... 771,604 71
 —By Cash in Banks and on hand..... 104,788 81
 \$5,945,362 62
 —By Premiums outstanding, etc. (less cost of collection)..... 244,075 91
 —By Interest and Rents due and accrued. 41,561 53
 \$6,231,000 06

LIABILITIES

Dec. 31, 1904—To Guarantee Fund..... \$ 60,000 00
 —To Assurance and Annuity Reserve Fund..... 5,587,346 59
 —To Death Losses Awaiting Proofs, Contingent Expenses..... 82,390 00
 \$5,729,736 59

Net Surplus..... **\$ 501,263 47**

Audited and found correct—JOHN N. LAKE, Auditor.
 WM. T. STANDEN, Consulting Actuary.

New insurance issued during 1904..... \$6,530,825 00
 Being the best year in the history of the Company.

Insurance in force at end of 1904 (net)..... \$35,416,380 00
 No monthly or Provident Policies were issued—this branch having been discontinued.

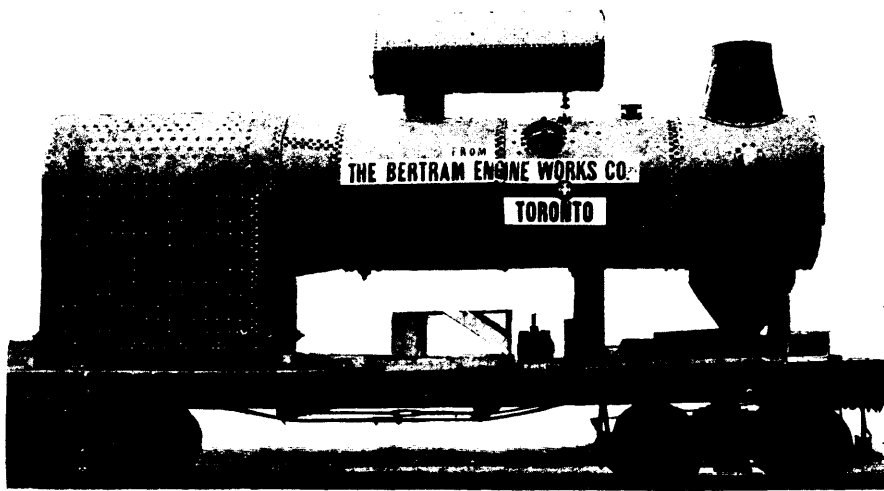
President:
 JOHN L. BLAIKIE.

Vice-Presidents:
 JAMES THORBURN, M.D., Medical Director.
 HON. SIR W. R. MEREDITH, LL.D.

Directors:
 HON. SENATOR GOWAN, K.C., LL.D., C.M.G. L. W. SMITH, ESQ., K.C., D.C.L.
 E. GURNEY, ESQ. LT.-COL. D. McCRAE, Guelph. J. K. OSBORNE, ESQ.

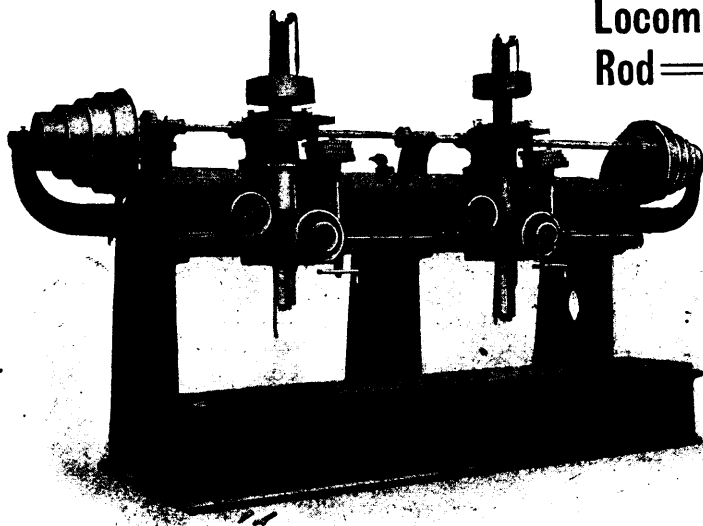
Managing Director: L. GOLDMAN, A.I.A., F.C.A. **Secretary:** W. B. TAYLOR, B.A., I.L.B. **Superintendent of Agencies:** T. G. MCCONKEY.

The report containing the proceedings of the Annual Meeting, held on January 20th last, showing marked proofs of the continued progress and solid position of the Company, will be sent to policyholders. Pamphlets explanatory of the attractive investment plans of the Company, and a copy of the Annual Report, showing its unexcelled financial position, will be furnished on application to the Home Office or any of the Company's Agencies.



We build all types of Boilers and Engines, both Marine and Stationary, and have no doubt that our Repair and Jobbing work and rates will give satisfaction.

The BERTRAM ENGINE WORKS CO., Limited, Toronto, Canada.



Locomotive Rod **Boring Machine**

Designed for boring connecting rods and other heavy work. Boring spindles are adjustable from 36 to 132 inches between centres and extend 18 inches from the front of housing. Spindles are driven by tangent gearing, giving a smooth motion under heavy cuts. They are counter weighted, having four changes of power and hand feeds, and quick return. Heads are entirely independent, having separate drives from a four step cone placed at either end of the crossrail.

This machine is one of a line of Bertram's locomotive and car shop tools which are attracting world-wide attention for their exceptional capacity, weight and power.

For further particulars, speed records and complete specifications write to

The JOHN BERTRAM & SONS CO.
LIMITED

DUNDAS, Ontario, Canada

JAS. W. PYKE & COMPANY

CANADIAN REPRESENTATIVES

FRIED. KRUPP, ESSEN, GERMANY.

- Steel Rails.
- Wrought Iron Steel-Tyred Disc Wheels
- Locomotive and Car Wheel Tyres.
- Axles, Crank Pins, Forgings, Etc.

FOR STEAM AND ELECTRIC RAILWAYS.

OFFICE: MERCHANTS BANK BUILDING **MONTREAL.**
205 ST. JAMES STREET,

MAINLY ABOUT PEOPLE.

R. A. Weir, cashier of the C.P.R. freight department, Toronto, died Feb. 8, aged 62.

E. A. James, Manager Canadian Northern Ry., Winnipeg, is in Mexico on a two months' holiday.

C. I. de Sola has been appointed Consul for Belgium in Montreal, succeeding the late Jesse Joseph.

O. W. Dodd, of Chicago, Ill., and formerly of Toronto, has won the railway scholarship for three years.

B. W. Folger, General Manager Niagara Navigation Co., has returned to Toronto from a trip to Great Britain.

Hon. H. R. Emmerson, Minister of Railways, was the principal guest at a dinner given by the Reform Club, Montreal, Jan. 29.

S. B. Morris, C.P.R. ticket agent, Rodney, Ont., recently addressed the West Elgin Farmers' Institute on the subject of good roads.

G. McL. Brown, Superintendent C.P.R. Dining, Sleeping and Parlor Cars, Montreal, is reported to have recovered from his recent illness.

J. F. Gillies, who for the past two years has been general agent of the Chicago Great Western Ry. at Winnipeg, Man., has resigned.

J. Doheny, of Doheny and Grant, sub-contractors on the Temiskaming and Northern Ontario Ry., died at North Bay, Ont., Feb. 1.

John Charlton, President Tillsonburg, Lake Erie and Pacific Ry., is reported to have sufficiently recovered his health to be able to leave his bed.

Hon. A. G. Blair, ex-Chief Railway Commissioner, was slightly injured by being thrown out of a sleigh while driving along Bloor st., Toronto, Feb. 18.

W. E. Fowler, Master Car Builder C.P.R., who has been absent from his office on account of ill-health, has returned to Montreal, considerably improved.

G. H. Shaw, Traffic Manager, Canadian Northern Ry., read a paper on foreign trade at the recent meeting of the Grain Growers' Association of Manitoba.

W. McNab, Assistant Engineer G.T.R., Montreal, has been invited to address the engineering students of the University of Chicago, early in March.

J. F. Armour, of Dundas, Ont., and on the Transcontinental Ry. Survey, slipped on the street in Ottawa, Jan. 28, and had one of his feet crushed by an electric car.

Edward Toltz, engineering student with J. A. Jamieson, elevator engineer, Montreal, who died there Feb. 13, was a son of Max Toltz, formerly consulting engineer C.P.R.

R. H. Barrett, one of the engineers on the Montreal, Ottawa and Georgian Bay Canal survey, fell out of a lodging-house window on York St., Toronto, Jan. 29, and was killed.

T. E. Boddy, who has resigned his position as C.P.R. town ticket and telegraph agent at Peterboro', Ont., after 18 years' service, will in future reside at Streetsville, Ont.

Thos. Cote, formerly connected with the census bureau at Ottawa, press reports state, will be the Secretary of the Canadian section of the International Waterways Commission.

W. Mackenzie, President Canadian Northern Ry., has promised to contribute \$1,200 a year for the support of an assistant professor at Queen's University, Kingston, Ont.

Jos. Walton, for many years in the G.T.R. shops at Point St. Charles, Montreal, died there Feb. 2. A son is secretary to M. S. Blaiklock, Superintendent Eastern Division G.T.R.

A. E. Cook, Export Freight Agent C.P.R., Montreal, was stricken with paralysis while

in his office recently. Although he is reported to be better, he has resigned from the service.

C. M. Hays, Second Vice-President and General Manager G.T.R., was the principal speaker at a meeting of the Canada Club, Montreal, Feb. 24, his subject being the Grand Trunk Pacific Ry.

F. W. Peters, Assistant Freight Traffic Manager, C.P.R., Western Lines, Winnipeg, are one of the applicants to the Manitoba Legislature for an act incorporating the St. Charles Country Club.

W. Woollatt, was presented with a cabinet of silver by the employes of the Buffalo Division of the Pere Marquette Rd., on the occasion of his leaving Walkerville, Ont., recently for the Northwest.

Jas. R. Mosse, M.I.C.E., who died in Tunbridge Wells, Eng., recently, leaving an estate valued at £44,977 gross, bequeathed his engineering and other professional books to King's College, Windsor, N.S.

J. R. Marlowe, Manager of the Transportation Department of the Canadian Manufacturers' Association, Toronto, recently addressed the Hamilton branch of the Association on transportation problems.



J. R. MARLOWE,

Manager Transportation Department Canadian Manufacturers' Association.

G. H. Webster, who recently resigned his position as Division Engineer C.P.R. at Vancouver, B.C., has joined the British Columbia General Contract Co. (Ltd.) at Vancouver, B.C., as President and Engineer.

The stores of C. Stephens Co., Collingwood, Ont., of which C. E. Stephens, Secretary-Treasurer Northern Navigation Co., is principal owner, were damaged by fire to the extent of about \$40,000, Feb. 10.

I. D. Purkis, who died at Prescott, Ont., Feb. 9, was at one time Manager of the Dominion Telegraph Co., but for some years past has been connected with the C.P.R. Car and Passenger Ferry Co. at Prescott.

J. W. Ryder, heretofore city passenger and ticket agent, G.T.R., Toronto, has been appointed Manager for Ontario for the Provident Savings and Life Assurance Society of New York, with headquarters at Toronto.

R. A. Ross, electrical engineer, has resigned his position on the Ontario Power Commission, and is succeeded by Professor R. A. Fessenden, a Canadian electrical engineer now located in Washington, D.C.

Jno. Paul was presented with an easy chair by the Michigan Central Rd. employes at London, Ont., on leaving recently for St. Catharines, Ont., to act as General Freight Agent, Niagara, St. Catharines and Toronto Ry.

C. H. Temple was given a gold-headed cane and set of pipes by residents of Revelstoke, B.C., on giving up his position as C.P.R. Master Mechanic there recently to take up a similar position at Winnipeg with the same company.

E. W. Rathbun, President Bay of Quinte Ry., Thousand Islands Ry., Oshawa Ry., Deseronto Navigation Co., and of the other Rathbun companies, has been elected to represent East Hastings in the Ontario Legislature.

Lord Mount Stephen, ex-President of the C.P.R., has been invested with the insignia of the Grand Cross of the Royal Victorian Order, in recognition of his recent donation of £200,000 to the King's Hospital Fund, London, Eng.

D. B. Hanna, Third Vice-President Canadian Northern Ry., left Toronto, Feb. 6, and sailed from New York on the Teutonic to join W. Mackenzie, President C.N. Ry., in London, Eng. They are both expected back in Toronto during March.

C. D. Edwards, who died at Stoughton, Mass., recently, aged 64, was father of H. O. Edwards, of the Canadian General Electric Co., Toronto. He was the pioneer safe manufacturer in Canada, having carried on business in Montreal for a number of years.

W. Harder, who was the first District Freight Agent of the C.P.R. at Winnipeg in 1881, and is now General Agent Freight Department, Great Northern Ry., at Portland, Oregon, has been elected Treasurer of the Canadian Club recently organized there.

Lt.-Col. J. S. Hendrie, railway contractor, and a director of the Northern Navigation Co. of Ontario, was re-elected to represent West Hamilton in the Ontario Legislature, and was subsequently appointed a member of the Executive Council, without portfolio.

Senator Fulford, C.P.R. ticket agent at Brockville, Ont., and Mrs. Fulford, celebrated the 25th anniversary of their wedding recently, and in connection with that event the Senator gave \$10,000 to the Brockville General Hospital for the erection of a Nurses' Home.

Jas. Poustie, who died in Montreal, Feb. 16, aged 80, entered the service of the Montreal Telegraph Co. in its early days, and for a number of years was Superintendent of Construction for the Great North-Western Telegraph Co., from which position he retired in 1888.

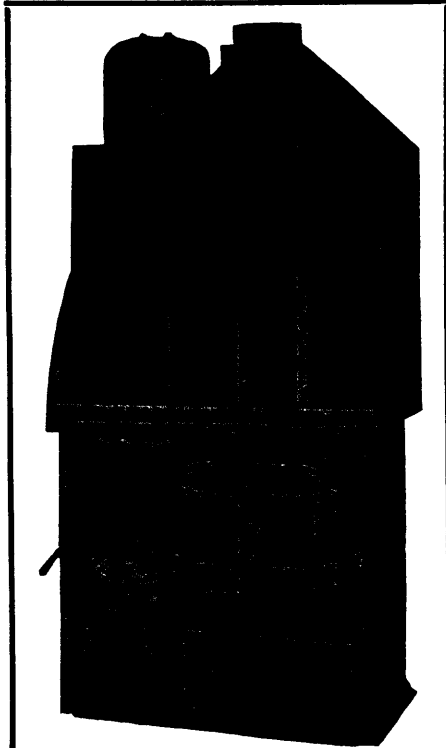
The Montreal Gazette of a recent date said: "Hon. Thos. Long, of Collingwood, is a guest at the Windsor." If Mr. Long will pay over to the Northern Navigation Co. the \$80,000 promised by the late J. J. Long, the shareholders will not be likely to object to "Hon." being prefixed to his name.

M. H. Fitzpatrick, of New Glasgow, N.S., who died in London, Eng., Feb. 16, was one of the promoters of the Nova Scotia Eastern Ry., and had been in London for some months endeavoring to interest financiers in the project. He had also been associated with the construction of the Midland Ry. of Nova Scotia.

G. D. Ellis, formerly with the Northern Navigation Co. at Sarnia, Ont., and during 1904 Manager Turbine Steamship Co. at Hamilton, Ont., died in New York early in Feb., as the result of injuries received by a fall on the slippery sidewalk there. Since Dec., 1904, he had been in the employ of the American Express Co., in New York.

F. Percy Smith, who has been appointed Secretary of the Richelieu and Ontario Navigation Co., was born at Montreal, Dec. 23, 1873, and entered railway service with the C.P.R. in 1886, in the passenger department, remaining there until 1893, when he was appointed to the passenger department of the Richelieu and Ontario Navigation Co.

J. H. Callaghan, who has been appointed General Storekeeper C.P.R., Eastern Lines, at Montreal, was born at Shorncliffe, Kent, England, April 20, 1864, and entered railway



STEEL RANGES

FOR
**R
 A
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 W
 A
 Y** } DINING
 } PRIVATE
 } OFFICIAL } **CARS**
 } TOURIST
 } BOARDING

Also for Hotels, Steamboats and Private Families.
 Cooking apparatus of all kinds.
 Catalogues on application.

GEO. R. PROWSE ———— **208 McGill Street**
MONTREAL

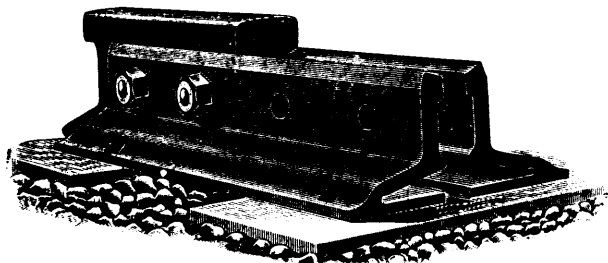
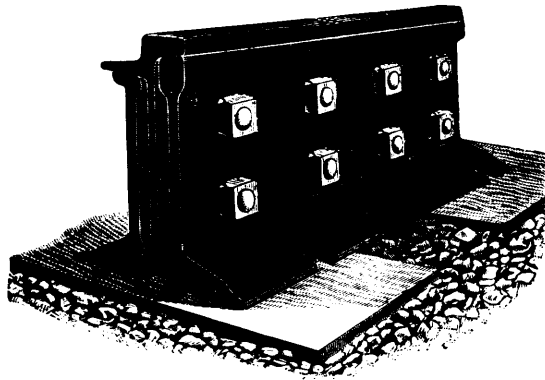
**NOTICE TO RAILROAD and HOTEL
 EMPLOYEES, ALSO TRAVELLING
 SALESMEN**

WE WILL PAY YOU
 a commission of **10%** on any business you may send us. A position of hotel clerk will be given to the railway clerk sending largest number of guests. We supply cards.

Terms.—Apartment with private bath
 \$2.00 daily up without meals.
 \$3.00 daily up including meals

YAN RENSSELAER HOTEL
17 East 11th St., N.Y.O.

Railroad Essentials.



The day has passed when men of finance are willing to place their money into bad material in railroad construction only to be compelled to replace it by renewals or reconstruction after very little use. Many of the best and most successful steam and electric railroads use the rail joints of the Continuous patent type for standard track work, insulated joints, step joints, and electric bonding joints for the reason that experience has proven it to be the best appliance of its kind ever put upon the market, as evidenced by the fact that it is used in all parts of the world on over 20,000 miles of track.

MADE BY

The Continuous Rail Joint Company of Canada

WM. E. CLARK, Manager.

216 Board of Trade Bldg., - MONTREAL, CANADA

Medals awarded at Paris and Buffalo Expositions.

CROSSEN CAR MFG. CO.

— OF —

Cobourg, Limited

MODERN HIGH-CLASS

ROLLING STOCK

Passenger ————— Freight
 and Electric Railway

Ruggles' Rotary Snow Plows

Car Castings, Forgings and Repair Parts

service Jan., 1886, at Montreal, as clerk in the C.P.R., since which he has been storekeeper at various points on Eastern Lines, Stores Inspector and Assistant Storekeeper, entire service with C.P.R.

W. Askin, of the Montreal and Lake Superior Line, Montreal, has obtained judgment against G. Andrew, a partner in the former banking firm of Andrew and Howarth, Oakville, Ont., for \$1,038 deposited by his late father; but failed in his action in respect of \$700 said to have been deposited with the other partner in the bank.

W. F. Robinson, who has been director of the Kilties' Band, of Belleville, Ont., has resigned and returned from England, where the band is touring, as he found the strain of conducting two performances a day too great. He was accompanied by Mrs. Robinson, and they are the guests of her father, C. E. Morgan, Hamilton, Ont., President of the Canadian Ticket Agents' Association.

H. J. Pettypiece, C.P.R. ticket agent, Forest, Ont., and Jno. Brown, C.P.R. ticket agent, Stratford, Ont., who represented East Lambton and North Perth respectively in the last Ontario Legislature, were the defeated Liberal candidates for the same constituencies at the recent general election. Another defeated candidate was F. G. Rumball, President South-Western Traction Co., at London, Ont.

L. O. Genest, who has been appointed General Storekeeper C.P.R. Western Lines, was born at St. Henri, Levis county, Que., Feb. 16, 1856, and entered railway service in the C.P.R. stores department at Winnipeg, May 4, 1882, as a laborer, his record being: June to Sept., 1882, delivery clerk; Sept., 1882, to Mar., 1883, receiving clerk; Mar., 1883, to Mar., 1885, store foreman; Mar., 1885, to Oct., 1892, assistant storekeeper; Oct., 1892, to Jan., 1905, storekeeper.

E. E. Cain, who was recently appointed Trainmaster Pere Marquette Rd., at St. Thomas, Ont., was born at Dublin, Ind., Feb. 14, 1867, and entered railway service in 1887, as an operator, since which he acted as brakeman, operator, agent, chief clerk to Superintendent of Transportation, Chief Dispatcher and Trainmaster, his service having been with the various lines of the Gould system, including the Wabash Rd., Missouri Pacific Rd., Cotton Belt and Northern Rd., Texas Pacific Rd., with the exception of 18 months with the Denver, Rio Grande and Santa Fe Roads.

J. R. Gilhula, who has been appointed Chief Dispatcher, Pere Marquette Rd., at St. Thomas, Ont., was born at Chatham, Ont., May 27, 1865; entered railway service in 1880, with the Canada Southern Ry., serving successively as operator, agent and train dispatcher until 1887, since which his record has been: 1887 to 1903, Missouri Pacific Ry., as telegraph operator, train dispatcher, Chief Dispatcher, and clerk in the office of the Superintendent of Transportation; 1903 to 1904, Chicago, Rock Island and Pacific Rd., as Trainmaster; 1904 to 1905, Wabash Rd., at Decatur, Ill.

G. E. Burns, who has been appointed Freight Claim Agent, C.P.R., Eastern Lines, was born at St. Thomas, Ont., Oct. 6, 1863, and was a law student from 1880 to 1885, when he entered railway service, his record being: 1886, freight department Michigan Central Rd., St. Thomas, Ont.; 1887, to May, 1889, general audit office New York Central and Hudson River Ry., New York city; May, 1889, to May, 1891, travelling auditor C.P.R. at Toronto; May, 1891, to Oct., 1899, chief travelling auditor, C.P.R., at Montreal; Oct., 1899, to Jan., 1905, chief of special service, C.P.R., at Montreal.

Jos. Price, who died in London, Eng., Feb., as the result of a paralytic seizure, was a director of the G.T.R., and President of the

English Association of American Bond and Shareholders, an organization established in London to look after the interests of British investors in railway securities in America. He commenced his railway career on the old Manchester, Sheffield and Lincoln Ry., now the Grand Central Ry., and in 1859 was appointed Treasurer of the Chicago and Alton Rd., at Chicago, Ill., which position he held until 1864, when he was appointed Treasurer of the Great Western Ry. of Canada at Hamilton, Ont. He was subsequently appointed General Manager, resigning in 1875 to return to England. He subsequently became President of the English Association of American Bond and Shareholders, and in that capacity retained his interest in U.S. and Canadian railways. He was active in the fight for control of the G.T.R., which resulted in the election of Sir C. Rivers Wilson to the Presidency in 1895. He was then appointed Vice-President, a position he resigned about a year ago on account of ill-health. He was at one time Vice-President of the New York, Ontario and Western Rd.

C. E. Cartwright, who has been appointed Division Engineer Pacific Division C.P.R. at Vancouver, was born at Toronto, Oct. 14, 1864, but spent his earlier years at Kingston, Ont., and graduated at the Royal Military College there, June, 1884. He entered railway service in 1883, his subsequent record being: 1883, chainman on location Great American and European Short Line, Nova Scotia; Oct., 1885, to July, 1888, location and construction Pontiac and Pacific Junction Ry. and Gatineau Valley Ry.; July, 1888, to Mar., 1890, draughtsman Norfolk and Carolina Ry. and in charge of survey for Belt Line Ry., Norfolk, Va.; Mar., 1890, to Nov., 1892, in private practice; Nov., 1892, to July, 1896, in charge of preparation of right of way maps and changes of grade and alignment for Division Engineer, Peoria division, Terra Haute and Indianapolis Rd.; Oct., 1896, to April, 1897, topographer and draughtsman through Adirondacks for New York and Ottawa Ry.; April, 1897, to Jan., 1899, assistant Chief Engineer New York and Ottawa Ry., Cornwall, Ont.; April, 1899, to Sept., 1899, resident engineer C.P.R. Kamloops and Laggan branches; Oct., 1899, to April, 1902, engineer of construction Vancouver and Lulu Island Ry.; April, 1902, to Jan., 1905, assistant to Division Engineer C.P.R. at Vancouver B.C. For a short time in 1903 he was acting division engineer, from the date of the resignation of F. F. Busted, to the appointment of G. H. Webster.

ELECTRIC RAILWAYS.

Toronto Railway Co.'s Report.

The report for the year ended Dec. 31, 1904, presented at the 13th annual meeting, held Jan. 18, contained the following:— The gross earnings were \$2,444,534.24, which, when compared with the previous year's earnings, \$2,172,087.85, shows the very satisfactory increase of \$272,446.39, or 12.5%. The net earnings were \$1,020,354.70, out of which, after payment of four quarterly dividends of 1 1/4%, amounting to \$334,009.70, and the percentage on earnings due the city, as well as the interest on bonds and loans, there remains a surplus of \$218,078.89. There was expended on capital account \$804,779.48. The directors, in making this expenditure, recognized the rapid growth of the city and the necessity of extensive additions to its power plant, rolling stock and other property. The storage battery in course of completion at the time of the last report has been in operation for some time and is giving excellent results. Large expenditures have been charged for renewals. These have been made principally to the steam plant and

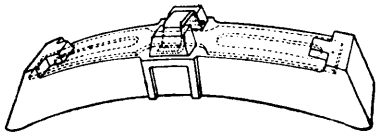
tracks, and have been necessitated by the growing traffic, and are charged against contingent account. To meet additional renewals as required from time to time there has been transferred from profit and loss account \$200,000 to the credit of contingent account. The plant, rolling stock, equipments and other properties have been maintained in the highest state of efficiency. In June, 1904, an agreement was made with the employes providing for an increase in wages, which has necessarily increased the operating expenses for the year as compared with 1903. The agreement made with the employes stipulates that the schedule of wages now in force shall continue for three years, from June 16, 1904. In pursuance of the authority given by the shareholders at a meeting held June 20, 1904, your directors acquired the system of the Toronto and York Radial Ry. Co., which is a consolidation of the Metropolitan Ry. Co.; the Toronto and Scarboro Electric Ry., Light and Power Co.; and the Toronto and Mimico Ry. and Light Co. The directors of the Radial Co. are proceeding with extensions and improvements of its system of railways, in order to establish railway service between Toronto and the surrounding country; and, from the experience of the several months of operation of these lines, believe that the working out of this radial railway undertaking will not only establish the propriety of the investment on behalf of the shareholders, but will prove of great benefit to the city and neighboring counties. The city of Toronto received from the company under the terms of the franchise \$347,609.85, as compared with \$298,839.00 the previous year.

	1904	1903
Passengers carried.....	60,127,460	53,055,322
Transfers.....	20,480,270	18,654,344
Percentage of operating expenses.....	58.2%	55.2%

GENERAL BALANCE SHEET.

ASSETS.	
Road and Equipment, real estate and buildings including pavements and suburban lines.....	\$12,178,646.36
Stores in hand.....	162,307.14
Accounts receivable.....	169,779.66
Cash in bank.....	\$156,096.64
Cash in hand.....	12,536.03
	168,632.67
	\$12,679,365.83
LIABILITIES.	
Capital stock.....	\$7,000,000.00
Bonds—4 1/2% sterling.....	\$2,030,373.33
4 1/2% currency.....	983,000.00
6% debenture.....	600,000.00
	3,613,373.33
Mortgages.....	70,375.00
Accounts and wages payable.....	145,116.13
Accrued interest on bonds.....	63,200.59
Unredeemed tickets.....	22,175.79
Injuries and damages insurance fund.....	3,492.41
Dividend payable Jan. 3, 1905.....	86,509.70
Contingent account.....	202,907.81
Profit and loss Dec. 31 1903.....	\$1,454,136.18
Balance Surplus Dec. 31 1904.....	18,078.89
	1,472,215.07
	\$12,679,365.83

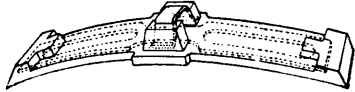
The Canadian Street Railway Association's quarterly meeting will be held at the Russell House, Ottawa, Mar. 7, at 10 a.m., when the following papers will be read: Transportation of Mails, C. E. A. Carr, General Manager London St. Ry.; Commutation Tickets, Employes' Benefits, W. C. Hawkins, General Manager Hamilton Cataract Power, Light and Traction Co.; Collection of Freight, System of Relief Men, as Practised in the United States, E. F. Seixas, General Manager Niagara, St. Catharines and Toronto Ry.; Employes' Insurance, W. G. Ross; Sunday Legislation in Ontario as Affecting Electric Railways, S. Ritter Ickes, Treasurer, Grand Valley Ry.; W. H. Moore, Assistant to the President Toronto Ry., will give an account of his recent inspection of electric railway lines in the U.S.



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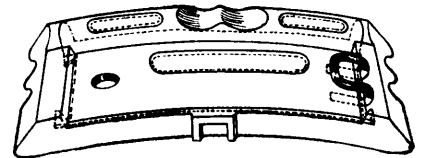
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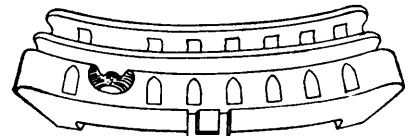
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Ottawa Electric Ry. Co.'s Report.

The report for the year ended Dec. 31, 1904, presented at the annual meeting of shareholders, Jan. 30, showed gross receipts \$384,939.64, and net earnings \$130,097.70. The net earnings were disposed of as follows: Interest on bonds, \$20,000; four quarterly dividends of 2%, \$79,456; mileage, \$9,999.94; contingent account for track renewal and car equipment repairs, \$26,000; carried to profit and loss account, \$3,642.66. The amount at the credit of profit and loss is now \$147,723.80. The work of replacing the old 40 and 42 lb. rails with new 80 lb. rails was continued throughout the past summer. Elgin and Archibald streets were double-tracked from Sparks St. to the swing bridge, and Dalhousie and St. Patrick streets from Rideau to King street. The expenditure for these betterments amounted to \$54,926.54. A motor generator set of a capacity of 1,300 h.p., installed in a new power house built on a lot owned by the company on Middle St., is giving satisfactory results. This equipment furnishes an additional power house capable of operating the road, and can be supplied with motive power from outside sources. Last winter the company experienced the worst snow storms since the opening of the road, the snow clearing amounting to \$20,186 for the year, an increase over 1903 of \$5,701. The company's park at Britannia-on-the-Bay has been added to by the purchase of 42 acres from the estate of the late Judge Mosgrove. Owing to the large increase of summer travel 12 new open cars have been ordered. These will be ready and fully equipped for the opening of next season's business. The company's tracks and equipment are now in better shape than at any time since the beginning of the company's operations. The directors sincerely regret the death of one of their number, A. Lumsden, whose counsels were of great value to the company.

ASSETS.	
Roadbed and equipment, water power property and plant, real estate and buildings.....	\$1,718,759.28
Stores.....	3,539.15
Accounts receivable.....	6,012.50
Discount unearned.....	2,136.67
Cash.....	6,398.04
	\$1,736,845.64
LIABILITIES.	
Capital stock.....	\$995,700.00
First mortgage bonds, 4%.....	500,000.00
Dividend, Jan. 2, 1905.....	19,864.00
Interest on bonds, Jan. 5, 1905.....	10,000.00
Unpaid dividends.....	404.67
Accounts payable.....	2,996.99
Sovereign Bank of Canada.....	34,156.18
Contingent account.....	26,000.00
Profit and loss.....	147,723.80
	\$1,736,845.64

Passengers carried, 8,717,203; percentage of operating expenses to receipts, 62%, against 7,911,718 and 61% for 1903. Following are the officers and directors for the current year: President, T. Ahearn; Vice-President, P. Whelan; other directors: W. Y. Soper, G. P. Brophy, Hon. G. A. Cox, F. Workman; Secretary-Treasurer, J. D. Fraser.

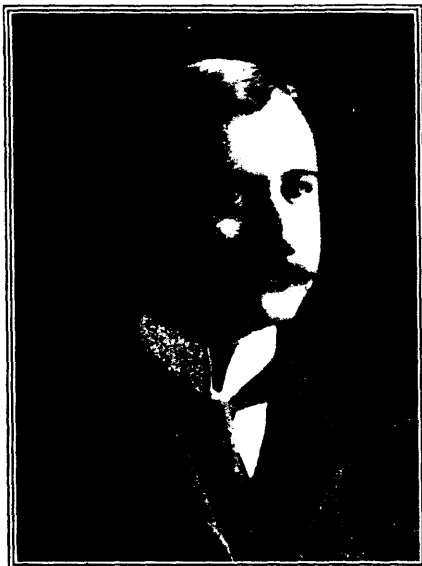
London Street Ry. Co.'s Report.

The following are extracts from the report for the year ended Dec. 31, 1904: Gross earnings were \$180,017.67, as compared with \$172,084.53. Operating expenses were \$122,673.71, as compared with \$109,493.15, due principally to the severe weather experienced during last winter, the floods of early spring, and to the extraordinary expenditure on maintenance of property and equipment. An agreement was entered into with the city whereby the suits that had been before the courts for some years were settled. The company agreed to re-lay the tracks on Rectory St. by May 1, 1904; build a new line along South St. by Oct. 20, 1904—both of which have been completed and are now in

operation—and to extend its tracks on the Hamilton Road as far as Egerton St., and build a line in London South, on Wortley Road, to meet the Southwestern Traction Company's tracks on or before Nov. 1, 1905. For the purpose of building the extensions above referred to, and to take care of the back overdraft, due to the purchase of equipment last year, the subscribed capital stock of the company was increased by \$50,000, and the bonded indebtedness by a like amount. On the additional capital subscribed a call of 20% was made, so that the total paid-up capital is now \$460,000. It is gratifying to note the steady increase in the earnings per car mile, as will be seen by comparison for the years 1901-2-3-4, the earnings in cents per car mile for the respective years being 11.54, 12.61, 13.38, and 15.24.

ASSETS.	
Cash account.....	\$ 21,664.20
Accounts receivable.....	208.76
Suspense account.....	1,355.68
Stores account.....	16,782.17
Uniform account.....	1,266.93
Road and equipment.....	957,433.26
	\$998,711.00

LIABILITIES.	
Capital stock.....	\$460,000.00
Bond account.....	500,000.00
Ticket account.....	322.27
Accounts payable.....	24,359.01
Profit and loss.....	14,029.72
	\$998,711.00



ALLAN H. ROYCE,
Vice President Toronto Suburban Ry., and Secretary-Treasurer Canadian Street Ry. Association.

	1904	1903
Passengers carried.....	4,531,776	4,305,975
Car mileage.....	1,180,378	1,286,263
Transfers.....	764,857	741,481
Percentage of operating expenses to earnings.....	68.1	63.0

The officers and directors for the current year are: President, A. Everett, Cleveland, Ohio; Vice-President, T. H. Smallman, London, Ont.; other directors: C. W. Wason, E. W. Moore, Cleveland, Ohio; H. S. Holt, Montreal; P. W. D. Brodrick, W. M. Spencer, London, Ont.; General Manager and Secretary-Treasurer, C. E. A. Carr.

Monterey Railway, Light and Power Co.

W. Mackenzie, of Toronto, and H. S. Holt, of Montreal, have purchased the two mule car lines in Monterey, Mexico, and its environs, one of which was owned by F. S. Slayden, of New York, the other being owned locally. They have obtained from the Governor of the State a 99-year franchise for the operation of an electric railway system, and will proceed as quickly as possible to electrify the present mule lines and to build extensions.

The negotiations in the matter were carried through by W. Laidlaw, K.C., of Toronto, who is now in Monterey, accompanied by E. H. Keating, C.E., ex-General Manager of the Toronto Ry., who will probably have charge of the conversion and extension of the system.

On Feb. 16, Dominion Letters Patent were issued, incorporating W. Mackenzie, W. Laidlaw, Z. A. Lash, A. W. Mackenzie, of Toronto, and H. S. Holt, of Montreal, as Monterey Electric and Gas Co., Ltd., with a capital of \$3,000,000, and the chief place of business at Toronto. The enumeration of the powers of the company, which are very extensive, occupy a page of the Canada Gazette. A bill has been introduced in the House of Commons to change the name of the company to Monterey Railway, Light and Power Co., Ltd., and to confer additional powers on it, particularly in regard to the construction and operation of railways, telegraph and telephone lines.

Monterey, which is the capital of the State of Nuevo Leon, lies 1,600 ft. above the sea, on a sub-tributary of the Nuevo Laredo, 190 miles west-south-west of Matamoras, 167 miles southeast of Laredo on the U.S. frontier, and 675 miles from the City of Mexico by railway. It is a handsome, well-planned and progressive city with a cathedral and a number of good public buildings. In commercial activity it is the most important place in the northern part of the republic. It has important manufactories, foundries, saw mills and flour mills. It is one of the principal stations on the railway opened in 1882 between the City of Mexico and the U.S. frontier at Nuevo Laredo, the Mexican National Ry., and of the Monterey and Gulf of Mexico Ry., terminating at Matamoras, on the Gulf, and now operated as part of the National Lines of Mexico. The city was founded in 1596, became a bishopric in 1777, and was captured by the U.S. forces under General Taylor in 1846. Its population in 1900 was 56,326. The State of Nuevo Leon had a population of 326,940 in 1900, and in 1899 its agricultural products were valued at \$5,000,000; its live stock at \$6,000,000, and the total value of its mercantile movement at \$15,000,000.

Projects, Construction and Betterments.

Brantford and Hamilton Ry.—By an order-in-council passed Jan. 16, the act, passed last session of the Dominion Parliament, incorporating the B. and H. Ry. Co. was brought into effect. The incorporators were identified with the Grand Valley Ry. interests, and power was given them to construct an electric railway between Brantford and Hamilton, Ont. The application was opposed on behalf of the holders of the charter of the Hamilton, Ancaster and Brantford Ry., who stated that they were prepared to proceed with construction at once, and would have five miles in operation before winter. A section was added to the act providing that it should not be brought into force if the H., A. and B. Ry. constructed the five miles by the end of Oct., 1904. The line has not been constructed, and the order-in-council bringing the act into force has been issued. The charter has been acquired by C. D. Haines and his associates, who recently took in hand the reconstruction of the H., A. and B. Ry. Co. (Dec., 1904, pg. 421.)

See Hamilton, Ancaster and Brantford Ry. **Brantford Street Ry.**—We are advised that it is intended to lay about half a mile of additional track in Brantford, Ont., during the current year. (Nov., 1904, pg. 405.)

British Columbia Electric Ry.—A traffic arrangement has been completed with the C.P.R. by which the Vancouver and Lulu Island Ry., which extends from Vancouver to Steveston, B.C., 16.9 miles, will be electrified, and will be operated by the B.C.E. Ry. after

July 1, as an electric railway. The line has hitherto been operated entirely as a steam line, and its electrification will affect mainly the passenger traffic. (Feb., pg. 71.)

Guelph Radial Ry.—Application will be made next session of the Ontario Legislature for the confirmation of a by-law of the Guelph, Ont., City Council, providing for the extension and improvement of the G.R. Ry.,

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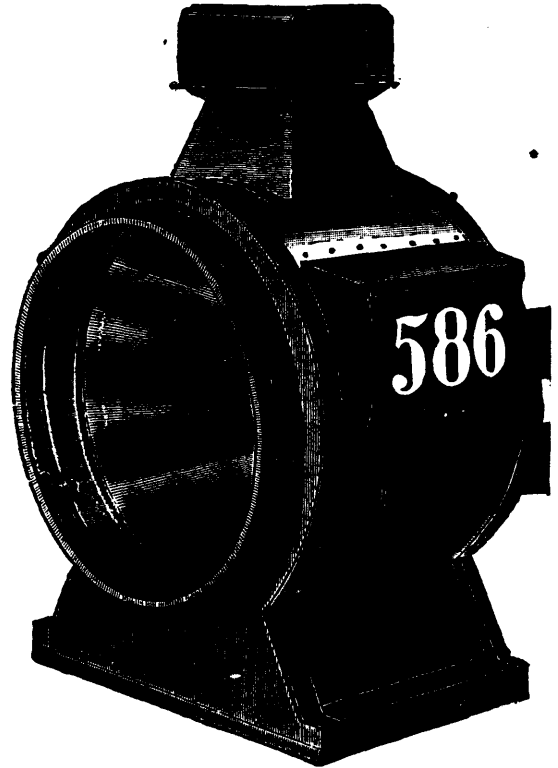
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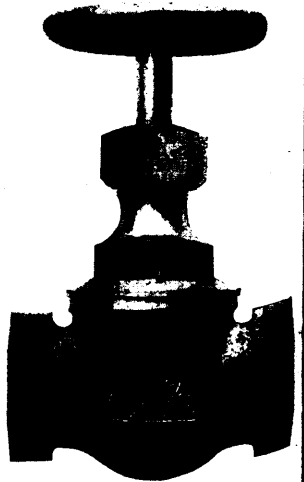
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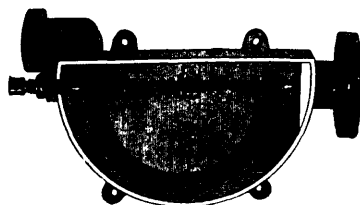
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and to provide for the issue of debentures for \$30,000 for that purpose. It also asks for the revival of the powers conferred in 1903 for the construction of a branch line to Puslinch lake and Berlin, and other branches, and for other purposes. (Oct., 1903, pg. 341.)

Hamilton, Ancaster and Brantford Ry.—The company has acquired the charter of the Brantford and Hamilton Ry., so that the conflicting interests in the route have been harmonized. It can now proceed either under the Provincial or the Dominion charter, or under both. The negotiations with the Hamilton City Council for an independent entrance have been concluded favorably to the company. The gradient up the mountain will not exceed 2½%. The right of way acquired is 66 ft. wide, and there will be only a short length of the public roads run over. It is intended to construct a first-class line, and to use 70-lb. rails. The company also owns the charter of the Hamilton, Galt and Berlin Ry., which was incorporated by the Dominion Parliament in 1903 to construct a railway from Hamilton to Galt and Berlin. (Feb., pg. 71.)

See also Brantford and Hamilton Electric Ry.

Lake Achigan Electric Ry.—J. W. Molson, A. B. Cruchet, and J. Brosseau will apply next session of the Quebec Legislature for an act incorporating a company with this title to construct an electric railway from St. Jerome and Lake Achigan, through the parishes of St. Jerome, Shawbridge and Hippolite; also between the same terminal points through the parishes of St. Jerome, Ste. Sophie and New Glasgow, Que.

London Street Ry.—Application will be made next session of the Ontario Legislature for an act confirming certain by-laws affecting agreements between the company and the city council. The company is negotiating with the council in respect to double-tracking some of the lines.

Longueuil Street Ry.—J. Girouard, J. Riendeau, V. Pigeon, O. Dufresne, H. Cinq-Mars, Z. Ste. Marie, L. Trudeau, S. Labonte, E. Pigeon and I. Lamarre, will apply next session of the Quebec Legislature for an act incorporating a company with this title to construct a street railway in Longueuil, to be extended later on to Montreal South, St. Lambert, Boucherville, Chambly, St. Hubert, Beloeil, Varennes and other adjacent villages.

Montreal and Southern Counties Ry.—The Dominion Parliament will be asked for an act extending the time within which the projected electric line from Montreal through the southern counties generally may be commenced and completed; also for power to extend its line into Montreal, to increase its capital stock and acquire the Montreal and South Shore Auto Car Co. Smith, Markey, Montgomery and Skinner, Montreal, are solicitors for the company. (Aug., 1903, pg. 269.)

Montreal Park and Island Ry.—In connection with the application for an extension of time, at the current session of the Dominion Parliament, for the completion of the company's lines, a petition has been presented setting forth that the requirements of the districts served call for the construction of additional lines. (Feb., pg. 71.)

Niagara, St. Catharines and Toronto Ry.—The question of extending the line from St. Catharines, Ont., to a point near Vine-land, about 4 miles, where connection would be made with the Hamilton, Grimsby and Beamsville Ry., is again under discussion. This extension has been under consideration for some considerable time, and negotiations were carried on between the H., G. and B. Ry. and St. Catharines City Council, but differences arose about the cost of building the bridge, and nothing was done. (Feb., pg. 73.)

Ottawa River Ry.—Press reports state that a contract has been let to M. P. McGrath, of Easton, Pa., for the construction of the line between Montreal and Ottawa. The company has power to construct lines to Georgian Bay, and it is proposed to use steam for the through traffic, and electricity for city and suburban traffic. (Dec., 1904, pg. 429.)

Riverside Park Ry.—The Manitoba Legislature, at its last session, passed an act extending for three years the time within which the company's projected line from Winnipeg to Riverside Park may be commenced, and for ten years the time within which it may be completed. The act also provides that steam may be used as a motive power, and gives the company power to sell or lease its lines to any other company, subject to the prior right of the Government of Manitoba to buy it. (Feb., pg. 73.)

St. John Ry.—An order has been placed with the Canadian General Electric Co. for a 600 Watt generator, for delivery in April. This, together with a 900 h.p. steam engine, will be installed in the power house at St. John, N.B., for reserve power purposes. (June, 1904, pg. 189.)

Southwestern Traction Co.—The power house at Chelsea Green, near London, Ont., was expected to be completed by the end of Feb. The site for the car barn has been laid out, and construction is in progress.

The additional lines which it is proposed to construct, and for which a contract has been let to the Midland Construction Co., are: St. Thomas to Port Stanley, Ont., 8 miles; from Lambeth to Delaware, Ont., 6 miles. The existing line extends from London to St. Thomas, 16 miles. A. E. Welch, London, Ont., is Manager. The company has also under survey a line from London to Ingersoll, about 20 miles. Nothing has been decided as to construction of this latter line. The question of the entrance of the company's line into St. Thomas is yet under discussion. (Dec., 1904, pg. 431.)

Three Rivers, St. Maurice, Maskinonge and Champlain Electric Ry.—P. E. Panneton, L. E. Dufresne, J. Bureau, P. H. Heroux, L. P. Normand, will apply, next session of the Quebec Legislature, for an act incorporating a company with this title, to construct an electric railway from Three Rivers, Que., through the counties of St. Maurice, Maskinonge and Champlain. (Feb., pg. 73.)

Toronto and Hamilton Ry.—When the company obtained its act of incorporation, a clause was inserted providing that a route across the beach at Burlington, Ont., could only be obtained with the consent of the townships of Saltfleet and Nelson. The company has been negotiating with the townships ever since, but a final and satisfactory agreement has not been reached. As the route for the line has been laid out except through the Beach sections of these townships, the company has given notice that it will apply at the current session of the Dominion Parliament for an act authorizing it to construct its railway across the Beach without the consent of the townships named. It is understood that the route for the projected line has now been all arranged for, and that a contract for grading between Toronto and Hamilton, Ont., will be let in the spring. (Feb., pg. 73.)

Toronto and York Radial Ry.—Application will be made next session of the Ontario Legislature for an act extending the time for the completion of the company's projected lines; authorizing the construction of an extension of the Scarboro division to Bowmanville and Cobourg, Ont.; and for power to acquire land for markets and parks.

In connection with the proposed extension of the Scarboro Division will be extended to

Highland Creek, 10 miles from the starting point of the line at the Woodbine, Toronto; early in the spring. Negotiations are in progress with the Pickering township council for a franchise, and a provisional agreement has been reached. The company promises, if the agreement is finally passed, to have the extension through the township completed and in operation by Dec. 31.

On the Mimico Division the extension from Long Branch to Oakville will be gone on with early in the spring, and it is hoped to have it completed in the fall. (Feb., pg. 73.)

Winnipeg Electric Ry.—Plans have been submitted to the Winnipeg Board of Works for the extension of the Academy Road line to the new suburban park at St. James.

Winnipeg, Selkirk and Lake Winnipeg Ry.—The Manitoba Legislature last session authorized the extension of the line from its present terminus at the northern city limits to some point within the city, no rights of the Winnipeg Street Ry. to be affected by the passing of the act.

Finance, Meetings, etc.

British Columbia Electric Ry.—Railway earnings for Dec.:—Vancouver, \$19,845; Victoria, \$11,912; Westminster, \$10,912; total, \$42,669, against \$36,877 for Dec., 1903. Gross earnings: railway and lighting, \$89,447, against \$81,628 for Dec., 1903. Working expenses, \$42,143; renewal fund, \$6,695; net income, \$40,609, against \$41,564, \$4,988, and \$35,076 for Dec., 1903. Aggregate net earnings for six months ended Dec. 31, \$172,422, against \$156,089 for the same period, 1903.

Halifax Electric Tramway Co.—Railway receipts for Jan., \$10,255.82, against \$10,677.51 for Jan., 1904.

Hamilton, Grimsby and Beamsville Ry.—The annual meeting announced to be held Jan. 23 was adjourned for a month.

Hamilton Cataract Power, Light and Traction Co.—The annual meeting, which was to have been held Feb. 13, has been postponed to March 6, owing to the illness of the President, J. M. Gibson, the former Attorney-General of Ontario.

According to the statements, the gross receipts were \$761,170.16. The surplus, after paying operating expenses, maintenance, bond interest, etc., was \$212,007.19. The company's assets are \$7,738,510.63. The liabilities include \$2,558,200 preferred stock, \$1,700,000 common stock, \$2,349,000 general mortgage bonds, \$500,000 Hamilton Street Railway bonds, and \$100,000 H. and D. Railway bonds.

The receipts of the Hamilton St. Ry. Co., one of the subsidiary companies, for 1904 were \$219,594, a gain of nearly \$20,000 over the figures for 1903. In spite of the fact that the company cut down the service in Oct., the receipts for the last quarter were \$51,448, an increase of nearly \$2,500 over the corresponding quarter in 1903.

Hamilton Street Ry.—The receipts for 1904 were reported to be about \$20,000 in excess of those for 1903.

Hull Electric Ry.—The officers and directors for the past year have been re-elected for the current year. W. R. Taylor, Aylmer, Que., is Secretary.

The Levis County Ry. employes went out on strike Jan. 29, one cause of the strike being non-payment of wages. The line, however, continued its operations, although it was reported to be in financial difficulties. Press reports at Quebec state that an arrangement has been made with the Messrs. King, by which that firm takes over the road for three years, and pays off its indebtedness. If at the end of that time the company is not pre-

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MONTREAL AND TORONTO

pared to retake possession, the property will pass to the King firm. The report states that G. U. G. Holman is to be retained as Manager.

London Street Ry.—The company owns 31 miles of line in London, Ont., and statistics for the year ended June 30, 1904, show: Gross earnings, \$175,006.20; net earnings, \$56,926.82; proportion of earnings to working expenses, 76.2%; earnings per train mile, 14.65 cents; operating per train mile, 11.77 cents; total miles run by cars, 1,198,672; passengers carried, 4,104,719.

Montreal Street Ry.—The company has submitted an offer to the city council for the extension of its franchise for 32 years from the end of the 18 years which the present franchise has to run. The suggestion is that the company pay \$100,000 a year for 18 years, \$150,000 a year for the next 10 years, \$200,000 a year for the succeeding 10 years, and \$250,000 a year for the remaining 12 years, besides which it would pave the track way, and water the streets on the city providing the paving blocks and the water. An exclusive franchise within the city limits is desired.

Montreal Street Ry.—Total earnings for Jan., \$203,235.40; net earnings, \$51,559.52; fixed charges, \$19,035.25; surplus, \$32,524.27, against \$183,708.11 gross; \$52,220.81 net; \$16,481.57 fixed charges and \$37,739.24 surplus for Jan., 1904. Aggregate earnings for four months ended Jan. 31, \$841,349.63; net earnings, \$287,367.21; fixed charges, \$75,327.77; surplus, \$212,039.44; against \$769,136.27 gross; \$486,837.22 net; \$68,848.40 fixed charges, and \$213,450.65 surplus for same period, 1903-04.

Niagara Gorge Ry.—The officers and directors for the current year are: President, J. T. Jones; Vice-President, H. P. Bissell; Treasurer and General Manager, B. L. Jones; Secretary, R. E. Powers; other directors: J. F. Aldrich, C. M. Bushnell, R. R. Hefford, W. H. Hotchkiss, J. A. Jones, F. W. Greene, J. H. Metcalfe.

Niagara, St. Catharines and Toronto Ry.—The officers and directors of the new company are: President, F. Nicholls; Vice-President, E. R. Wood; other directors: D. D. Mann, Z. A. Lash, K. C. A. Jarvis, H. G. Nicholls; Assistant Sec.-Treasurer, C. E. A. Goldman, all of Toronto.

St. Thomas Electric Ry.—The receipts for Jan. were \$773.13, and the payments \$1,125.75.

Toronto Ry.—Earnings for Jan.: \$196,969.98, against \$179,359.92 for Jan., 1904.

Winnipeg Electric Ry.—The company has paid to the Winnipeg City Council \$20,377.11 as percentage on the gross earnings for 1904. The earnings as shown by the statement appended amounted to \$407,542.30, of which \$129,702.30 was for cash fares and \$277,840 for tickets.

An act was passed last session of the Manitoba Legislature confirming the mortgage of the company's property to the Royal Trust Co., Montreal, as security for its bond issue of \$5,000,000.

The annual meeting was held Jan. 25, at which a satisfactory report was presented by the directors. The officers and directors for the current year are: President, W. Mackenzie; Toronto; Vice-President, W. Whyte, Winnipeg; Secretary-Treasurer, F. M. Morse, Winnipeg; other directors: Sir Wm. Van Horne, Montreal; D. D. Mann, D. B. Hanna, Toronto; A. M. Nanton, Winnipeg.

Woodstock, Thames Valley and Ingersoll Ry.—Following are the officers and directors for the current year: President and Treasurer, J. G. Wallace; Vice-President, W. J. Ickes; Secretary, H. H. Powell; General Manager, S. R. Ickes; other directors: W. Nesbitt, M. Karns.

Electric Railway Notes.

The St. John, N.B., Ry. has ordered six open cars, to be delivered in April.

The Winnipeg Electric Ry. is constructing a car similar to the 58 ft. one mentioned in our last issue.

The B.C. Electric Ry. has purchased the first car owned by the Nelson Electric Tramway Co., and after overhauling it will be used on a branch line.

The portions of the car equipment for the Southwestern Traction Co. being manufactured in Great Britain are ready for shipment there and are expected in London, Ont., at an early date.

W. D. Mahon, President of the International Association of Street Railway Employees, addressing the employes of the Toronto Ry. recently, advocated the starting of a superannuation fund. The local association declined to endorse the proposal.

The Attorney-General of Ontario has taken action under the Lord's Day Observance Act against the Grand Valley Ry. for operating its cars on Sundays between Brantford and Galt, Ont. The company is operating under a Dominion charter, and claims to be exempt from the terms of the Ontario act.

The Hamilton City Council will apply next session of the Ontario Legislature for an act authorizing the courts in any action or proceeding against the Hamilton Street Ry., that may be tried or brought before them, to make such orders as may be necessary in the interests of justice to enforce a substantial compliance with the agreements between the council and the company. This application is the result of the recent action against the company in which the court decided that the city had not a right, under its agreement, to regulate the service.

Following are electric railway statistics for the Dominion for the year ended June 30, 1904:—There were in operation 767 miles of line, as against 759 in 1903. The capital, including Dominion and Provincial subsidies and municipal aid, was \$80,453,609, an increase of \$1,219,932. Working expenses were \$5,326,517, an increase of \$853,659 over the year previous. Net earnings were \$3,125,092, or an increase of \$366,273. There were 181,689,998 passengers carried, against 155,662,812 for the preceding year. Of freight 400,161 tons were carried, 28,876 more than in 1902-3. Ten passengers were killed and a like number in the previous year.

The B.C. Electric Ry. car shop at New Westminster, B.C., has in course of construction six cars for the Victoria lines. It will construct during the current year four 14-bench, convertible double truck cars; four 12-bench convertible double truck cars; one double truck work car with rotary sweepers attached, and six 5½ yard dump cars for the Vancouver lines; one 50 ft. double truck interurban car, and one 30 ft. convertible city car for the New Westminster line. The company will also construct three 50 ft. double truck interurban cars, and one 40 ft. freight car for the Vancouver and Lulu Island Ry., which the B.C.E. Ry. will in future operate as an electric railway.

W. H. Moore, Assistant to the President, and R. J. Fleming, General Manager, and some other officials of the Toronto Ry., have visited a number of cities in the United States with a view of obtaining information in regard to the electric car service there that may be of use in the working of the Toronto lines. General Manager Fleming said the U.S. lines were no better than those in Toronto, and the same complaints were made in regard to the service in the cities there as were made in Toronto. As a result of the trip, it has been decided to equip the Toronto cars with air

brakes; to do away with trailer cars, and to add new motor cars as fast as they can be built and equipped. The fender question is under consideration.

Grain Elevator Notes.

The Crown Elevator Co., Minneapolis, Minn., is preparing for the erection of an elevator near St. Boniface, Man., to be completed this year.

J. A. Jamieson, of Montreal, will superintend the construction of the elevator at Port Colborne, Ont., for the Dominion Government, for which he has prepared plans.

The Grain Growers' Association, meeting at Portage la Prairie, Man., recently, adopted a resolution recommending that the railway companies take over the elevator system of the country and operate it.

The Ogilvie Flour Mills Co.'s 500,000 bush. elevator, recently completed at Fort William, Ont., is of steel, and is of the cylindrical type, the interspaces and outside pockets between the cylinders being also available for storage. A unique feature of the building, says the American Elevator and Grain Trade, is in the first story, or basement construction, which, with the foundation, hopper bottoms of the bins, floors and supporting columns, is all in one monolithic mass of re-enforced concrete. This first story gives a working space under the entire area of the bins 10 ft. high, and contains four belt conveyers and the steel spouting by which bins are emptied into the elevator legs. There are three steel elevator legs of 15,000 bush. capacity per hour, for handling the grain in and out of the building. The elevator is operated by electricity supplied from the new power house of the C.P.R. The foundations have been completed for the erection of a 3,000 barrel flour mill for the Ogilvie Co., on a site adjoining the elevator.

The grain handled at the elevators at Fort William and Port Arthur, Ont., during the season of navigation of 1904, amounted to 17,046,939½ bush., against 15,755,456 bush. in 1903. Of this, 14,274,804.40 bush. were carried in Canadian bottoms to eleven Canadian and two U.S. ports, whilst 2,772,135.10 bush. were carried in U.S. bottoms to four U.S. ports, against 13,814,595.40 bush. and 1,940,860.20 bush. respectively in 1903. The Canadian grain handled at the Canadian elevators at the eastern end of the inland navigation was:

	1904 Bush.	1903 Bush.
Depot Harbor.....	4,393,117.20	2,229,052.10
Goderich.....	2,030,641.20	1,844,747.50
Owen Sound.....	1,506,963.20	1,514,786.30
Midland.....	1,178,711.00	2,580,116.40
Montreal.....	1,112,927.50	780,190.50
Sarnia.....	1,051,135.30	677,794.00
Meaford.....	843,009.20	672,007.10
Collingwood.....	594,906.10	556,091.50
Sault Ste. Marie (for orders).....	210,000.00
Kingston.....	206,723.20	1,334,162.00
Port Colborne.....	141,800.50
Total.....	14,274,804.10	13,814,595.40

SHIPPING MATTERS.

Navigation Rules for the Great Lakes.

One of the subjects receiving special consideration at the first meeting of the Dominion Marine Association in Ottawa, in April, 1903, was chapter 79 of the Revised Statutes of Canada, respecting the navigation of Canadian waters; and one of the first resolutions of the Association was to deplore the fact that while these "Rules of the Road" were in force on all Canadian waters, a set of rules, differing in many important particulars, were laid down by a statute of the United States to govern the navigation of vessels of that country on the Great Lakes and their con-

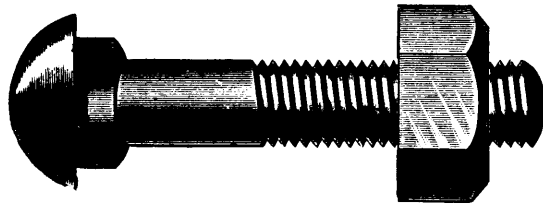
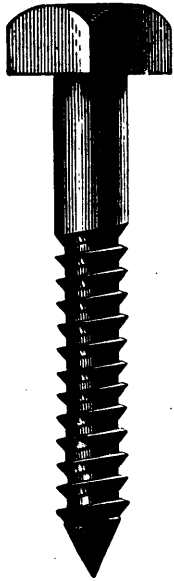
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The price of land varies from \$3 to \$40 per acre. Location with respect to railways, towns, timber and water determines the price of land.

For information regarding homesteads, apply at the Dominion Land Office.

For purchase of Provincial lands apply at the Provincial Land Office in the Parliament Buildings.

For C.P.R. or C.N.R. lands apply at the land offices of said railway companies.

For lands owned by private individuals apply to the various real estate agents in the city.

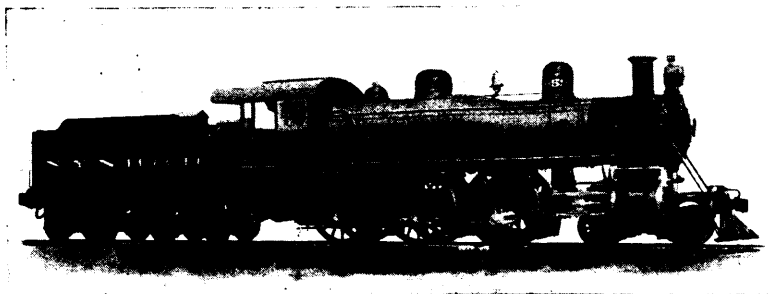
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necting and tributary waters. The Association recognized the dangers and difficulties involved in this difference, and referred the matter to a committee with instructions to take all steps possible to bring about uniformity in the rules on this great water highway, where the vessels of both countries are constantly meeting and passing—now in Canadian and now in U.S. waters. That committee has just about brought its duties to a successful close.

The committee's first step was to arrange a conference with representatives of the Lake Carriers' Association of the U.S.; and at a meeting in Buffalo, where the Canadian representatives were accompanied by the late John Bertram, Chairman of the Transportation Commission, a comparison of the rules was made and the points of most serious difference agreed upon. Later a correspondence was conducted with the Department of Marine and Fisheries at Ottawa, and in the session of 1904 the Canadian Parliament conferred power on the Governor-in-Council to adopt such rules on the waters named as might be advisable. In continued consultation with the Dominion Marine Association, the Department of Marine has now prepared a set of rules which have been printed and revised and finally agreed upon, and are expected to be issued at a very early date.

The new set of rules will take effect upon the Great Lakes and their connecting and tributary waters as far east as the lower exit of the Lachine Canal and the Victoria Bridge at Montreal, the designation of the waters affected being purposely as nearly as possible identical with the corresponding designation in the U.S. law. Chapter 79 of the Revised Statutes of Canada, containing what are called the International rules, will for obvious reasons remain in force east of Montreal and in other Canadian waters. The new set of rules will be printed in a separate pamphlet for circulation and use in the special limits designated.

These new rules will be identical with the old, except where they are altered to bring them into conformity with the U.S. law in the few important details agreed upon. Some of the most important changes may be summarized as follows:—

In the matter of fog signals (perhaps the most serious), clauses a, b, c, d, e, and f, of the Canadian Article 15, are struck out entirely and replaced by the corresponding clauses from the U.S. rules. They will be as follows:—

(a) A steam vessel under way, excepting only a steam vessel with a raft in tow, shall sound, at intervals of not more than one minute, three distinct blasts of her whistle.

(b) Every vessel in tow of another vessel shall, at intervals of one minute, sound four bells on a good and efficient properly placed bell as follows:—By striking the bell twice in quick succession, followed by a little longer interval, and then again striking twice in quick succession (as in striking four bells to indicate time).

(c) A steam vessel with a raft or a string of booms in tow shall sound at intervals of not more than one minute a screeching or modoc whistle from three to five seconds. Only steam vessels with raft or booms in tow, shall sound this screeching whistle in thick weather.

(d) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack two blasts in succession, and when with the wind abaft the beam, three blasts in succession.

(e) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

There can be no question as to the advisability of this change. To take one instance,

the "three blast" signal in a fog. Heretofore, if a Canadian vessel obeyed her law in a fog she would sound a prolonged blast at intervals of two minutes. If the captain were nervous under fear of a collision in a crowded stream, and the blast were not sufficiently prolonged, it might easily be taken for the signal "one short blast," which means, "I am directing my course to starboard." A United States vessel approaching might so understand it, and at the same time the U.S. fog signal of three distinct blasts—heard once and suddenly—would mean to the Canadian captain according to his present rule (next referred to), "My engines are going full speed astern." The possible results were so serious that as a matter of fact the U.S. rules have been largely adopted by Canadian vessels; captains and pilots preferring to take the risks of being found at fault for disobedience to the law of their land, rather than the greater risks of sailing under rules unintelligible to other vessels.

For the reasons above, the Canadian rule (last clause of article 28), "three short blasts" to mean "My engines are going full speed astern," is struck out, leaving only the port and starboard signals provided for.

Article 28 is amended also to include certain U.S. rules so as to forbid what is known as "cross signals"; to provide for cases of misunderstanding and differences of judgment as to proper signals, and also for signals for vessels approaching bends or curves.

Article 25 is amended by adding the U.S. rule that in all narrow channels where there is a current and in the rivers St. Mary, St. Clair, Detroit, Niagara, and St. Lawrence, when two steamers are meeting, the descending steamer shall have the right of way, and shall, before the vessels have arrived within the distance of half a mile of each other, give the signal necessary to indicate which side she elects to take.

The first part of article 32, requiring a bright fire to be burned on rafts, is struck out, and the U.S. rules regarding rafts, including bag or boom rafts, are adopted, with the change of 12 ft. height for lights, to 6 ft.

The U.S. rule requiring two white lights in a horizontal line athwart ships on a steam vessel towing a raft is added as clause (b) to article 3.

Double ended ferry boats are required to carry a central range of bright white lights at equal heights forward and aft.

The optional range light on steamers referred to in clause (e) of article 2 is rendered compulsory, as is also the small steering light named in article 3 for a steamer towing another vessel.

National Association of Marine Engineers.

The sixth annual meeting of the National Association of Marine Engineers of Canada was held at Collingwood from Jan. 31 to Feb. 3, the Grand President, T. J. S. Milne, Kingston, Ont., presiding. The others present were:—N. J. Morrison, Grand Secretary-Treasurer, St. John, N.B.; J. Gillie, Grand Auditor, Kingston, Ont.; C. Robertson, Grand Conductor, Owen Sound, Ont.; and the following representatives of local councils:—F. S. Henning, H. Parker, Toronto; W. I. Barlowe, D. Kingston, St. John, N.B.; C. A. Farrar, J. A. Breckenridge, Collingwood; J. F. McEwan, Kingston, Ont.; T. Heriault, J. E. Blanchett, Levis, Que.; J. A. Crapeau, A. Charbonneau, Sorel, Que.; J. G. Simpson, Owen Sound, Ont.; L. B. Cronk, G. Sylvester, Windsor, Ont. The Montreal council and the two councils in British Columbia were not represented.

The Grand President's report congratulated the Association on its growth during the past year, and said that his only regret in regard to the work was the failure to get

the desired amendments to the Steamboat Inspection Act passed by Parliament. Another bill had, however, been introduced in the House of Commons by L. McCarthy, M.P., and he hoped it would pass. The Grand Secretary's report showed receipts during the year of \$1,638.13 and disbursements of \$956.96 leaving a balance of \$681.17.

F. S. Henning, Toronto; A. Milne, Kingston, Ont.; N. DuCAP, Montreal; A. L. de Martigny, Sorel, Que., and L. B. Cronk, Windsor, Ont., were appointed to represent the Association at Ottawa in support of the bill to amend the Steamboat Inspection Act, 1898, with power to name substitutes if any could not attend. L. McCarthy, M.P., met the delegates at the meeting, and discussed the bill with them. A number of other matters of interest to marine engineers were discussed.

The following officers were elected for the current year:—Grand President, F. S. Henning, Toronto; Grand Vice-President, J. A. Crapeau, Sorel, Que.; Grand Secretary-Treasurer, N. J. Morrison, St. John, N.B.; Grand Conductor, C. Robertson, Owen Sound, Ont.; Grand Doorkeeper, T. Theriault, Levis, Que.; Grand Auditors, J. Gillie, Kingston, Ont.; L. B. Cronk, Windsor, Ont. It was decided to hold the next meeting at Levis, Que., on Jan. 23, 1906.

The Collingwood local council entertained the delegates at dinner on the last day of the meeting, a number of other guests being present, including L. McCarthy, M.P.; Captain T. Donnelly, Kingston, Ont., and the mayor and aldermen of Collingwood.

Following is a list of local councils and their secretaries:—Toronto, G. W. Clarkson; St. John, N.B., G. T. G. Blewett; Collingwood, Ont., J. A. Breckenridge; Kingston, Ont., J. Gillie; Montreal, N. DuCAP; Victoria, B.C., P. Gordon; Vancouver, B.C., T. M. Heard; Levis, Que., E. Belanger; Sorel, Que., J. A. Crapeau; Owen Sound, Ont., R. McLaren; Windsor, Ont., N. Maitland.

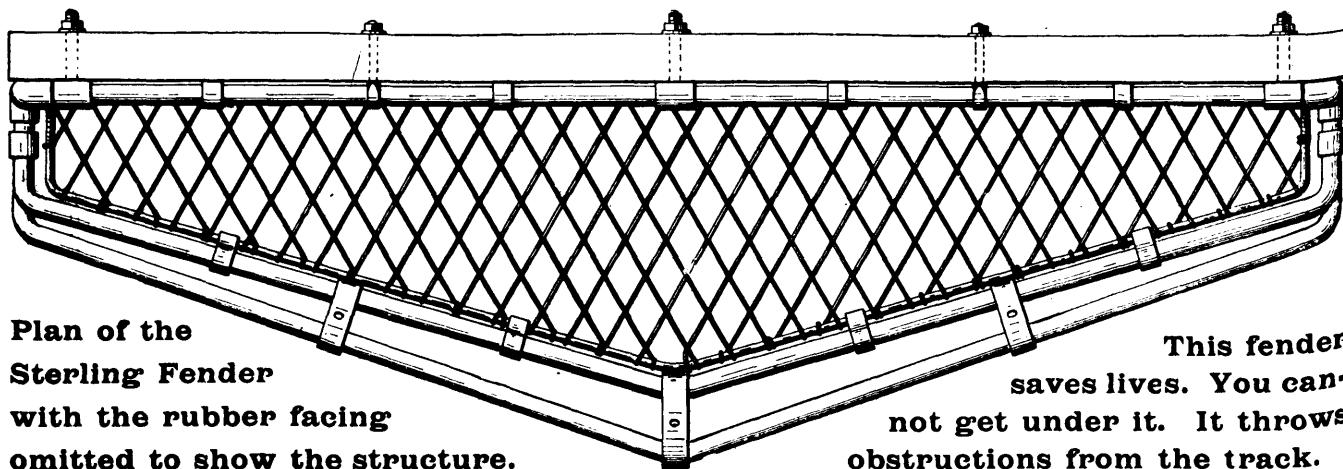
Masters and Mates Association.

The annual meeting of the Grand Association of the Canadian Association of Masters and Mates was held at St. Catharines, Ont., Feb. 14 and 15, the delegates present being captains from the following Ontario points:—J. Wilson, F. Scott, A. McIntyre, Collingwood; A. Milligan, A. McMaugh, J. T. Towers, St. Catharines; Jas. Martin, Jas. Murray, Jas. Dix, Kingston; R. D. Simpson, M. McKay, Owen Sound; J. McGiffen, J. V. Trowell, Toronto; W. J. Madden, Roy Burke, Penetang; D. Burke, Midland; J. W. McCoppen, Port Colborne; and W. Ireland, Parry Sound. Captain Jas. Wilson, Grand Master, presided.

After routine business the reports of the grand officers, President, Secretary and Treasurer, were presented and adopted. It was shown that the Association has grown satisfactorily, and that it now has branch associations at Toronto, Collingwood, Parry Sound, Penetang, Midland, Owen Sound, Kingston, St. Catharines, with a total membership of over 300. The Association was started at a meeting in Toronto about four years ago; the first Grand Association meeting was held at Collingwood in 1903, and the second at Toronto in 1904.

Communications were submitted from different local associations suggesting further aids to navigation on the Great Lakes, and were referred to Captains Dix, Murray and Scott for examination and report. Such of the suggestions as may be approved by the committee will be transmitted to the Department of Marine, with a request that they be acted upon. A number of resolutions were adopted, the most important being:—

To ask the Dominion Government to prevent aliens from serving as masters or mates on Canadian vessels.



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To amend the Masters and Mates Act so as to make the examinations more rigid, and to prevent the issue of certificates to persons who are not able to pass proper examinations.

To rescind the order-in-council which permits certain collectors of customs (people who are utterly unqualified) to act as examiners of masters and mates, and to appoint a properly qualified examiner or examiners, to be paid by salary, and not by fees, as at present.

To make the rules for sailing and fog signals, signal lights and whistles, towing rafts, etc., on the Great Lakes uniform with those of the United States.

To negotiate with the U.S. Government for an abrogation of the U.S. law which compels Canadian vessels going to Lake Michigan to call at either Cheboygan or Mackinac and report, this law being a relic of the old war time of 1812, and causing delay, and in heavy or rough weather serious danger, and there being no similar law in Canada.

To provide that all persons acting as pilots on the St. Lawrence River shall be examined and furnished with certificates if found qualified, many of the pilots at present employed having no certificate and being irresponsible.

That all lake tugs over 50 tons be required to employ a duly qualified mate holding a certificate of competency as such.

Captains McCoppen, Milligan, Boyle and Towers were appointed a committee on legislation to act with E. A. Lancaster, M.P. for Lincoln and Niagara, who has charge of the bill before the House of Commons to amend the Masters and Mates Act, and to secure other needed legislation. A delegation of two was appointed to go to Ottawa to see the Minister of Marine in regard to proposed legislation, aids to navigation, and other matters referred to in the resolutions already mentioned.

The following captains were elected grand officers:—Master, Jas. Wilson, Collingwood; First Officer, J. McGiffen, Toronto; Secretary, W. Ireland, Parry Sound; Treasurer, M. McCoppen, Port Colborne; Pilot, J. Dix, Kingston; Watchman, J. T. Towers, St. Catharines; Lookoutman, W. J. Madden, Penetang; Auditors, A. McIntyre, Collingwood, W. J. McCoppen, Port Colborne. The next meeting of the Grand Association will be held in Toronto, on the second Tuesday in February, 1906.

The Association has adopted an official burgee with blue ground and red border, a wreath of maple leaves and a beaver being shown on a white insertion. Its badge is a steamer's steering wheel and an anchor with the letters C.A.M.M.

The mayor of St. Catharines and the president of the Board of Trade called on the delegates in session and welcomed them to the city. The publisher of THE RAILWAY AND SHIPPING WORLD also addressed them briefly, and in response several of the delegates expressed their appreciation of this paper and their satisfaction with its marine department.

The Niagara, St. Catharines and Toronto Ry. took the delegates and several friends by special car from St. Catharines to Niagara Falls and return, and gave them a splendid winter view of the Falls and of the ice bridge. General Manager Seixas accompanied the party. The line has had heavy snow to contend with, but with its excellent equipment, including a rotary snow plow, has kept its service up with commendable regularity.

Richelleu and Ontario Navigation Co.

The report for 1904, presented at the annual meeting in Montreal, Feb. 6, is as follows:—

Gross receipts.....	1904	1903
Operating expenses.....	\$999,869.51	\$1,104,801.97
Fixed charges.....	886,410.29	894,745.66
Net profit.....	19,146.29	20,423.74
	\$94,312.93	\$189,632.57

A dividend of 3%, amounting to \$93,960.00, was paid May 2, 1904. The reduction in gross earnings is virtually all in passenger traffic, and is largely attributable to the influence of the St. Louis exposition, and to the sailing season opening up some three weeks later than in 1903, the loss of earnings due to the backward season alone amounting to \$24,928.95. The new steamer Montreal is almost completed, and will be ready for service on the opening of navigation. The company is to be congratulated on the manner in which this steamer is turning out, and the result more than justifies the purchase of the hull by the directors. Owing to the increase of the freight and passenger traffic on the Hamilton line, the steamer Spartan is being lengthened 25 feet by the Bertram Engine Works, and will be ready for service on the opening of navigation. This change will considerably increase her passenger accommodation, and will add 40% to her freight carrying capacity. The steamers Carolina and Virginia have been thoroughly overhauled and repaired, and the repairs made have materially improved their value. The steamer Canada is being rebuilt at Levis for the Saguenay Division. The balance of the fleet and the company's hotels, shops, wharves and shore property have been thoroughly maintained during the past year, and quite a number of improvements and betterments have been made on same. The marine railway dock, mentioned in the last annual report, is still receiving attention, and the matter is progressing favorably. The bond issue, amounting originally to \$571,833.33, now stands at \$349,426.69, \$25,793.34 having been redeemed Mar. 1, 1904, and the company has in the treasury \$29,199.99 of bonds redeemable Mar., 1905. The expenses of the operating department have materially decreased during the past season.

INCOME ACCOUNT.

Dividend 3%, paid May 2, 1904.....	\$ 93,960.00	
Written off—Final settlement, St. Lawrence Steam Navigation Co., Steamers Canada and Carolina, depreciation of stores and steamers' outfit and bad debts.....	118,249.54	\$212,209.54
Net Surplus.....		15,365.50
		\$227,575.04
Surplus, Dec. 31, 1903.....		\$133,262.11
Net Profit for 1904.....		94,312.93
		\$227,575.04

ASSETS.

Steamers, real estate and buildings, wharves, etc.....	\$3,608,101.42
Coal, stores, provisions, etc.....	77,400.36
Accounts receivable.....	23,476.77
	\$3,708,978.55

LIABILITIES.

Capital stock.....	\$3,132,000.00
Bonds, 5% sterling.....	\$571,833.33
Cancelled.....	193,206.65
On hand.....	29,199.99
	\$222,406.64
Accounts payable.....	\$349,426.69
Unclaimed dividends.....	234.00
Accrued interest on bonds.....	5,823.78
Bank loans.....	109,306.24
Surplus.....	15,365.50
	\$3,708,978.55

The officers and directors for the current year are:—President, R. Forget, M.P.; Vice-President, W. Wainwright; other directors: Hon. L. J. Forget, Col. F. C. Henshaw, G. Caverhill, J. K. Osborne, H. M. Pellatt, W. Hanson, G. O. Paradis, E. B. Garneau, H. M. Molson; General Manager, C. J. Smith; Secretary, F. P. Smith.

Dominion Marine Association.

The executive committee and a number of members of the Association interested in grain transportation on the Great Lakes met in Toronto, Feb. 1, to discuss a number of matters of importance. There were present: C. F. Gildersleeve, H. W. Richardson, T. Donnelly, R. O. MacKay, J. A. Cuttle, A. A. Wright, J. H. Hall, members of the executive committee; and J. S. Playfair, T. Conlon, A. B. MacKay, J. H. G. Hagarty, J. B. Fairgrieve, J. T. Matthews, C. H. Nicholson, D. B. Hanna, G. Marks, H. A. McKee, Capt. Bassett, Capt. Foote, R. Williamson, F. Wiley, D. Fair, and others. The questions discussed included the shortages and surpluses in the weights of grain at receiving elevators as compared with the loading elevators; elevator facilities, bills of lading, demurrage, etc.

The annual meeting of the Association will be held at Ottawa, early in March.

In connection with matters that have been under discussion by the executive, it may be of interest to state that the revision of the rules of the road has been completed, and it is expected that copies of the new rules will be ready for distribution at an early date. The original rules passed in Chap. 79 of the Revised Statutes of Canada remain in force upon all waters with the exception of those upon which the present issue is to take effect, which is confined in its operations to the same waters as are referred to in the U.S. Rules, viz.: the Great Lakes and their connecting and tributary waters as far east as Montreal, the dividing line taken at Montreal being the Victoria Bridge, and the lower exit of the Lachine Canal. Further particulars in regard to the new rules are given on page 113.

So far as the revision of the rules and regulations as to the inspection of vessels are concerned, it is regretted by marine men that the revision has taken place on both sides of the boundary simultaneously and without consultation. Representations were recently made to the U.S. Government in respect of inspection matters, and an intimation has been given to the effect that the rules will be considerably altered, and the request of the passenger steambot interests will probably be acceded to on a number of important points.

A statute passed by the Dominion Parliament in 1904 gave the Governor-in-Council power to remit the inspection fees imposed upon U.S. vessels trading into Canadian waters as soon as the U.S. Government remitted similar fees on Canadian vessels trading to U.S. ports. The Secretary of the Dominion Marine Association has received a definite undertaking from the Secretary of Commerce and Labor at Washington, that in pursuance of the policy of the U.S. Government the inspection fee upon Canadian vessels would immediately be removed whenever the Canadian Government took similar action with regard to the fee imposed here upon U.S. vessels. This view has been presented by the Association to the Government at Ottawa, and it is understood that the necessary negotiations are in progress between the two Governments. When these are completed an order-in-council will be issued abolishing the fee on U.S. vessels, which will be followed by the Department of Commerce and Labor at Washington, which was given full power by the statute to make the change, taking similar action there. It is hoped that the action will be taken before the opening of navigation in order to save payment of the fees for 1905.

The investigation into the alleged frauds on pilots at Vancouver has resulted in the dismissal of the chairman of the Board, E. Crow Baker, who was shown to have unlawfully retained funds belonging to the pilots



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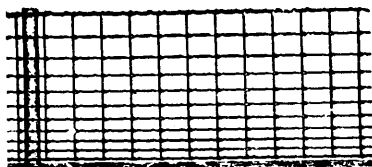
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Northern Navigation Co. of Ontario.

The annual meeting was held in Toronto, Jan. 31, President H. C. Hammond in the chair. The report and statements as published in our last issue, were adopted after a number of questions had been asked and answered by the President. Among other things it was ascertained that the reduction in the value of the steamers from \$912,478.28 to \$870,000, as given in the statement of assets, had been arrived at arbitrarily, and not on a percentage or other basis. Nothing had been written off for depreciation in previous years. The various steamers were valued at about the following figures: Huronic, \$325,000; Monarch, \$100,000; United Empire, \$95,000; Germanic, \$70,000; City of Midland, \$60,000; Britannic, \$25,000; City of Toronto, \$25,000; Majestic, \$100,000; City of Collingwood, \$70,000. The earnings of the Lake Superior and Georgian Bay divisions were not shown separately, but there was probably a loss in the operation of the latter division during the year. The operating expenses for 1904 were 90%, against 94% in 1903.

A number of by-laws passed by the directors were approved. In some cases these by-laws were several years old, and had been acted on by the old board without having been approved by the shareholders at previous annual meetings. The directors were voted \$750 for their services, the principal portion of which goes to C. E. Stephens, who is also Secretary-Treasurer, the President taking no pay other than the ordinary fee for directors' meetings.

A vote of thanks was passed to President Hammond for the important work he had performed, on motion of W. Hendrie and P. B. Cumberland, and was supported by Acton Burrows, who said it was the first year the company had been under honest management.

The directors were all re-elected, and they subsequently re-appointed the same officers. The board is as follows:—President, H. C. Hammond; Vice-President, W. J. Sheppard; Secretary-Treasurer, C. E. Stephens; other directors: J. S. Hendrie, F. A. Lett, W. D. Matthews, H. B. Smith, H. Y. Telfer, C. D. Warren.

Cap. T. Jento, who died at Brockville, Ont., Feb. 17, aged 75, had been a steamboat engineer on the St. Lawrence River for 57 years.

Chicago and St. Lawrence Steam Navigation Co.

The report presented at the annual meeting held in Toronto recently stated that the result of the season of 1904 was below the average for many years. The excess of Canadian vessels over the requirements of the Canadian trade still exists, and as long as this is the case low rates of freight must prevail. Eastbound traffic was carried during the past season at lower rates than had ever been known before. Dividends amounting to 8% on the capital had been paid, and \$4,604.72 had been carried to credit of profit and loss account, making altogether \$29,245.37 at the credit of that fund.

PROFIT AND LOSS.	
Insurance.....	\$21,886.61
Directors' and auditors' fees, salaries, taxes, office rent, etc.....	10,058.18
	\$31,944.79
Dividend, 5%, paid July 2, 1904.....	\$28,165.00
Dividend, 3%, payable Jan. 2, 1905.....	16,899.00
	45,064.00
Balance carried forward.....	29,245.37
	\$106,254.16
Balance brought forward, Jan. 1, 1904 Steamships.....	\$81,102.41
Interest.....	511.10
	81,613.51
	\$106,254.16

LIABILITIES AND ASSETS.	
LIABILITIES.	
Capital.....	\$563,300.00
Balance of profit carried forward.....	29,245.37
	\$592,545.37
ASSETS.	
Steamers Rosedale, Algonquin, Iroquois, W. D. Matthews.....	\$560,000.00
Insurance unexpired.....	5,500.00
Balance in bank.....	27,045.37
	\$592,545.37

The officers for the current year are: President, W. D. Matthews; Managing Director, Secretary and Treasurer, J. H. G. Hagarty; Superintendent, Capt. Crangle; other directors: E. B. Osler, C. S. Gzowski, G. F. Hagarty, Toronto; Jas. Carruthers, Montreal; G. R. Crowe, Winnipeg. The two latter are new directors, the number having been increased from six to eight.

Notices to Mariners.

The Dominion Department of Marine has issued the following notices:—

No. 129. Dec. 28.—Quebec—337. River St. Lawrence, ship channel between Quebec and Montreal, Pointe aux Trembles course, Ile Ste. Therese, upper range lights, change in position, new light buildings.

The above is the last notice for 1904.

No. 1. Jan. 10.—New Brunswick—1. Bay of Fundy, Grand Manan Island, Long Eddy point, change in fog alarm, new building. 2. Bay of Fundy, Campobello Island, Head harbor, change in fog bell. 3. South coast, Bay of Fundy, St. John harbor, change in position of fog bell at Beacon light station.

No. 2. Jan. 11.—Nova Scotia—7. Canso harbor, range lights established.

No. 3. Jan. 19. Nova Scotia—8. Bay of Fundy, northwest ledge bell buoy adrift. 9. South coast, Catch harbor, light established.

No. 4. Jan. 20.—Newfoundland—10. Belle Isle, north end, light house established.

No. 5. Jan. 21.—British Columbia—13. Northern waters, Chatham Sound, rocks located. 14. Chatham sound, Inskip passage, Port Simpson entrance, Birnie Island light, corrections.

No. 6. Jan. 23.—New Brunswick—15. South coast, Bay of Fundy, Quaco, buoys removed temporarily. Nova Scotia—16. South coast, approach to Halifax, inner automatic whistling buoy to be replaced by gas and whistling buoy.

Maritime Provinces and Newfoundland.

During 1904 Newfoundland owners purchased 41 vessels of 4,171 tons register from Nova Scotia owners.

It is understood that the projected harbor improvements at Glace Bay, N.S., will be commenced early in April.

Capt. W. Milner, Capt. P. Hanson and R. Lowrieson, of Sackville, N.B., have been appointed members of the pilotage authority for Sackville, N.B.

The Canada Atlantic and Plant Line has placed an order with a Glasgow, Scotland, firm for a new steamer of a larger size than the Halifax, for delivery in the fall.

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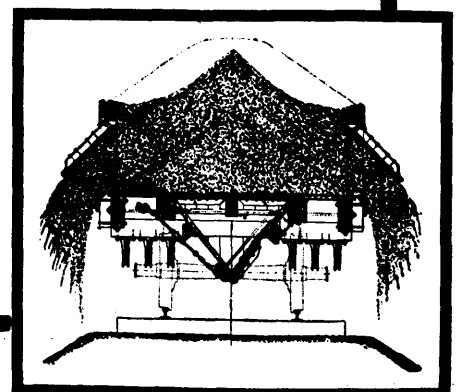


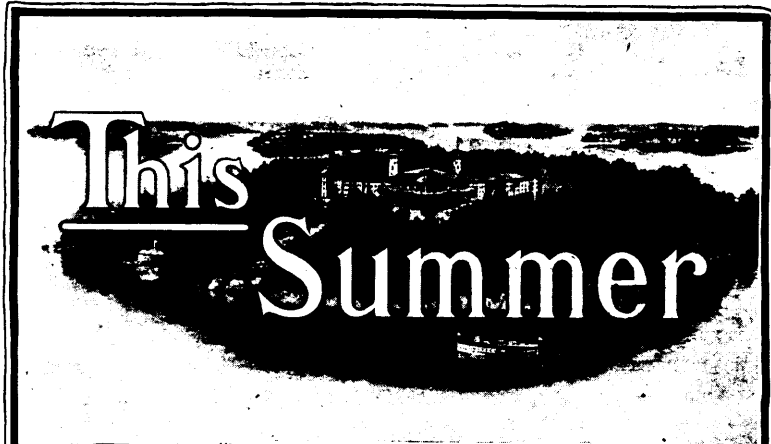
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" " 5.00 " " " " " " " "	119.85	40.81	100.00
" " 5.50 " " " " " " " "	131.80	44.89	110.00
" " 6.00 " " " " " " " "	143.80	48.98	120.00

Purchasers who do not undertake to go into residence on the land are required to pay one-sixth of the purchase money down, balance in five equal annual instalments with interest at the rate of 6 per cent. per annum.

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If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. on five-sixths of the purchase money.

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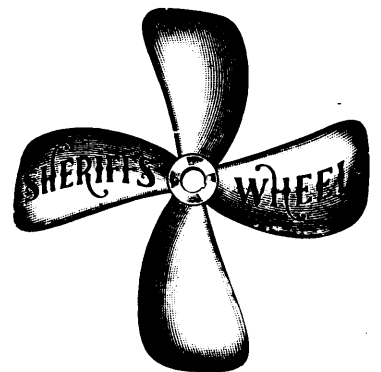
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ESTIMATES PROMPTLY FURNISHED.

The Customs outport of Pinette, under the survey of Charlottetown, P.E.I., has been abolished, and all business will in future be transacted at the latter port.

The Reid Newfoundland Co. proposes to put on a daily steamer service between Sydney, N.S., and Port aux Basques, Nfld., next season. It is understood that an order will shortly be placed for a steamer larger than the Bruce, for the service.

The Dominion cruiser Kingfisher, now lying at Shelburne, N.S., has been ordered to be sold. She is a schooner built at Shelburne, N.S., 1892, and having the following dimensions:—Length, 100 ft.; breadth, 23.7 ft.; depth, 10 ft.; register tonnage, 107 tons.

During 1904 there were built in Nova Scotia 87 schooners and one steamer, having a total of 2,827 tons; and there remains on the register 2,880 schooners and 65 steamers having a total of 125,506 tons register, an increase of 78 schooners and nine steamers over 1903.

The Fredericton and Woodstock Steamboat Co. has decided to sell its steamer Aberdeen. The officers and directors for the current year are: President, J. S. Neill; other directors: W. Fisher, M. B. McNally, F. R. Brooks, J. Palmer, G. T. Whelpley, R. Scott; Secretary-Treasurer, J. H. Barry.

Steps have been taken at Halifax, N.S., with the object of promoting the formation of a large company to carry on steel ship-building there. Local capitalists have subscribed \$15,000 and Swan and Hunter, ship-builders, Newcastle-on-Tyne, England, a similar amount. This company controls the available sites, and proposes to negotiate with firms or private persons desirous of starting a yard. The municipal and provincial bonuses available amount to \$300,000, besides which the Dominion Government offers a subsidy for the tonnage turned out.

The new steamer which is being built at Glasgow, Scotland, for the Baie des Chaleurs route, by Russell & Co., will be named the Lady Eileen. She will be constructed of steel, fitted with twin screws, and will be driven by triple expansion engines at a speed of 15 knots an hour. Her dimensions are: length, 185 ft. over all; breadth, 31 ft.; depth, 12 ft. 6 in.; with a depth at the water line of 9 ft. 6 in. In addition to a large freight capacity and quarters for the crew, accommodation will be provided for 100 saloon and 100 second-class passengers. The steamer is to be completed for delivery at Glasgow, April 10, and is expected to reach

Canada by the end of the month. The steamer is owned by the Interprovincial Navigation Co., of Canada, which has its offices at Richardville, N.B., and will trade from Campbellton, N.B., to Gaspe and other points on the Baie des Chaleurs coast in N.B. and Quebec. The company has agreements with the Dominion Government respecting the carriage of the mails, and with the Intercolonial Ry. respecting the train and boat connection at Campbellton. The officers of the company are: President, D. Richards, Campbellton, N.B.; other directors: J. F. Grute, T. Enright, Bonaventure county, Que.; A. T. Carter, J. X. Lavoie, Gaspe county, Que.; Secretary-Treasurer and Manager F. S. Blair, Campbellton, N.B.

Province of Quebec Shipping.

The Richelieu and Ontario Navigation Co. has passed a resolution asking the Government to construct a marine railway at Sorel, Que.

The Montreal Transportation Co.'s officers for the current year are: President, B. McLennan; Managing Director, J. A. Cuttle; Secretary, G. M. Kinghorn; other directors: T. A. Crane, A. Kingman, S. Robertson, A. E. Ogilvie.

The Quebec Board of Trade favors the construction of a second graving dock there, a site at Spencer Cove being suggested. In 1904 several owners had to send their vessels to Halifax, N.S., owing to the Quebec dock being occupied.

The North American Transportation Co. is seeking to recover \$5,000 from the Atlas Assurance Co., and \$4,000 from the British America Assurance Co., insurance on the str. Admiral, which was burned to the water's edge in Montreal, Sept., 1904.

The proposal to construct a ship canal from the St. Lawrence River to Lake Champlain, for which the Lake Champlain and St. Lawrence Ship Canal Co. obtained a Dominion act in 1898, is again before Parliament, the promoters asking for an extension of seven years for the completion of the work.

The judgment of Capt. Salmon upon the investigation before him as Wreck Commissioner, of the circumstances attending the sinking of the Richelieu and Ontario Navigation Co.'s str. Canada, after collision with the Black Diamond Line str. Cape Breton in June, 1904, is being ignored by the Minister of Marine. The matter was discussed in

Parliament, and the Minister stated that the inquiry was only a preliminary one, and that the judgment was illegal. Pilot St. Louis of the Canada still continues as a pilot.

The position of the Montreal Harbor Board was discussed in the House of Commons recently, in the course of which the Minister of Marine stated that it was intended during the current year to revise the constitution of the Board. From what was stated by different speakers it would appear that there is a considerable diversity of opinion between the Board and the Government upon matters affecting the welfare of the port, and that as a result the works necessary to meet the demands of the trade are not progressed with as speedily as could be wished. The Government proposal is to have a commission of five members nominated by the Government and responsible to it for the control of the harbor, the docks, wharves, sheds, etc.

Ontario and the Great Lakes.

N. P. Horton has been appointed measuring surveyor of shipping for the port of Owen Sound, Ont.

The Pere Marquette Rd. engineers have been making surveys at Courtright, Ont., with a view of building a dock about 1,000 ft. long.

It is said that negotiations have been going on for the purchase by the C.P.R. Co. of the Northern Navigation Co.'s steamship Huronic, but it is not expected that the sale will take place.

The Toronto Board of Control has decided to advertise for tenders for the lease of the Geddes and Harbor Square wharves, and to have a report upon the new buildings for the Island ferry service, and the sheds for the Turbine Steamship Co.

The alterations and repairs to the str. Modjeska have been practically completed at the yard of the Bertram Engine Works, Toronto, and it is the intention of the Hamilton Steamboat Co. to place her on the Hamilton-Toronto run as soon as navigation opens on Hamilton Bay.

The report that W. Evans, Toronto, Inspector of Hulls for Western Ontario, had been directed to make Collingwood, Ont., his headquarters for the future is incorrect. E. W. McKean, Inspector of Machinery and Boilers, heretofore at Toronto, has, however, had his office changed to Collingwood.

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Ten survey parties are engaged on the survey of the route of what is called the Montreal, Ottawa and Georgian Bay Canal, nine of which have been out since Oct. 27. Each party consists of 16 men, and it is expected that their work will last for a year.

Temagami Lake, about 60 miles north of North Bay, Ont., on the Temiskaming and Northern Ontario Ry., and the adjacent

waterways were opened up for steam navigation by D. O'Connell in 1903. In that year one steamer was operated; in 1904 he had three steamers on the lake, and two more are under construction for the current year's season of navigation.

The Northern Navigation Co.'s str. United Empire has been reinspected by the Canadian, United States and Inland Lloyd's surveyors,

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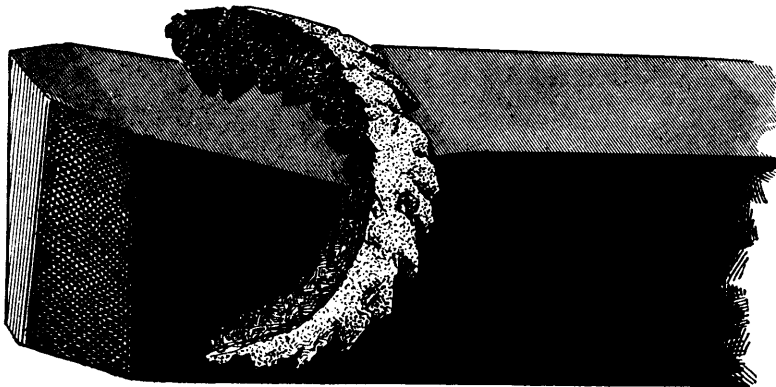
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General Agent, Pass. Department, Buffalo, N.Y.

and is to have considerable repairs done to her hull, boiler and machinery. The company's steamers City of Collingwood and Majestic are also undergoing repairs. All the work is being done at Collingwood, Ont., the total expenditure being estimated at from \$25,000 to \$30,000.

It is proposed to straighten the channel of the Otter River at Port Burwell, Ont., by cutting a new one, 400 yards westward through the flats, and filling up the old channel. A breakwater about 800 ft. long will also be constructed, and the east pier lengthened 300 ft. It is expected to get the work completed this year. The object is to improve the entrance to the port for the coal vessels, which are coming there in increasing numbers.

The number of vessels entering the port of Toronto during the season of navigation of 1904 was 3,398, with a tonnage of 1,412,459 tons, against 3,164 vessels of 1,165,289 tons in 1903. The freight carried included 171,503 tons of coal, and 380,250 packages of fruit. There are 72 vessels laid up at the port, including 10 passenger steamers, seven freight steamers, 13 schooners, nine steam launches, nine steam ferries, four tugs, 16 yachts, and four dredges, representing a total of 11,919 tons register.

The report of the directors and statement of accounts of the Muskoka Lakes Navigation and Hotel Co., which were published in our Feb. issue, were passed at the annual meeting of shareholders held in Toronto Jan. 26. Following are the officers and directors for the current year: President, J. S. Playfair; Vice-President, F. J. Phillips; Manager and Secretary, A. P. Cockburn; other directors: Sir John Boyd, G. T. Ferguson, R. K. Burgess, R. A. Lucas, M. S. Wilson. Assistant Manager and Treasurer, M. Wasley; Manager Royal Muskoka Hotel, L. M. Boomer.

The applicants to the Dominion Parliament for the incorporation of the Canadian Canals Corporation to construct a canal or canals, with portage railways to connect the different stretches of water navigation, are: Col. J. I. Davidson, P. Howland, R. C. Steele, A. T. Drummond, of Toronto; T. Burnham, of Chicago, Ill.; T. W. Hugo, of Duluth, Minn.; H. C. Spaulding, New York. They ask for power to issue \$15,000,000 of capital stock. The project is being primarily promoted by H. C. Spaulding, a New York engineer, who has designed the special carriage for the vessels, which he proposes to haul along the portage railways on eight

tracks. The York County Council has had the bill before it, and decided to oppose its passage through Parliament.

The Polson Iron Works (Ltd.) has been incorporated under the Dominion Companies' Act with a capital of \$1,000,000 and offices at Toronto, for the purpose of carrying on the business of shipbuilders, shipowners, contractors and builders of ships and dredges, also to carry on the business of builders and manufacturers of all kinds of machinery, engines and boilers; to acquire the business now carried on by the Polson Iron Works; to acquire or hold stock in other businesses of a similar nature, and with all necessary powers to carry on the business. The provisional directors are: A. H. Jeffrey, Assistant Manager Polson Iron Works; W. B. Tindall, accountant; J. J. Main, boiler superintendent; Mrs. B. S. Polson, wife of F. B. Polson, manufacturer; Mrs. J. Miller, wife of J. B. Miller, lumber merchant, all of Toronto.

A despatch to Toronto daily papers, dated Collingwood, Ont., Jan. 30, stated that the first annual meeting of shareholders of the steamer City of Windsor was held there on Jan. 26, that a dividend of 10% was declared; that \$779.59 balance of net earnings was carried forward to credit of contingent account, that the following board was elected:—President, C. Cameron; Vice-President, J. K. McLaughlin; Secretary-Treasurer, T. Long; Manager, P. M. Campbell; that the question of increasing the company's tonnage was discussed, and that the Manager was instructed to examine the several steamers that were offered for sale and to report to the board. From the despatch above quoted it might be inferred that the owners of the boat had been incorporated as a joint stock company, but this does not appear to be the case. The City of Windsor is said to have been purchased from the Algoma Navigation Co. for about \$3,000 or less. Possibly \$1,200 or \$1,500 was spent in repairing her, and the total investment is believed to be under \$5,000.

Manitoba and Northwest Territories.

The Hudson's Bay Co. has purchased the Antarctic exploration ship Discovery, now at London, Eng. When altered for her new work, the Discovery will proceed to Hudson's Bay.

The Stork, the Hudson's Bay Co.'s trading steamer, left Hudson's Bay for London, Eng., with a cargo of furs in the fall of 1904, and

has not been heard of since. A premium of seventy guineas per cent. has been paid for re-insurance. It is believed that the Stork was caught by the ice in the Straits and has been unable to get free.

The Nelson River Packing Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$40,000 and offices at Selkirk, Man., with power among other things to acquire and operate steam and other vessels, and to construct wharves, docks, etc. The provisional directors are: J. K. McKenzie, R. Smith, of Selkirk, Man.; C. H. Newton, Jas. Fisher, and A. C. Ewart, of Winnipeg, Man.

B.C. and Pacific Coast Shipping.

Capt. W. Rogers has been appointed harbor-master at New Westminster, B.C.

The Victoria Machinery Depot Co., Victoria, B.C., has secured the contract to repair the British str. Haddon Hall, which was recently stranded on the South American coast.

The Wellington Colliery Co. has chartered the Norwegian str. Tricolor, 6,000 tons d.w. capacity, for its coal carrying trade between Nanaimo, B.C., and San Francisco. The company has now five vessels in its colliery fleet.

The str. Boscowitz, which was wrecked on Harbleton Island, was sold for \$300 as she lay. The vessel was patched up and towed to Victoria, B.C., where she was repaired. The renovated steamer has been sold to J. C. Emerson, of Vancouver, for \$5,000.

McKenzie Bros. are having a large barge built at Vancouver for carrying coke between Comox, B.C., and the smelter at Prince of Wales Island, off the Alaskan coast. The barge will be 200 ft. long, 40 ft. wide, and will have a depth of hold of 11 ft. 6 in.

The New England Fish Co.'s str. Columbia, valued at \$25,000, struck on a submerged rock off North Island, B.C., recently, and sank in 150 fathoms. The steamer was originally known as the Saga, arrived in the Pacific Ocean in 1898, and was the cause of a lot of litigation until she passed into the hands of the New England Fish Co. in 1902.

The Alaska Steamship Association, of which the C.P.R., the Pacific Coast Steamship Co., the Alaska Steamship Co., and the Humboldt Steamship Co. are members, met at Seattle, Wash., recently, and arranged rates and schedules for the ensuing season.

The Hudson's Bay Company



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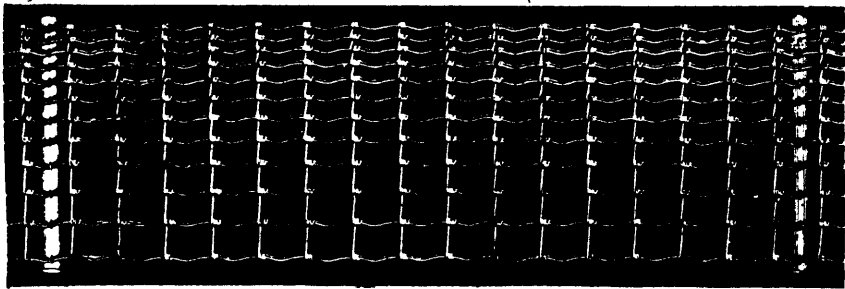
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		Winnipeg, Man.

THOS. C. IRVING,
Gen. Man. Western Canada, Toronto.

**New Cars on
The Overland Limited**

Two new composite-observation cars have just been placed in service on The Overland Limited between Chicago and Omaha, by the

**Chicago, Milwaukee and
St. Paul Railway**

The Overland Limited leaves Union Passenger Station, Chicago, 6.05 p. m. Arrives Omaha 7.35 a. m., and Denver 10.00 p. m. the next day, and San Francisco the third day in time for dinner.

A. J. TAYLOR,
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8 King St. E., Toronto, Ont.

The Canadian Pacific Railway Company

Dividends for the half year ended December 31st, 1904 have been declared as follows:

- On the Preference Stock two per cent.
- On the Common Stock three per cent.

Warrants for the Common Stock dividend will be mailed on or about April 1st to Shareholders of record at the closing of the books in Montreal, New York and London respectively.

The Preference Stock dividend will be paid on Saturday, April 1st, to Shareholders, of record at the closing of the books at the Company's London office, No. 62 Charing Cross, London, S. W.

The Common Stock Transfer Books will close in Montreal, New York and London, at three p. m., on Wednesday, March 1st. The Preference Stock Books will close at three p. m. on Wednesday, March 1st.

All books will be re-opened on Monday, April 3rd.

By order of the Board,
CHARLES DRINKWATER,
Secretary.
Montreal, February 13th, 1905.

H. S. BURKHARDT, Pres.
E. B. LEIGH,
Vice-Pres. & Gen. Mgr.

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I. A. YOUNG,
AGENT

No alterations were made in the rates, and it was stated that the same steamers would be run as in 1904.

The Victoria, B.C., Board of Trade is urging the necessity of increasing the dry dock accommodation on the coast. The limited dimensions of the present dock are held to militate against the shipping interests of the port, and the construction of a larger dock is urged. It is also suggested that the dock at Esquimalt be enlarged, and a resolution has been passed asking the Dominion Government to take steps to have the work done.

A special sitting of the Supreme Court was held at Ottawa, Feb. 21, at which a number of points in connection with the act respecting ferries were argued, under a reference from the Government.

The Australian Government has declined to pay £140,000 a year for carrying mails to Great Britain, and it is understood that negotiations are to be opened with the Dominion Government for the conveyance of the mails via Vancouver, B.C.

The total number of casualties to British and Canadian seagoing vessels in Canadian waters for the year ended June 30, 1904, was 192, representing a tonnage of 81,143 tons register, with a total loss of \$489,699. The number of lives lost was nine. The number of casualties to inland vessels in the same period was slight and unimportant.

A bill has been introduced in the Senate at Washington, U.S.A., providing that no merchandise shall be transported by water from one port of the United States to another,

either directly or by way of a foreign port, or for any part of the voyage, in any other than a U.S. vessel. It also provides that the measure shall not apply to foreign vessels carrying merchandise on the Yukon River and its tributaries.

While according to the last list of shipping issued by the Department of Marine, the M.S. Dollar of Victoria, B.C., 4,216 tons gross, was the largest steamer borne on the Canadian register, the new list, dated Dec. 31, 1904, but not yet issued, will contain the registration of the Richelieu and Ontario Navigation Co.'s str. Montreal, having a gross tonnage of 4,282.23 tons, thus making her the largest steamer borne on the Canadian register. The Montreal was built and owned in Canada, whereas the M. S. Dollar was built in Great Britain, and is owned in the U.S.

The total number of light stations, lightships and fog alarm stations in the Dominion on June 30, 1904, was 796, and of lights shown 996; the number of steam whistles, fog horns, bells and guns, 99; the number of light-keepers and engineers of fog alarms with masters of lightships was 783. There are about 4,300 buoys, marking shoals, reefs, and other dangers to navigation. In addition to these buoys there are maintained 106 gas buoys, showing, in general, occulting lights. There are 27 life-saving stations in the Dominion.

The officers of the Association of Passenger Steamboat Lines, which was formed at Buffalo, N.Y., recently are: Chairman, G.A. White, Assistant General Manager, Hudson River Day Line, New York; Secretary and

Treasurer, W. F. Herman, General Passenger Agent, Cleveland and Buffalo Transit Co., Cleveland, Ohio; Executive Committee: T. F. Newman, General Manager C. and B.T. Co., Cleveland, Ohio, chairman; C. F. Gildersleeve, President Lake Ontario and Bay of Quinte Steamboat Co., Kingston, Ont.; J. C. Evans, Western Manager, Erie and Western Transportation Co., Buffalo, N.Y.; F. C. Cruger, Manager Northern Steamship Co.; B. W. Parker, General Manager White Star Line, Detroit, Mich.; F. C. Reynolds, Traffic Manager Pere Marquette Line of Steamers, Milwaukee, Wis.; A. Fletcher, Vice-President People's Line Steamers, New York.

A bill is before the House of Commons providing for making some changes in the regulations respecting the qualifications of masters and mates, and the granting of certificates to them. It is proposed that no person shall be entitled to present himself for examination for master until he has obtained a certificate of competency as mate, and has served as such for at least twelve months; and that no person shall be entitled to present himself for examination as mate until he has served as wheelman for two years. There are some other minor alterations, one of which provides for the cancellation of the certificate of any master or mate who renounces his allegiance to the British Crown. In connection with the appointment of examiner of masters and mates, it is proposed to provide that no person shall be appointed an examiner in respect of masters and mates of ships trading on inland waters unless he himself is a competent lake navigator and has a certificate to that effect.

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Burlington Elevator, St. Louis, Mo.	Capacity	1,300,000	Bushels
Grand Trunk Elevators, No. 2 and No. 3, Portland, Me.	"	2,500,000	"
Export Elevator, Buffalo, N.Y.	"	1,000,000	"
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Southern Pacific Terminal Co.'s Elevator, Galveston, Texas	"	1,000,000	"
Erie R. R. Transfer & Clipping House, Chicago, Ill.	"	100 cars in 10 hrs.	"
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	"	1,500,000	"
Burlington Elevator Co., Peoria, Ill.	"	500,000	"
Canada Atlantic Railway Elevator, Goteau Landing, Que.	"	500,000	"
Northern Grain Co., Manitowoc, Wis.	"	1,350,000	"
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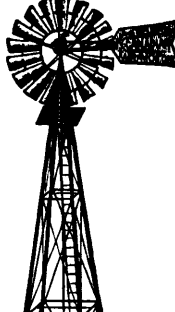
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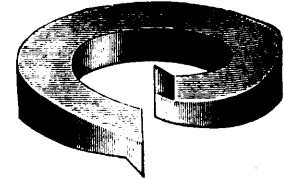
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An act providing for the amending of the Steamboat Inspection Act, 1898, has been given a second reading in the House of Commons, and has been referred to a special committee. The bill provides for the widening of the inspection provisions of the act, the proposed new clause being: "No steam yacht used exclusively for pleasure or private use without hire or remuneration of any kind, and no steamboat having an engine under five horse-power, shall be subject to the requirements of this act." In section 33, regarding the qualification of engineers, it is proposed to amend sub-section 12, which deals with the application of any person qualified by his knowledge of steamboat machinery who may be given a temporary certificate as engineer of a passenger steamer having engines of 4 n.h.p., if single cylinder, and 9 n.h.p. if compound type. The proposed amendment is to strike out the words "any applicant," and to make it read "any fourth engineer." This latter clause is one which affects primarily the owners of steamers on the minor inland waters, who are in favor of a widening rather than a narrowing of the ranks from which engineers of small boats can be drawn.

Among the Express Companies.

The Western Ex. Co. has opened offices at Hubbell, and Matchwood, Mich.

The Dominion Ex. Co. has opened offices at Kenaston (formerly Bonnington), Kronau, Lajord, Oyama, Richardson, Sedley, Tantalton, Togo, Assa.; Cobalt, Dunsford, Oxford, Ont.; Bouchette, Iherville Jct., Que.

The B.C. Express Co. recently made a delivery of a 2,000 lb. iron shaft to the La Fontaine Mine, the trip from Ashcroft, B.C., taking about four days. The charges on the shaft from Toronto to Ashcroft were about \$200.

The Canadian Ex. Co. is arranging to extend its service throughout Prince Edward Island. At present the service extends only to Charlottetown, the P.E.I. Ry. operating an express service, which is to be turned over to the Canadian Ex. Co.

The Alaska Pacific Ex. Co. will carry express matter to Fairbanks and Chena, Alaska, on the steamers of the Valdez Transportation Co., which also carry the United States mail. This route will close April 15, after which Fairbanks and Chena cannot be reached until the opening of navigation on the Yukon River.

We are advised that the Maritime Ex. Co., which was recently granted a Dominion charter of incorporation, will probably confine its operations to the Dominion Atlantic Ry. and connecting railway and steamship lines. The express business on the D.A. Ry. and steamship lines has hitherto been carried on by the Maritime Ex. Co., a Nova Scotia company.

Express officers generally have been notified that the Canadian Customs insist on the provisions of the law regarding invoices being carried out to the letter. It is necessary that two invoices, with proper certification, showing both the American and the Canadian prices in actual figures, must accompany each shipment destined to a point in Canada, as it will be impossible to make an entry without these invoices.

At the eighth annual dinner of the Montreal employees of the Dominion Ex. Co., held Feb. 4, V. G. R. Vickers, Superintendent of the newly created Atlantic division, presided. It was stated that the company now had 2,500 employees, and operated its service over 15,000 miles of railway. W. A. Clarke who succeeded Mr. Vickers as general agent at Montreal, was presented by the staff with a six-foot rubber plant, to which was attached a collection of rubber stamps for all purposes.

Telegraph and Cable Matters.

The C.P.R. Telegraph Department has opened offices at Balcarres, Lemberg, Assa.; Stavely, Alta.

The G.N.W. Telegraph Co. has opened offices at Niagara Falls Centre (Victoria Park Station), Ont., and at Kiskisink, Que.

The C.P.R. Telegraph Department, it is reported in Nova Scotia, has decided to extend its line from Halifax to Yarmouth, along the line of the Halifax and South-Western Ry.

The C.P.R. Telegraph Department has received permission from the Montreal City Council to lay conduits on St. Antoine, Inspector, and Lagauchetiere streets for its wires.

The Saskatchewan Herald of Jan. 26, 1880, contained the following paragraph: "The western terminus telegraph office was moved in on the 18th, the office put in shape, and a message got through to Winnipeg on the 21st."

The Direct West Indian Cable Co., which connects Halifax, N.S., and the Bermuda Islands with the West Indies, has offered to the British Government to lay a cable from Bermuda to Barbados and other islands and join it with the present cable at Kingston, Jamaica.

The vote of \$100,000 which the Dominion Parliament is asked to pass at its current session for wireless telegraph plants will cover the installation of stations at several points on the British Columbia mainland and Vancouver Island. When this work is completed the C.P.R. Pacific liners will have wireless telegraph apparatus installed on board.

The C.P.R. Telegraph tariff book for 1905 contains 25 more pages, and shows the names of 1,094 more places than the 1904 book. It also shows that the C.P.R. Telegraph and its connections maintain exclusive offices in 1,921 places not reached by any other telegraph company. The C.P.R. Telegraph system handles business for 21,071 places.

The new agreement between the Dominion Government and the Anglo-American Telegraph Co., for the cable service between Prince Edward Island and the mainland is binding for five years, the amount of subsidy being \$5,000 a year. In return for the increased subsidy, it was recently stated in the House of Commons that there had been a reduction in telegraph rates. We have already published details of these reductions.

The Anglo-American Telegraph Co. has protested against the establishment of wireless telegraph stations on Prince Edward Island, either for communication with the mainland of Nova Scotia and New Brunswick or with the Government steamers Stanley and Minto. The Premier, in reply to a recent question in the House of Commons, said the Government did not recognize these protests, it being contrary to their policy.

The C.P.R. Telegraph Department is contemplating making extensive additions to its lines in Manitoba and the Northwest Territories during the current year. A large additional mileage of wire will be strung on existing lines to meet the demands of the increasing business; new lines are to be strung along the recently completed railway lines, and it is also expected that a new direct connection will be opened with the U.S., via St. Paul and Chicago, along the line of the Minneapolis, St. Paul and Sault Ste. Marie Ry., recently completed to Emerson, at the International boundary.

The decision in the arbitration proceedings between the Government of Newfoundland and the Reid Newfoundland Co., in which the latter claimed about \$3,500,000 damages in respect of the taking over by the

Government of the telegraph service of the colony, was announced at St. Johns, Nfld., Feb. 3. The arbitrators, P. S. Archibald, C.E., Moncton, N.B., appointed by the Supreme Court; Hon. E. Blake, M.P., K.C., London, Eng., appointed by the Newfoundland Government, and D. MacMaster, K.C., Montreal, appointed by the Reid Newfoundland Co., came to a unanimous finding in Toronto, Jan. 14, and signed the award, which it was agreed was not to be made public until Feb. 3. They decided that the Reid Newfoundland Co. is entitled as compensation for the loss and damage sustained to \$1,503,100 with interest from Oct. 1, 1903, at the rate of 3%, and that the expenses of the third arbitrator and the general expenses of the arbitration shall be borne equally, and each party shall remunerate its own arbitrator.

The new schedule of pay for dispatchers and operators on the C.P.R. Eastern Lines which went into effect recently provides for advances varying from \$2 to \$10 a month. On the main lines east of Chalk River, first year dispatchers will get \$100 a month, with an increase of \$5 for the second and \$10 for the third years. On the branch lines, first year dispatchers are to receive \$90, with increases as above. West of Chalk River, the scale is \$105, \$110 and \$120 for the three years, while for White River and west it is \$110, \$115 and \$125. For telegraphers other than train dispatchers and linemen, \$45 will be the minimum for agents and operators on the main line east of Chalk River, with \$43 on branch lines, with dwelling, light and fuel included. Without these latter, the minimum will be \$50 and \$48 respectively. Telegraph operators will not get less than \$45 on the main line and \$43 on the branches, while the minimum for linemen on both main and branch lines is \$55. West of Chalk River \$47 is the least for an agent and operator, and west of Cartier \$53, with, in each case, the added items above referred to. Without them the minimum is \$52 and \$58 respectively, and for telegraph operators \$47 and \$53. Linemen in either of the two districts will receive \$60 as the lowest. Train dispatchers will be allowed three weeks' vacation yearly, and other telegraphers of four or more years' service two weeks. The revised salary scale for relieving telegraphers shows a substantial advance. The revision of the schedule on the Western is being discussed with the officials at Winnipeg.

New Construction Companies.—The following new general contracting companies have been incorporated under the Dominion Companies' Act:—British Canadian Supply Co., with offices at Montreal, and a capital of \$50,000, the provisional directors being: Watson Jack, J. W. Harris, R. C. Smith, K.C., W. B. Powell, R. C. Grant, of Montreal. Canadian Builders (Ltd.), with offices at Toronto, and a capital of \$1,000,000, the incorporators being: G. P. Magann, W. H. Blake, J. Mackay, Toronto; J. C. Stewart, New York; C. F. Franson, Pittsburg, Pa. Standard Construction Co. (Ltd.), with offices at Ottawa, and a capital of \$1,000,000, the incorporators being: E. J. Chamberlin, railway manager; J. W. Smith, railway official; C. J. R. Bethune, barrister-at-law; G. E. Fauquier, contractor; H. Christin, book-keeper, Ottawa. The Richelieu Construction Co. has been incorporated under the Ontario Companies' Act to carry on a general contracting business, and to promote and assist financially the undertakings of other corporations. The offices of the company are in Toronto, its capital is \$200,000, and the provisional directors include F. Denton, barrister-at-law, Toronto, and law students and others connected with his office.



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General Telephone Matters.

Neepawa, Man., owns its telephone service, the cost being \$10 a year per instrument.

The Canadian Press Association has passed a resolution favoring government ownership of telephone and telegraph lines.

The New Brunswick Telephone Co. is applying for a supplementary charter authorizing an increase of capital stock from \$250,000 to \$600,000.

The Crow's Nest Pass Electric Light and Power Co., a subsidiary of the Crow's Nest Coal Co., operates a telephone system in Fernie, B.C.

A report is current that the Bell Telephone Co. will shortly absorb the Merchants' Telephone Co., of Montreal, and in connection with the purchase will issue additional stock.

The work of installing the underground cables of the Canadian Machine Telephone Co., at Peterboro', Ont., has been completed, and most of the pole lines have been finished.

The Montreal City Council has submitted a series of questions to its legal advisers having reference to certain points in its contract with the Bell Telephone Co. The principal point has reference to the installation of slot machines.

The International Telephone Co. has been registered in British Columbia as an extra-provincial company. The company's head offices are at Bellingham, Wash., and the B.C. office is at Vancouver, W. Farrell being its attorney. The capital to be employed is \$50,000.

The private telephone line operated along the Westmoreland county shore from Shediac, N.B., has been extended to Cocagne, and three public pay stations have been established on the extension. The New Brunswick Telephone Co.'s exchange at Shediac is used by a mutual arrangement.

One of the four telephone exchanges of the Merchants' Telephone Co., Montreal, was burned out, Feb. 2, the connections of about 800 lines being destroyed. A partial service was given at the company's other exchanges, pending the installation of a new exchange on Vitre St., near the scene of the fire.

The Markham and Pickering Telephone Co. has been incorporated under the Ontario Companies' Act, with a capital of \$40,000 and offices at Whitevale, Ont., to carry on a general telephone business in the counties of York, Ontario, and Durham. The provisional directors are: A. Hoover, D. R. Beaton, of Pickering; A. C. Reesor, of Markham, Ont.

The Scarborough Telephone Co. has been incorporated under the Ontario Companies' Act, with a capital of \$40,000 and offices at Scarborough, Ont., to carry on a telephone business in the counties of York and Ontario. The provisional directors are: A. and J. Neilson, D. Brown, of Scarborough township; T. A. Young, Markham, Ont., and W. Mulock, Jr., Toronto.

The Bellechasse Telephone Co., of Levis, Que., will apply next session of the Quebec Legislature for an act increasing its capital to \$250,000, with power to further increase it to \$1,000,000. The company desires to have its powers extended so as to permit it to manufacture and sell telephone apparatus; to invest in securities of other similar companies. T. M. W. Pampalon, Quebec, is acting for the company.

The Manitoba Legislature has declined to accede to an application for an act to incorporate the Independent Telephone Co., in that province, with very extensive powers. In connection with the defeat of the application it was announced that the Government would, during the current year, make a

thorough investigation into the telephone problem with a view of the Province undertaking the establishment and operation of telephone lines.

The Burrard Inlet Telephone Co., which has a provincial charter enabling it to construct telephone lines within British Columbia started in to dig holes in the streets at Fernie, in which to put the poles recently. Some citizens objected, and the company's superintendent was fined \$10. The company obtained an injunction to restrain the local authorities from further interference. The citizens rather favor a local system, and are assisting local people, operating at Hammond and Turner, with a view of their obtaining a franchise.

The new construction work planned by the Bell Telephone Co., in Manitoba and the Northwest Territories, includes the following long distance lines:—Portage la Prairie to Neepawa, via Gladstone, Man.; Brandon to Rapid City, Man.; Virden to Moosomin, Man.; Winnipeg to Portage la Prairie, Man.; Winnipeg to Carmen, Man.; Winnipeg to Glenboro, Man.; Killarney to Deloraine, Man.; Carberry to Brandon, Man.; Morden to Pilot Mound, Man.; and Regina to Indian Head, Assa. The work involves the establishment of local exchanges and toll offices on the new lines to be opened up.

Petitions have been presented to the Dominion Parliament asking for the passing of an act to prevent telephone companies from erecting poles or constructing conduits on the streets or roads of any municipality in Canada without the consent of the council thereof, on behalf of the following municipalities: Tweed, Ont.; Iberville, Que.; Nanaimo, B.C. In connection with this movement a deputation representing Montreal, Ottawa, Toronto, Hamilton, London, Winnipeg, and other places in the Dominion waited on the Government with a view of urging the necessity for the passing of such an act.

The Central Telephone Co., according to the annual report recently presented to the shareholders, has 156 miles of line in operation, reaching 39 different points in Kings and Queens counties, N.B. The company has under consideration a proposal to obtain a special act of incorporation next session of the New Brunswick Legislature, and is planning further extensions of its lines. The officers and directors for the current year are:—President, T. H. Estabrooks, St. John; Vice-President, S. H. White, Sussex; Secretary-Treasurer, H. P. Robinson, Sussex; other directors: J. M. Scovil, Hon. W. Pugsley, St. John; G. W. Fowler, Sussex; G. W. Ganong, St. Stephen.

The Northwest Telephone Co. is the title under which E. Brown, T. H. Metcalfe, of Portage la Prairie, Man.; J. Tees, H. E. Sharpe, G. Bowles, G. A. Metcalfe, of Winnipeg, Man., are applying for incorporation at the current session of the Dominion Parliament. The object of the company is to construct, maintain, and operate telephone and telegraph lines in Ontario, Manitoba, and the Northwest Territories; to acquire local lines, and for other purposes. The proposed capital is \$100,000. The application is being opposed in the Private Bills Committee, and it was suggested that the bill should be held over so as not to embarrass the Manitoba Legislature in its investigation into the telephone question.

The growth of the Bell Telephone Co.'s system has been faster in Winnipeg than in any other city in Canada, and notwithstanding the last changes, which involved the addition of a new storey to the company's building, the installation of a central engine switchboard with a capacity of 3,500 lines, and the practical rebuilding of the entire system, with the replacing of the magnet


sets then in use with those of common battery type, still further additions have been found necessary. The building has been practically doubled in size, and there is now being installed a new switchboard with an ultimate capacity of 10,000 lines, which entirely replaces the old one. When the new switchboard is installed the lines will be transferred to it, and the present switchboard will be entirely dismantled and removed.

PURCHASING AGENTS' GUIDE.

(Continued from third page of Cover.)

- Cement Machinery**
Jas. W. Pyke & Co. Montreal.
- Coal Haulage Ropes**
The B. Greening Co. Hamilton, Ont.
- Concrete**
Thorn Cement Co. Buffalo, N.Y.
- Concrete Mixers and Rock Crushers**
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W. H. C. Mussen & Co. Montreal.
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- Contractors**
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Canadian General Electric Co. Toronto.
The Firstbrook Box Co. Toronto.
- Cross Arm Braces**
Canadian General Electric Co. Toronto.
Toronto Bolt and Forging Co. Toronto.
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General Railway Signal Co. Buffalo, N.Y.
The N. L. Piper Railway Supply Co. Toronto.
- Crowbars**
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Gartshore-Thompson Pipe & F'dry Co. Hamilton.
- Cuts**
Acton Burrows Co. Toronto.
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Dominion Wire Rope Co. Montreal.
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- Derricks**
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W. H. C. Mussen & Co. Montreal.
- Diving Outfits**
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- Drawing Materials**
Eugene Dietzgen Co. New York.
- Dredges**
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- Drilling Machines**
The John Bertram & Sons Co. Dundas, Ont.
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- Dry Goods**
The Hudson's Bay Company
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- Economizers**
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- Electric Car Wire Guards**
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Dominion Bridge Co. Montreal.
W. H. C. Mussen & Co. Montreal.
- Electric Ry. Brake Shoes**
American Brake Shoe & F'dry Co., Mahwah, N.J.
- Electric Railway Builders**
F. T. Ley & Co. Springfield, Mass.
- Elevator Belts, Rubber**
The Gutta Percha & Rubber Mfg. Co. of Toronto.
- Enameled Iron Signs**
Acton Burrows Co. Toronto.

(Continued on page 131.)



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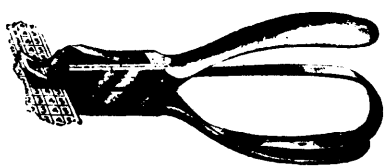
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(Continued from page 129.)

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Engines, Hoisting
 The Bertram Engine Works Co. Toronto.
Engines, Stationary & Marine
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 Polson Iron Works Toronto.

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 Williams & Wilson Montreal.

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 Page Wire Fence Co. Walkerville, Ont.

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 General Railway Signal Co. Buffalo, N.Y.

Furnaces
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 Polson Iron Works Toronto.

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 F. H. Hopkins & Co. Montreal.
 W. H. C. Mussen & Co. Montreal.

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Lights, Portable
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 Locomotive and Machine Co. of Montreal
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Paints, Locomotive Front end
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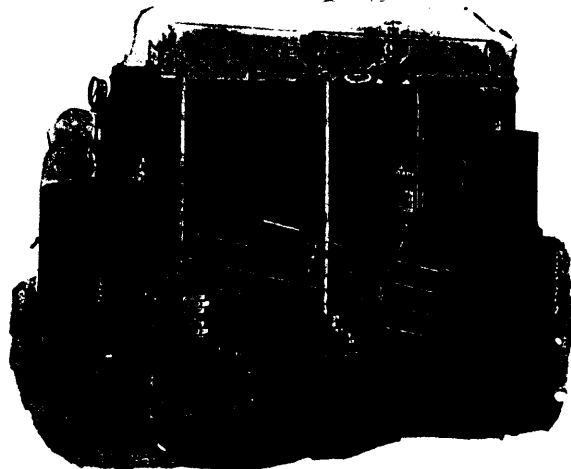
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Screws, Coach and Log Toronto Bolt and Forging Co..... Toronto.	Steel W. Abbott..... Montreal. F. H. Hopkins & Co..... Montreal. Wm. Jessop & Sons..... Sheffield, Eng. Williams & Wilson..... Montreal.	Typewriters United Typewriter Co..... Toronto.
Semaphore Arms Acton Burrows Co..... Toronto.	Steel Buildings Canada Foundry Co..... Toronto. Dominion Bridge Co..... Montreal.	Typewriter Repairs United Typewriter Co..... Toronto.
Semaphores The N. L. Piper Railway Supply Co..... Toronto.	Steel for Springs James Hutton & Co..... Montreal.	Typewriter Supplies United Typewriter Co..... Toronto.
Sewer Pipe (Cast Iron) Gartshore-Thompson Pipe & F'dry Co..... Hamilton.	Steel Plate Jas. W. Pyke & Co..... Montreal.	Underwriters Dale & Co..... Montreal.
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Shaping Machines The John Bertram Sons Co..... Dundas, Ont.	Steel Rolling Doors W. H. C. Mussen & Co..... Montreal.	Valves, Rubber The Gutta Percha & Rubber Mfg. Co. of Toronto.
Ship Lamps Continental Heat & Light Co..... Montreal. The N. L. Piper Railway Supply Co..... Toronto.	Steel Tyres James Hutton & Co..... Montreal. Jas. W. Pyke & Co..... Montreal.	Varnishes McCaskill, Dougall & Co..... Montreal.
Ships Canadian Shipbuilding Co..... Toronto. Polson Iron Works..... Toronto.	Stop Cocks, Iron and Brass The James Morrison Brass Mfg. Co..... Toronto.	Vessels Polson Iron Works..... Toronto.
Shovels F. H. Hopkins & Co..... Montreal. The Hudson's Bay Company..... Toronto. Rice Lewis & Son..... Toronto.	Structural Metal Work Canada Foundry Co..... Toronto. Dominion Bridge Co..... Montreal. Locomotive and Machine Co. of Montreal. Jas. W. Pyke & Co..... Montreal.	Waste N. L. Piper Ry. Supply Co..... Toronto.
Side Bearings Simplex Railway Appliance Co..... Montreal.	Superheaters Babcock & Wilcox (Ltd.)..... Montreal.	Water Pipe (Cast Iron) Gartshore-Thompson Pipe & Foundry Co., Hamilton.
Signal House Numbers Acton Burrows Co..... Toronto.	Switches Montreal Steel Works..... Montreal.	Water Softeners Babcock & Wilcox (Ltd.)..... Montreal.
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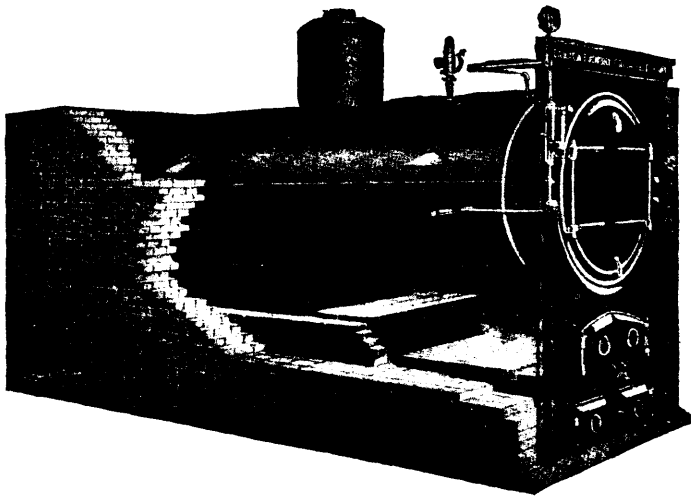
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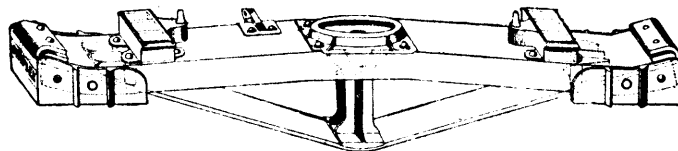
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