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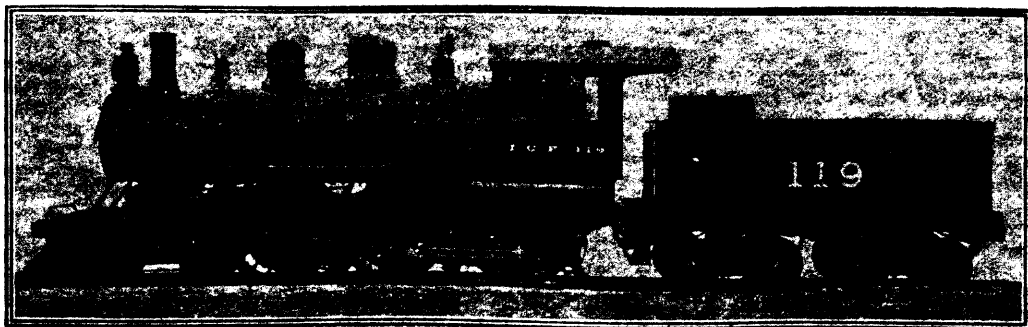
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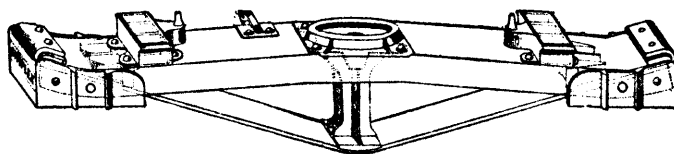
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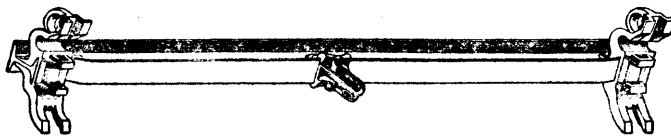
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Dominion Railway and Bridge Subsidies.

The resolutions introduced in the House of Commons, Oct. 6, by Hon. W. S. Fielding, acting Minister of Railways, respecting the aiding of railways, and which were adopted, were as follows:—

The Governor-in-Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent. on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

NOVA SCOTIA.

Debert to I.C.R.—For a line from Debert station on the Intercolonial Railway to Debert coal mine, not exceeding $4\frac{1}{2}$ miles, in lieu of the subsidy granted by chapter 8 of 1900, item 29 of section 2.

Halifax and Southwestern Ry. Co.—For the following lines of railway: (a) for a line of railway from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, not exceeding 62 miles; (b) for a line of railway from a point on the Central Railway at or near Bridgewater towards Barrington Passage, not exceeding 83 miles; (c) for a line of railway from a point at or near New Germany on the Central Railway to a point at or near Caledonia, not exceeding 22 miles; (d) for a line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles. The subsidies to the said lines of railway being granted in lieu of the subsidies granted by chapter 7 of 1899, items 17, 18, 35 and 36 of section 2, by chapter 8 of 1900, items 26 and 40 of section 2, and also chapter 7 of 1901, items 5 and 23 of section 2, respectively.

Inverness Ry. and Coal Co. (Formerly the Inverness and Richmond Ry. Co., Limited).—For 8 miles of railway between Point Tupper and Broad Cove; and for a line of railway not exceeding 37 miles, from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chapter 4 of 1897.

Mabou and Gulf Ry. Co. (Limited).—For a line from Mabou coal mines to a point at or near Glendyer, thence to Orangedale on the

Intercolonial Railway, not exceeding 34 miles, a revote of subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.

Middleton and Victoria Beach Ry. Co. (Limited).—For a line from Victoria Beach to Middleton, not exceeding 41 miles, in lieu of subsidies granted by chapter 8 of 1900, section 2, item 28, and chapter 7 of 1901, section 2, item 21.

Minudie.—For a line from a point on the Joggins Ry., near River Herbert railway

in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 19.

NEW BRUNSWICK.

International Ry. Co. of New Brunswick (formerly the Restigouche and Western Ry. Co.)—For a line of railway from the western end of the ten miles of its railway, as already constructed from Campbellton towards a point on the St. John River between Grand Falls and Edmundston, not exceeding 67 miles, being a revote, and in lieu of subsidies granted by chapter 4 of 1897, chapter 7 of 1899, item 42 of section 2, and chapter 8 of 1900, item 22 of section 2.

Shediac and Coast Ry. Co.—For a line from Shediac to Shemogue and towards Cape Tormentine, in Westmoreland county, not exceeding 38 miles, in lieu of subsidy granted by chapter 8 of 1900, item 25 of section 2.

St. John Valley Ry. Co.—For a line of railway from a point on the C.P.R. at or near Welford or Westfield, or between said two points to Gagetown, not exceeding 30 miles, being a revote of the subsidy granted by chapter 4 of 1897.

Woodstock to the U.S. Boundary.—For a line from Woodstock to the International Boundary, not exceeding 26 miles, being a revote of the subsidy granted by chapter 4 of 1894.

QUEBEC.

Joliette to Lake Manuan.—For a line from Joliette to or near Lake Manuan, a distance not exceeding 60 miles, being a revote and in lieu of subsidies granted by chapter 4 of 1897 and chapter 8 of 1900.

Jonquière to La Bale des Ha Ha.—For a line not exceeding 20 miles, in lieu of subsidy of 12 miles granted by chapter 7 of 1899, item 21 of section 2.

Lime Ridge Northerly.—For a line from Lime Ridge northerly through the county of Wolfe into the county of Megantic, not exceeding 50 miles, being a revote of subsidy granted by chapter 4 of 1894.

Montfort and Gatineau Colonization Ry. Co.—To extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, in lieu of subsidy granted by chapter 8 of 1900, item 31 of section 2.

Ottawa, Northern and Western Ry. Co.—For that portion of its line from a point at the east end of the Hull station yard of the C.P.R. to a point of junction with the Interprovincial Bridge approach in the city of Hull, not exceeding one mile; and for a line of railway into and through the city of Hull from a point on the Ottawa and Gatineau Ry., now the Ottawa, Northern and Western Ry., not exceeding $1\frac{1}{4}$ miles, in lieu of the subsidies



A. J. GORRIE,

General Superintendent, Great Northern Railway of Canada.

bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894.

Nova Scotia Eastern Ry. Co. (Limited).—For a line from New Glasgow to Country Harbour and Guysborough, and from a point on the said railway to Mulgrave, not exceeding 116 miles, in lieu of the subsidies of 40 and 80 miles granted by chapter 7 of 1901, items 4 and 1, respectively, of section 2.

Wolfville to Minas Basin.—For a line from a point at or near Wolfville on the Dominion Atlantic Ry. to the Government pier on the Basin of Minas, not exceeding one mile, in

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Canadian Freight Association.

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Acton Burrows, F. H. Hopkirk, J. Powell, F. Suther-
land. SECRETARY, W. H. Rosevear, Jr., Montreal;
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MEETINGS at Windsor Hotel, Montreal, 1st Tuesday
of each month, 8 p.m., except in June, July and Aug.

Canadian Roadmasters' Association.

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MEETINGS at 877 Dorchester St., Montreal, every
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bun, Deseronto, Ont.; SEC.-TREASURER, F. King, King-
ston, Ont.

Engineers' Club of Toronto.

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Canniff; and VICE-PRESIDENT, K. Gamble, SECRETARY,
W. Chipman.

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Great Lakes and St. Lawrence River Rate Committee.

CHAIRMAN, Thos. Henry, Montreal.
SECRETARY, G. C. Wells, Montreal.
NEXT MEETING, Toronto, Ont., in 1904.

National Association Marine Engineers of Canada.

PRESIDENT, T. J. S. Milne, Kingston, Ont.; VICE-
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Marchand; Victoria, B.C., B. S. Oddy; Vancouver,
B.C., T. M. Heard; Levis, E. Belanger; Sorel, A. L.
de Martigny; Owen Sound, J. M. Wilson.

NEXT ANNUAL MEETING of the Grand Council in
Kingston, Ont., Jan. 4, 1904.

Niagara Frontier Summer Rate Committee.

CHAIRMAN, D. J. Flanders, Boston, Mass.
SECRETARY, G. C. Wells, Montreal.

The Shipping Federation of Canada.

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THE RAILWAY AND SHIPPING WORLD,
Toronto.

Dominion Railway and Bridge Subsidies.

(Continued from page 365.)

granted by chapter 7 of 1899, section 2, items
12 and 39 respectively.

Roberval to James Bay.—For a line from
Roberval westward towards James Bay, not
exceeding 60 miles, in lieu of subsidy granted
by chapter 7 of 1901, item 25 of section 2.

St. Eustache to St. Placide.—For a line
from St. Eustache to St. Placide in the county
of Two Mountains, not to exceed 18 miles;
from St. Eustache to Sault Recollet, 12 miles;
and from St. Placide to St. Andrews, 8 miles,
not exceeding in all 38 miles, being a revote
of subsidies granted by chapter 10 of 1886,
chapter 24 of 1887 and chapter 5 of 1892, re-
spectively.

Yamaska to Lotbinière.—For a line from
Yamaska to Lotbinière, a distance not ex-
ceeding 70 miles, in lieu of the subsidy grant-
ed by chapter 7 of 1899, item 27 of section 2.

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ONTARIO.

Central Ontario Ry.—For a further exten-
sion of its railway from a point at or near Ban-
croft to a point on the Canada Atlantic Ry. at
or near Whitney, not exceeding 40 miles, in
lieu of subsidies granted by chapter 8 of 1900,
item 5 of section 2, and chapter 7 of 1901, item
16 of section 2, respectively.

Lindsay, Bobcaygeon and Pontypool Ry.
Co.—For a line from Burketon to Bobcaygeon,
not exceeding 40 miles, in lieu of the subsidy
granted by chapter 7 of 1899, item 11 of sec-
tion 2.

Strathroy and Western Counties Ry. Co.
—For a line from Lambeth to Strathroy via
Mount Brydges and Caradoc, not exceeding
in all 31 miles, in lieu of subsidies granted by
chapter 7 of 1899, item 4 of section 2, and chap-
ter 8 of 1900, item 2 of section 2, respectively.

Tillsonburg, Lake Erie and Pacific Ry.
Co.—For a line from the present terminus at
Ingersoll to Woodstock, not exceeding 9
miles, in lieu of subsidy granted by chapter 7
of 1899, item 26 of section 2.

Toronto, Lindsay and Pembroke Ry. Co.
—For a line from Golden Lake to Pembroke,
not exceeding 51 miles, in lieu of subsidy
granted by chapter 7 of 1901, item 6 of sec-
tion 2.

MANITOBA.

Winnipeg to Icelandic River.—For a line
from Winnipeg Beach or Teulon to a point on

Icelandic River by way of Gimli, not exceeding 35 miles, in lieu of subsidy granted by chapter 7 of 1901, section 2, item 26.

ALBERTA.

Edmonton, Yukon and Pacific Ry. Co.—For a line from the town of South Edmonton, N.W.T., to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles, in lieu of subsidy granted by chapter 7 of 1899; section 2, item 41.

BRITISH COLUMBIA

Nicola, Kamloops and Similkameen Coal and Ry. Co.—For a line of railway from a point at or near Spence's Bridge on the C.P.R. to Nicola Lake, not exceeding 45 miles, being a revote of subsidies granted by chapter 5 of 1892 and chapter 4 of 1894.

The above are revotes of subsidies previously voted, but not earned. The following are new subsidies:

NOVA SCOTIA.

Cumberland Ry. and Coal Co.—For a line of railway from Parrsboro' Station to Riverside wharf, not exceeding 1 mile.

Halifax and Southwestern Ry. Co.—For a line of railway to Barrington Passage, in addition to and in continuation of the 63 miles mentioned in item 23 (b) of this section, not exceeding 19 miles.

Mabou and Gulf Ry. Co. (Limited).—For a line from a point on the Intercolonial Railway at or near Mines Road station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 of this section.

Midland Ry. Co. (Limited).—For a line of railway from Truro northerly towards Brule, not exceeding 34 miles.

Nova Scotia Eastern Co. (Limited).—For a line from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 of this section, not exceeding 120 miles.

St. Peters to Louisburg.—For a line from St. Peters to Louisburg, not exceeding 50 miles.

NEW BRUNSWICK.

Beersville Coal and Ry. Co.—For a line from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.

International Ry. Co. of New Brunswick.—For a line in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John river between Grand Falls and Edmundston, not exceeding 33 miles.

York and Carlton Ry. Co.—For a line from its present terminus westerly, not exceeding 5 miles.

QUEBEC.

Atlantic, Quebec and Western Ry. Co.—For a line of railway from Gaspé to a point at or near Causapsal on the Intercolonial Railway, and from that point to Edmundston, N.B., not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles.

Chateaugay and Northern Ry. Co.—For a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques l'Àchigan to the village of Rawdon, not exceeding 16 miles.

Great Northern Ry. of Canada.—For a line of railway from Garneau Junction to the Quebec Bridge, not exceeding 70 miles.

Interprovincial and James Bay Ry. Co.—For a line from Lake Temiscamingue at the present terminus of the C.P.R. line, in a northerly direction, not to exceed 50 miles.

La Bouchette to St. Andre.—For a line from the station of La Bouchette on the Que-

bec and Lake St. John Railway to St. Andre, not exceeding 13 miles.

La Tuque to Jeannotte River.—For a line from La Tuque on the St. Maurice river to a point on the Lake St. John Ry., where it crosses the river Jeannotte, not exceeding 35 miles.

Lime Ridge to Quebec.—For a line in extension of the line from Lime Ridge into the county of Megantic to the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles.

Matane and Gaspé Ry. Co.—For a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.

Montfort and Gatineau Colonization Ry. Co.—For the extension of its line of railway from Morin Plats to St. Jerome to connect with the Great Northern Railway, not exceeding 22 miles.

Montreal Northern Ry. Co.—For a line from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.

Nominigue to La Lièvre.—For a line from Lake Nominigue to La Lièvre, not exceeding 35 miles.

Orford Mountain Ry. Co.—From a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between township of Bolton, east part, and township of Potton, 12 miles; not exceeding in the whole 27 miles.

Quebec Central Ry. Co.—For an extension of its line of railway from St. Francois to St. George, not exceeding nine miles; also for a railway from Scott Junction to the Quebec bridge, not exceeding 22 miles.

Quebec and Lake St. John Ry. Co.—For one mile of line from Roberval to the Government Wharf at Lake St. John.

Quebec to Seven Islands.—For a line from Quebec towards Seven Islands, not exceeding 200 miles.

Roberval to James Bay.—For a line in addition to and in extension of the line mentioned in subsection eleven, from Roberval towards James Bay, not exceeding 40 miles.

St. Guillaume to River Yamaska.—For a line from the line of the Montreal and Atlantic Ry. Co. at St. Guillaume to the river Yamaska to join with the South Shore Ry., a distance not exceeding 12 miles.

St. Philippe to Brownsburg.—For a branch line from a point on the C.P.R. at or near St. Philippe d'Argenteuil, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.

Trois Pistoles to Mackenzie.—For a branch line from a point near the bridge at river Trois Pistoles on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, river Trois Pistoles, not exceeding 2½ miles.

Waltham to Ferguson Point.—For a line from Waltham station to Ferguson Point in the county of Pontiac, not exceeding 20 miles.

ONTARIO.

Bay of Quinte Ry. Co.—For further extension of its line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a northwesterly direction via the villages of Queensboro' and Bannockburn to a point in the township of Marmora or Lake in Hastings county, not exceeding 20 miles in all.

Bruce Mines and Algoma Ry. Co.—For 21 miles from the end of its line, as subsidized

by Edward VII, chapter 7 (1901), northward, not exceeding 21 miles.

Irondale, Bancroft and Ottawa Ry. Co.—For a line from the present terminus of its railway, near Bancroft, easterly to a point at or near Renfrew, not exceeding 75 miles.

James Bay Ry. Co.—For a line from Toronto via the east side of Lake Simcoe to a point at, near or beyond Sudbury through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, of 35 and 20 miles, respectively, from Parry Sound towards James Bay.

Lake Superior, Long Lake and Albany Ry. Co.—For a line of railway from Peninsula Harbor in a northerly direction, not exceeding 10 miles.

Manitoulin and North Shore Ry. Co.—For a line from Little Current on its present line, to Sudbury, and thence towards the main line of the C. P. R., not exceeding 30 miles, in lieu of the subsidy of 21 miles granted by chapter 7 of 1899, item 38 of section 2.

Nepigon Ry. Co.—For a line from Lake Superior to Lake Nepigon and from a point on the north shore of Lake Nepigon northerly, not exceeding 80 miles.

Sturgeon Falls to Lake Temagami.—For a line from a point at or near Sturgeon Falls in a northwesterly direction to a point on the westerly shore of Lake Temagami in the district of Nipissing, not exceeding 50 miles.

Thunder Bay, Nepigon and St. Joe Ry. Co.—For a line from Port Arthur northeasterly, not exceeding 50 miles.

Tillsonburg, Lake Erie and Pacific Ry. Co.—For a line from Woodstock northerly to a point on the G.T.R. at Berlin or Stratford or to any point on the G.T.R. between these places, not exceeding 31 miles, being in addition to, and continuation of the nine miles mentioned in subsection one of this section.

ASSINIBOIA.

Canadian Pacific Ry. Co.—For a branch line from a point on the main line between Moosomin and Elkhorn, northwesterly to a point in the neighborhood of the Pheasant Hills, not exceeding 136 miles.

Medicine Hat to coal fields.—For a line from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of fourth principal meridian, not exceeding 8 miles.

ALBERTA.

St. Mary's River Ry. Co.—For a line from Spring Coulee, crossing St. Mary's river to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.

BRITISH COLUMBIA.

Kootenay Central Ry. Co.—For a line from Golden to the International Boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Ry. at or near Elko, not exceeding 106 miles.

Kettle River Valley Ry. Co.—For a line from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.

Midway to Vernon.—For a line from Midway to Vernon, not exceeding 150 miles.

Wellington to Union Bay.—For a line from Wellington to Union Bay, not exceeding 55 miles.

YUKON TERRITORY.

Dawson City to Stewart River.—For a line from Dawson City to Stewart River, passing at or near Grand Fork, not exceeding 84 miles.

The Governor-in-Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say:—

Galena-Signal Oil Company,

Franklin, Pa., and Toronto, Ont.

Successor to Galena Oil Company and Signal Oil Company, sole Manufacturers of the celebrated Galena Coach, Engine and Car Oils, and Sibley's Perfection Valve and Signal Oils.

CHARLES MILLER,
PRESIDENT.

Towards the construction and completion of a railway bridge and approaches over the Nicolet river at Nicolet, in lieu of a grant under chapter 8 of 63-64 Victoria, item 39 of section 2, \$15,000.

Towards the construction of the steel superstructure of a railway bridge on the St. Francois river, in the county of Yamaska, in lieu of a grant under chapter 8 of 63-64 Victoria, item 38 of section 2, but subject to the same conditions as expressed therein, payable to the Canadian Bridge Co., of Walkerville, as their claim may appear for work already done on said bridge, \$50,000.

To the Canadian Bridge Company of Walkerville. To strengthen and complete the foundation and approaches to the bridge over the St. Francois river subsidized to the South Shore Railway Company by section 3, chapter 7, Victoria 62-63, a sum of \$35,000, which amount shall remain the first charge on the road, and to be recouped to the treasury out of subsidies earned or to be earned, \$35,000.

To the Chateaugay and Northern Ry. Co. In addition to the subsidy for the Bout de L'Isle Bridge granted by chapter 8, section 33, Victoria 63-64, \$50,000.

The usual conditions attaching to the granting of subsidies are referred to in the resolutions, and provision is made for the payment of the subsidies by instalments as the work on the several lines progresses, or on their completion. The works are to be commenced in two years, and completed in four years. The following resolution is applicable to all the subsidies voted:—"That the Governor-in-Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any preceding act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if the same are procurable in Canada of suitable quality, upon terms as favorable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

G.T.R. SEMI-ANNUAL REPORT.

The following report for the 1/2-year ended June 30, was submitted at the meeting in London, Eng., Oct. 9:

The following summary shows a comparison of the 1/2-year's revenue account with that of the corresponding 1/2-year, ended June 30, 1902:

June 30, 1902.		June 30, 1903.	
£2,377,201	Gross receipts.....	£2,778,080	8 10
	Deduct—		
1,603,612	Working expenses, being at the rate of 71.81%, as compared with 67.45% in 1902..	1,995,031	14 8
773,589	Net traffic receipts.....	783,048	14 2
	Add—		
12,931	Amount received from the International Bridge Co..	12,930	12 9
192	Interest on Toledo, Saginaw, and Muskegon bonds.	2,571	3 5
6,507	Interest on bonds of Central Vermont Ry.....	6,506	14 3
68,390	Interest on securities of controlled lines and on St. Clair tunnel bonds acquired by the issue of Grand Trunk 4% debenture stock	60,311	1 6
13,566	Balance of general interest account.....	12,546	8 2
£875,175	Net revenue receipts....	£ 877,914	14 3

NET REVENUE CHARGES FOR THE HALF-YEAR.

June 30, 1902.		June 30, 1903.	
£ 77,603	Rents (leased lines).....	£ 77,603	0 9
472,003	Interest on debenture stock and bonds of the Co.....	481,017	0 4
63,395	Interest on debenture stock and bonds of lines consolidated with the G.T.Co.	50,402	1 9
613,001		609,022	2 10

14,747	Amount advanced to the Detroit, Grand Haven and Milwaukee Co, towards the payment of interest on its bonds, under agreements, 1/2-year to June 30, 1903.....	14,364	16 2
627,748		623,386	19 0
247,427	Leaving a surplus of.....	254,527	15 3
£875,175		£877,914	14 3

Adding the balance of £4,040 16s. 0d. at the credit of net revenue account on Dec. 31, 1902, to the above surplus for the past 1/2-year of £254,527 15s. 3d., the total amount available for dividend is £258,568 11s. 3d., from which the Directors recommend the payment of the following dividends, viz.:

1/2-year's dividend on the 4% guaranteed stock.....	£104,395	17 6
1/2-year's dividend on the 1st Preference stock.....	85,420	15 0
1/2-year's dividend on the 2nd Preference stock.....	63,210	0 4
	£253,026	12 10

leaving a balance of £5,541 18s. 5d. to be carried forward to next 1/2-year's accounts.

GROSS RECEIPTS.

Comparison of receipts for 1/2-years ending June 30, 1903 and 1902:

Description of Receipts.	1902.		1903.	
	Increase.	Decrease.	Increase.	Decrease.
Passengers.....	£ 681,107	£ 601,469	£ 279,638	£ 79,638
Mails and express.....	119,101	106,314	12,787	12,787
Freight and live stock.....	1,994,689	1,597,735	396,954	396,954
Miscellaneous.....	73,183	71,464	1,719	1,719
	£2,778,080	£2,377,201	£400,879	£400,879

Description of Receipts.	1902.		1903.	
	Increase.	Decrease.	Increase.	Decrease.
Passengers carried.....	3,525,835	3,960,404	434,569	434,569
Average fare per passenger.....	3s. 5d.	3s. 5d.		
Tons of freight and live stock.....	5,675,338	6,745,354	1,070,016	1,070,016
Average rate per ton.....	5s. 7 1/2d.	5s. 7 1/2d.		
Tons carried one mile.....	1,254,975,835	1,254,975,835	171,232,854	171,232,854
Earnings per train mile.....	68.13d.	68.13d.	0.74d.	0.74d.

The average rate per ton per mile on the entire freight business was 0.65 of a cent, compared with 0.62 of a cent in the corresponding 1/2-year.

The working expenses, excluding taxes, amounted in the 1/2-year to £1,978,850, or 71.23% of the gross receipts, as compared with £1,590,013, or 66.88%; an increase in amount of £388,837, and an increase in the proportion to the gross receipts of 4.35%.

The outlay on capital account for the 1/2-year amounted to £123,481 12s. 9d., the principal items of expenditure being £65,581 8s. 10d., for double tracking the line between Hamilton and Niagara Falls, and Whitby and Port Hope, and £52,017 1s. 10d., for additional land at Montreal, Toronto, Stratford, &c., for the improvement of terminal and traffic facilities.

There has been credited to this account a sum of £19,084 1s. 6d., in respect of premium received during the 1/2-year on the sale of 4% debenture stock, reducing the total charges to capital account for the past 1/2-year to £104,397 11s. 3d.

Comparison of the revenue expenditure, including taxes, for the 1/2-years ended June 30, 1903 and 1902:

Description of Expenditure.	1902.		1903.	
	Increase.	Decrease.	Increase.	Decrease.
Maintenance of way, and structures.....	£ 442,466	£ 35,548	£ 278,014	£ 66,014
Maintenance of equipment.....	436,063	11,440	447,593	11,440
Conducting transportation.....	330,601	330,601	1,181,234	853,633
General expenses.....	57,851	11,248	69,099	11,248
Taxes.....	13,599	2,563	16,182	2,563
Total.....	£391,420	£391,420	£1,995,032	£1,603,612
Percentage of gross receipts.....	67.45	67.45	71.81	67.45
Expenditure per train-mile.....	45.95d.	45.95d.	49.46d.	45.95d.

Train mileage for 1/2-years ended June 30, 1902 and 1903:	
1902.	1,306,235
1903.	1,306,235

Description of Mileage.	
1902.	1,306,235
1903.	1,306,235

The large increase in the cost of conducting transportation is to a considerable extent attributable to the increased cost of fuel for locomotives resulting from the prolonged coal strike in the U.S. The increase in the 1/2-year under this head amounted to £199,129, of which about £145,000 was caused by increased price and the remainder by the increased amount of work performed.

From the foregoing statements it will be observed that the Grand Trunk gross receipts for the 1/2-year show an increase of £400,879, or 16.86%; the working expenses, including taxes, an increase of £391,420, or 24.41%; and the train mileage an increase of 1,306,235, or 15.60%.

ROLLING STOCK.

No additions to the stock at the expense of capital have been made during the 1/2-year. Twenty freight engines, 20 passenger cars (10 first-class and 10 baggage), 179 box cars, 729 platform cars, and 51 brake vans have been built in the Co.'s shops during the 1/2-year on revenue account, and at June 30 there remained an amount of £92,089 16s. 3d. at the credit of engine and car renewal funds, applicable to future renewals.

The gross receipts of the G.T. Western Ry. Co. for the 1/2-year amounted to £554,020, against £464,654 in 1902, an increase of £89,366, and the working expenses were £475,586, against £398,375, an increase of £77,211, leaving a net profit amounting to £78,434, against £66,279, an increase of £12,155 compared with the corresponding period of 1902. The net revenue charges for the 1/2-year were £75,439, against £73,322, so that there was a net revenue surplus for the 1/2-year of £2,995, as compared with a deficiency of £7,043 for the corresponding 1/2-year of 1902. The above surplus of £2,995, added to the surplus of £618 for the 1/2-year ended December 31, 1902, and the balance of £465 carried forward on June 30, 1902, makes a net revenue balance of £4,078 on June 30 last, which will admit of the payment of 1% on the 2nd mortgage income bonds. The number of passengers carried during the 1/2-year was 737,637, against 634,893, an increase of 102,744, or 16.18%, and the passenger train receipts, including mails and express receipts, were £137,407, against £129,107, an increase of £8,300, or 6.43%. The quantity of freight moved during the 1/2-year was 1,544,207 tons, against 1,281,840 tons, an increase of 262,367 tons, or 20.47%, and the receipts from this traffic were £416,137, against £334,957 in 1902, an increase of £81,180, or 24.24%. Satisfactory progress is being made with doubling the track of this portion of the system, and it is anticipated that the whole of the

work, with the exception of about five miles, will be completed during the current 1/2-year.

The gross receipts of the Detroit, Grand Haven and Milwaukee Ry. for the 1/2-year were £115,038, against £108,005 in 1902, an increase of £7,033; the working expenses were £92,408, against £85,578, an increase of £6,830; thus leaving a balance of £22,630, against £22,427; an increase of £203, compared with the corresponding 1/2-year of 1902. The net revenue charges for the 1/2-year were £36,995, against £37,174 in 1902, so that there was a net revenue deficiency of £14,365, as compared with £14,747 for the corresponding period of 1902. The number of passengers carried during the 1/2-year was 268,425, against 271,988, a decrease of 3,563, or 1.31%; and the passenger receipts, including mails and express receipts, were £42,704, against £41,935, an increase of £769, or 1.83%. The quantity of freight moved was 454,833 tons, against 410,282 tons in 1902, an increase of 44,551 tons, or 10.86%; and the receipts from freight traffic were £70,565, against £64,369 in 1902, an increase of £6,196, or 9.62%.

The bill introduced for the incorporation of a company under the title of "The Grand Trunk Pacific Ry. Co.," with powers to construct a railway through the Northwest Provinces of Canada to the Pacific, has been passed by both houses of the Dominion Parliament, and now awaits the royal assent. In the course of its progress through Parliament it received considerable modifications. The charter, as eventually adopted, grants powers for the construction of a railroad from the city of Moncton, in New Brunswick, through Quebec and Winnipeg, to Port Simpson, or some other port on the Pacific coast.

A bill has also been introduced by the Canadian Government which considerably varies the powers granted under the bill above mention-

ed, but as it is still under discussion in the Dominion Parliament, the directors are not at present in a position to report what will be the precise form which the bill may assume when it is ultimately passed.

The Chief Engineer reports that the expenditure for maintenance of the railway Co.'s property during the 1/2-year was \$173,000.00 more than during the corresponding period of 1901. The Superintendent of Motive Power reports the expenditure, mileage, &c., as follows:

Half-year ended.	Total Expenditure.	Rate of Expenses per Mile.					
		Train Mileage.	Train.	Engine.	Car.	Train.	Car.
June, 1903.	Dollars, 4,072,289	9,686,431	d. stg. 42.07	d. stg. 32.97	d. stg. 16.26	d. stg. 2.53	d. stg. 1.25
1902.	2,921,279	8,374,196	34.88	27.78	13.70	2.07	1.02

An increase in expenditure of \$1,151,010.00, or 39.40%, compared with an increase in train miles of 1,306,235, or 15.60%.

The comparative cost of repairs per train, engine and car mile was:—

Cost per Mile.	Repairs and renewals of Locomotives.		All repairing charges, including shop machinery, tools, and marine equipment, etc.	
	1903.	1902.	1903.	1902.
Train	d. stg. 7.53	d. stg. 9.05	Cents. 9.06	Cents. 4.91
Engine	5.92	7.68	7.81	11.63
Car	0.45	0.57	0.60	0.62
			0.30	0.31

Half-year ended.	Total Miles run by Cars.		Cost per Mile.	
	Passenger.	Freight.	Total.	Train.
June, 1903.	16,016,379	144,778,180	160,794,559	Cents. d. stg. 12.53
1902.	15,032,701	126,380,251	141,412,952	0.372 6.38

An increase in expenditure of \$68,197, or 5.95%. With an increase in car miles of 19,379,607, or 13.70%. At cost of revenue 10 first class, 10 baggage, 144 box, 35 cheese, 729 flats, and 51 cabooses were built new, and 3 cabooses were rebuilt at the Company's shops, and are included in above statement.

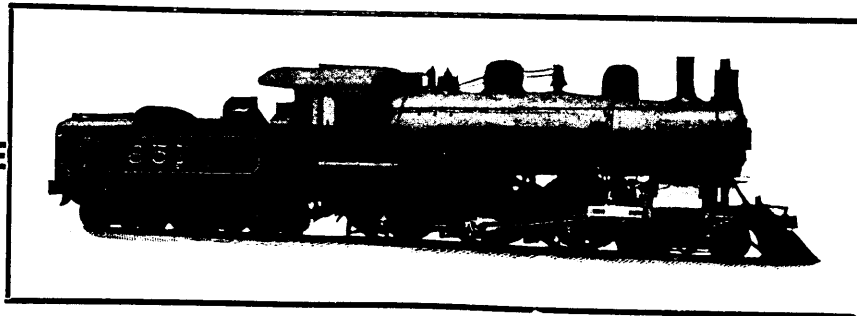
American Locomotive Company

BUILDERS OF LOCOMOTIVES FOR ALL CLASSES OF SERVICE.

President, S. R. CALLAWAY.
Vice-President, A. J. PITKIN.

Secretary, LEIGH BEST.
Second Vice-President, R. J. GROSS.

Treasurer, C. B. DENNY.
Mech. Engr., J. E. SAGUE.



SCHENECTADY WORKS, Schenectady, N. Y.
BROOKS WORKS, Dunkirk, N. Y.
PITTSBURG WORKS, Allegheny, Pa.
RICHMOND WORKS, Richmond, Va.

COOKE WORKS, Paterson, N. J.
RHODE ISLAND WORKS, Providence, R. I.
DICKSON WORKS, Scranton, Pa.
MANCHESTER WORKS, Manchester, N. H.

GENERAL OFFICE

25 Broad Street, NEW YORK CITY.

Quebec Ry., Light and Power Co.

The report submitted at the annual meeting, which was adjourned from Sept. 8 to Oct. 9, owing to the illness of the Co.'s Accountant, which delayed the preparation of the financial statements, showed the result of the year's business to be satisfactory, all three divisions of the company's business showing substantial increased earnings over those of the previous year. The net profits of the business amounted to \$29,101.91,—say double that obtained in the previous year. The profit and loss account shows \$99,152.55 at the credit of that account. The directors regretted the loss of the contract for lighting the city, which had been held by the company for the past 15 years. During the year the necessary improvements at Kent house were completed, and the hotel opened to the public on Dec. 17, 1902; the elevator at Montmorency was installed during the year and opened to the public Feb. 1. These additional attractions and conveniences have been appreciated by the public, as shown by the large increased travel on the railroad to Montmorency. A contract was entered into, on reasonable terms and conditions, with the Canadian Electric Light Co., on Feb. 15, for 1,000 electrical h.p., deliverable at the Co.'s substation in Quebec, for five years; the working of which has proved satisfactory.

The report of the General Manager, E. A. Evans, respecting the operations of the railway portion of the Company's undertaking follows:

CITADEL DIVISION.—During the past year, four additional open cars have been purchased and put in operation, at an expense of \$7,600.00, giving this division a total of 28 open cars and 32 closed cars. 4,192,799 passengers have been carried, making an increase of 477,127. 1,460,285 transfers have been issued, an increase of 25,559. The car mileage has been 1,112,361, an increase of 22,911. Sweeper mileage has been 5,800, a decrease of 1,173. The operating expenses have been 11.35 cts. per car mile, as against 10.5 cents in the previous year. This slight increase is almost entirely due to an increase in the wages of motormen and conductors, which it was considered necessary in the interests of the Company to grant. All the cars have been kept in a thorough state of repair, painted and varnished when necessary, and the electrical equipment has been kept in a high state of efficiency.

MONTMORENCY DIVISION.—The passengers carried on this division are as follows:—On the electric trains, 465,391; on the steam trains, 183,696; making a total of 649,087 passengers, or an increase of 111,154 over the previous year. The steam passenger trains made 150,160 miles,—or 20,168 miles less than the previous year; the electric cars made 150,657 miles, or 39,201 miles more than the previous year. The double track to Montmorency was completed August 25, 1901, and the service was very considerably improved. There were 99 organized pilgrimages to St. Anne de Beauré, an increase of 19 over last year; and 53 excursions by electric trains, an increase of 25. The passenger traffic on Sundays has become so heavy that it is almost impossible to dispatch trains rapidly enough from the Quebec yard. To overcome this difficulty, I would suggest that permission be obtained from the city authorities to put a switch on St. Andrew st. and utilize the track on Ramsay st., one side of the station being used to start trains from, and the Ramsay st. track being used for arrivals. The receipts from freight, whilst showing a decrease, are very satisfactory, the decrease being entirely due to the construction of the Montmorency Cotton Co.'s mill the previous year. Special facilities are now being given at Petit Pré, Rivière des Chiens and Beauré for the shipment of freight, such as

cordwood, &c., which previously had been shipped by water; these facilities will, we anticipate, bring considerable more freight during the coming year, and it will be necessary, if it is desired to increase the freight business, to purchase at least six more box cars. Miscellaneous receipts have been increased by the opening of parcel offices at several of the stations on the line, and by the arrangements made with the Quebec and Lake St. John Ry., allowing the Great Northern Ry. trains to pass over the St. Charles river bridge. The road bed, fences, cars and buildings have all been maintained in a satisfactory manner, and locomotives nos. 3 and 5 have been thoroughly overhauled and put in a high state of efficiency. All the bridges have been thoroughly scraped and repainted. Four large new cars, each capable of seating 130 passengers, have been purchased during the year and added to this division. The elevator connecting the railway with the Co.'s Kent house property at Montmorency Falls was completed in February last, and has been exceedingly well patronized by the public, and although the months of February, March and April represent the three worst months of the year, the elevator showed to June 30 an earning of 6¼ per cent. on the investment. This elevator is working to our entire satisfaction, and the only cause of regret is the fatal accident which happened; this accident, however, cannot be attributed to any fault in either the construction or means of operation.

The general financial statement for the year showed:

ASSETS.	
Road and Equipment, real estate, buildings, etc., including Kent house.....	\$ 5,245,884 61
Cash on hand.....	6,843 44
Power division—operating, including accounts due, stores for operating equipment.....	61,393 10
Haldimand house—operating account.....	6,090 01
Montmorency Division—operating account, stores, etc.....	\$25,652 58
Repairs to engines, 1902-3 account.....	1,083 26
Accounts receivable.....	26,135 84
Citadel division—operating account, represented by stores on hand.....	5,074 18
	\$ 5,363,168 44

LIABILITIES.	
Capital stock.....	\$3,000,000 00
Less—treasury stock.....	500,000 00
	\$ 2,500,000 00
Bonds.....	\$2,500,000 00
Less—in treasury.....	19,000 00
	2,481,000 00
Bills payable (loan).....	188,700 00
Accrued interest on bonds and loans.....	9,312 46
Accounts payable.....	85,003 43
Profit and loss account.....	99,152 55
	\$ 5,363,168 44

PROFIT AND LOSS ACCOUNT.	
Balance carried forward from June 30, 1901.....	\$ 69,061 00
Net earnings for the year	
1901-1902.....	\$164,283 25
Interest on bonds and loan.....	135,091 70
	29,101 55
Balance.....	\$ 99,152 55

Duluth, South Shore and Atlantic Ry.

The report of this subsidiary company of the C.P.R. for the year ended June 30, 1903, consists of tabular statements, which are presented without comment. The main line owned is 517.44 miles, branch lines owned 46.04, total owned 563.48; trackage rights leased 9.59 miles; total miles operated 573 07. The equipment is 75 locomotives, 56 passenger cars, 2,647 freight cars, 75 miscellaneous cars. The income account was as follows:

Gross earnings.....	1901-02. \$2,600,569.36	1902-03. \$2,772,134.67
Operating expenses.....	1,688,818.38	1,758,089.74
Net earnings.....	1,001,750.98	1,014,044.93
Other income.....	6,285.22	14,665.20
Net income.....	\$1,008,036.20	\$1,028,710.13

	Passenger Trains.	Freight Trains.	Mixed Trains.
The average number of cars moved per train was.....	4.2	25.0	9.1
And for the corresponding period.....	4.2	27.0	10.1

During the ½-year seventeen (17 engines) were scrapped or sold. Twenty (20) mogul compound freight engines were turned out new at the Co.'s works, Point St. Charles. The actual stock at June 30, 1903, was 801 engines, against the official figure of 803 engines, being a deficiency of 2 engines.

The revenue account was as follows:

RECEIPTS.		EXPENDITURE.	
£	s. d.	£	s. d.
On account of:—			
Passengers.....	686,084 12 11	Maintenance of way and structures.....	278,013 14 0
Less—International bridge tolls.....	998 12 6	Maintenance of equipment.....	447,593 5 6
St. Clair tunnel tolls.....	3,978 15 6	Conducting transportation.....	1,184,234 8 0
	4,977 8 0	General expenses.....	69,099 0 8
Freight and express.....	1,981,068 15 5	Total working expenses.....	1,978,850 8 2
Freight and live stock.....	13,599 4 3	Taxes.....	16,181 6 6
Carriage, etc.....	43,098 13 8		1,995,031 14 8
International bridge tolls.....	22,682 3 8	Balance to net revenue account.....	783,048 14 2
St. Clair tunnel tolls.....	79,380 1 7		£2,778,080 8 10
Miscellaneous receipts, rents, tolls, etc.....	73,183 10 10		
	£2,778,080 8 10		

June 30, 1902.	Train Mileage.	June 30, 1903.
3,315,697	Passenger trains.....	3,570,809
4,322,674	Freight trains.....	5,078,746
535,825	Mixed trains.....	430,876
8,374,196		9,680,431

In moving the adoption of the report Sir C. Rivers Wilson said that although the company had received a very large increase in revenue, owing to the peculiar conditions of the times, there had been a corresponding increase in expenditure, which had gone far to neutralize any beneficial results which might have been expected under ordinary circumstances. Some shareholders might feel disappointed because a more profuse distribution of dividends had not attended the good fortunes of the company, but the time would certainly arrive when they would not regret the expenditure of the last few years. Since January, 1898, £2,548,000 had been distributed in dividends. The tide of prosperity might recede, but he was satisfied the Grand Trunk would derive lasting advantages from the policy pursued in prosperous times, of which they were already reaping benefit. Referring to his recent visit to Canada and the States, he saw no reason why the industries of both countries should not continue to develop. The report was adopted.

Interest on bonds	859,700.00	859,700.00
Taxes	128,008.92	200,213.67
Total	\$ 987,708.92	\$1,059,913.67
Balance	+ 20,327.28	- 31,203.54
+ Surplus - Deficit.		

EARNINGS AND OPERATING EXPENSES.		
Gross Earnings.	1901-02.	1902-03.
Merchandise freight	\$1,339,325.68	\$1,339,560.20
Iron ore freight	253,936.26	259,349.35
Passenger	918,392.71	993,878.51
Mail	53,697.07	53,657.50
Express	57,528.09	40,676.04
*Sleeping and observation cars	2,759.85	27,506.70
Miscellaneous	64,929.70	57,306.37
Total	\$2,690,569.36	\$2,772,134.67

Operating Expenses.		
Maintenance of way and structures	\$ 451,055.38	\$ 433,515.66
Maintenance of equipment	228,565.63	236,446.05
Conducting transportation	933,202.95	1,001,093.31
General expenses	75,935.32	80,434.72
Total	\$1,688,818.38	\$1,758,089.74

*This road commenced operating its own sleeping cars on June 1, 1902, and the earnings shown above for 1902 are for but one month. The operating expenses above include the cost of rebuilding and filling bridges and putting in iron spans, which for the year ending June 30, 1902, was \$16,072.66, and for the year ending June 30, 1903, \$7,850.50.

FREIGHT TRAFFIC.		
	1901-02.	1902-03.
Number of tons of through freight carried, earning revenue.	852,106	892,588
Number of tons of local freight carried, earning revenue.	1,459,358	1,564,977
Total tons of freight carried, earning revenue.	2,311,464	2,457,565
Total mileage of through freight	103,380,858	103,813,419
Total mileage of local freight	36,050,469	45,045,295
Total freight mileage, or tons carried one mile.	139,431,327	148,858,714

Average ton haul for through freight	121.3 miles	116.3 miles
Average ton haul for local freight	24.7 "	28.78 "
Average ton haul for all freight	60.3 "	60.57 "
Average amount received for each ton haul	68.241 cents	64.069 cents
Average receipts ton per mile for through freight	.976 "	.938 "
Average receipts ton per mile for local freight	1.575 "	1.334 "
Average receipts ton per mile for all freight	1.131 "	1.058 "
Total freight earnings.	\$1,593,261.94	\$1,599,109.55
Freight earnings per mile of road	2,772.19	2,790.43
Freight earnings per train mile	1.69	1.46

Following is the percentage of the tonnage of the principal commodities carried:—Ores, 47.40; lumber, 11.97; logs, 10.35; other forest products, 5.36; merchandise, 5.18; bituminous coal, 2.89; flour, 2.21; copper, 2.16; cement, brick and lime, 1.80; grain, 1.50; miscellaneous castings and machinery, 1.36.

PASSENGER TRAFFIC.		
	1901-02.	1902-03.
Number of through passengers carried, earning revenue.	126,450	146,826
Number of local passengers carried, earning revenue	455,218	494,384
Total number of passengers carried, earning revenue	581,668	641,210
Number of passengers carried one mile.	32,816,802	35,327,390
Average distance carried	56.42 miles	55.095 miles
Average amount received from each passenger	\$1.51852	\$1.50599
Average receipts per mile for through passengers	2.549 cents	2.588 cents
Average receipts per mile for local passengers.	3.007 "	2.899 "
Average receipts per passenger per mile for all passengers.	2.692 "	2.733 "
Total passenger earnings	\$1,032,377.72	\$1,115,718.75
Passenger earnings per mile of road	1,796.28	1,946.92
Passenger earnings per train mile.	1.1288	1.1187

BALANCE SHEET, JUNE 30, 1902.

Cost of road and equipment	\$45,424,115.10
Mackinaw Transportation Co.	237,371.70
Lake Superior Terminal & Transfer Ry.	22,242.06
Lake Michigan and Lake Superior Ry.	7,662.68
S. S. Marie Bridge Co.	250.00
Mineral Range Rd.	474,795.00
Sainte Marie Union Depot Co.	56,017.94
Western Express Co.	25,000.00
E. W. Allen, treasurer	91,614.38
Sundry account ledger	122,788.78
Rent ledger	1,238.50
Station ledger	191,877.87
Western Express Co. (current account)	14,217.29
Post Office department	13,422.27
Material	225,196.85
Profit and loss	1,970,416.61

\$ 48,878,227.01

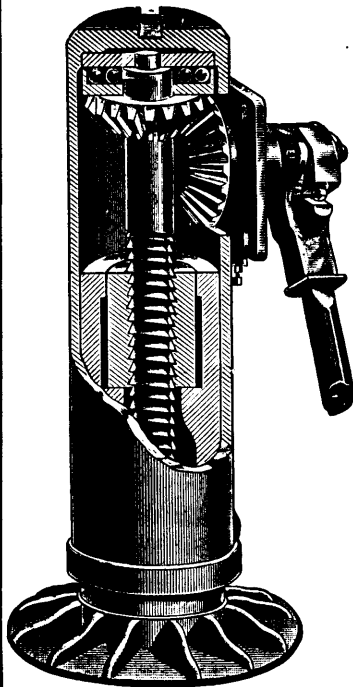
Common capital stock	\$12,000,000.00
Preferred capital stock	10,000,000.00
D., S. S. & A. consols, 4% gold bonds	15,107,000.00
D., S. S. & A. 1st mortgage 5% bonds	3,816,000.00
M., H. & O. 6% bonds of 1925	1,077,000.00
Income certificates	3,000,000.00
Car trust notes, and Series	5,099.61
Car trust notes, 3rd Series	25,498.05
Car trust notes, 5th Series	236,213.19
Car trust notes, 6th Series	28,300.14
C.P.R. guaranteed interest advances	2,383,555.18
C.P.R. general account	198,012.58
South Shore Land Co.	115,994.30
M., H. & O. lands	13,374.57
Bills payable	16,000.00
Vouchers payable	204,044.83
Labor	153,297.69
Coupon ticket ledger	70,319.66
Mileage ledger	5,020.60
Accrued fixed charges	267,938.33
Accrued taxes	155,558.38

\$ 48,878,227.01

During the year \$96,587.08 was charged to construction account, and \$56,873.64 was credited for the sale of property, leaving \$39,713.44. The principal items of expenditure included new sidings, \$71,113.13; new bridges and trestles, \$8,933.43; water power canal bridge, Sault Ste. Marie, Mich., \$8,166.31; new fence, \$3,827.99.

Why The Norton Ball-Bearing Jack

Is Better Than Any Other.



Sectional View of Norton Jack.

THE BALL-BEARINGS

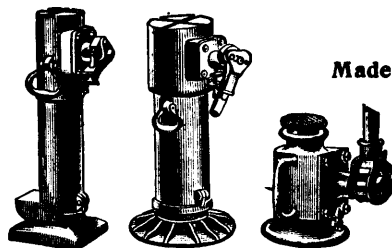
reduce the friction and increase the power of the Jack.

THE GEARS

are cut from solid steel forgings, thereby giving highest efficiency and greatest durability.

THE SCREW

runs in a Phosphor Bronze Nut and is covered by a sliding sleeve which takes all the side strain, prevents the Screw from bending, and protects the working parts from Grit and Rust.



Foot-Lift Jack.

35 Ton Jack.

Journal Jack.

Made in 50 styles—8 to 70 tons capacity.

Manufactured by

A. O. NORTON,
COATICOOK, PROV. QUEBEC.

Stock carried by
W. H. C. MUSSEN & CO., Montreal.

Central Vermont Railway Co.

The fourth annual report of the directors of the Central Vermont Ry. Co., controlled by the G.T.R., for the year ended June 30, gives the following report of the business and operations of the line:

Miles of road operated.....	531 miles
Gross earnings.....	\$3,636,381.91
Operating expenses.....	2,874,391.77
Balance	\$ 761,990.14
Taxes.....	101,480.76
Net earnings	\$ 660,509.38
Other income—interest on securities held by the company.....	10,840.00
Total income	\$ 671,349.38
Interest on bonds, and rentals of leased lines.....	667,787.10
Net surplus over fixed charges	\$ 3,562.28

The results of operation for the year as compared with the previous year, have been as follows:—

REVENUE.	
Receipts from all sources.....	increase, \$230,230.05
EXPENDITURE.	
Conducting transportation.....	increase, \$205,003.67
Maintenance of equipment.....	decrease, 7,681.81
Maintenance of way and structures.....	increase, 38,808.27
General expenses.....	decrease, 4,060.13
Taxes.....	decrease, 2,328.15
Fixed charges.....	increase, 24.86
Improvements included in operating expenses.....	increase, 14,057.70

While the gross earnings show the satisfactory increase of \$230,230.05, the same causes which contributed to the increase in operating expenses last year are again conspicuous, and to a still greater extent in the operations for the year just closed, and as a result there is scarcely any improvement in the net earnings. The increased wages paid employes and the increased cost of fuel arising in consequence of the coal miners' strike, and failure of the contractors to furnish coal, partly from their inability to obtain cars with which to make shipments, have practically absorbed all the increased receipts. Your property has been efficiently operated and well maintained, and the cost of all additions and improvements thereto, amounting to a total of \$153,436.23, have been included in operating expenses. There has been no increase in the funded debt or capital account during the year.

The report is signed by C. M. Hays, President, and from the reports of the officials, appended, the following information is extracted:

E. H. Fitzhugh, Vice-President and General Manager, reports that the train mileage was as follows: passenger, 1,029,312 miles; freight, 1,579,018 miles; mixed, 175,412 miles; piloting, switching, light-running and work trains, 758,989 miles; total 3,542,731 miles, a decrease of 40,730 miles. During the year there had been charged to operating expenses \$153,436.23 for improvements, which was expended on the following works: new bridges, \$74,326.26; new tracks, sidings and spurs, \$9,052.55; new fuel and water stations, engine houses and turntables, \$1,433.14; new stations and warehouses, \$2,426.50; new steel rails (difference between value of old rails taken up and new rails put down), \$20,209.96; new dock and wharves, \$743.00; ballasting, \$14,218.79; new freight cars, \$26,046.27; new crossings, \$4,175.36; new interlocking signals, \$804.40. The percentage of expenses to earnings was 79.05%, as compared with 77.57% in 1901-02; the percentage of improvements included in operating expenses, to the earnings, was 4.22%, as compared with 4.09% in 1901-2. The number of tons carried one mile was 285,069,601, an increase of 16,846,515; and the earnings per freight train mile amounted to \$1.46, an increase of 12c., and the earnings per ton mile 87c., an increase of 2c. The num-

ber of passengers carried one mile was 41,943,086, an increase of 128,290; with earnings per passenger mile of 2.26c., an increase of 2c. Thirteen and a quarter miles of new 80-lb. steel rails were laid on the line between Des Rivières and St. Johns, Que., and 75.34 miles of track were retied and ballasted; seven new steel bridges were erected, and six of the released steel bridges were remodeled and erected at other points. General repairs were given to 52 engines, and light repairs to 51 engines in the St. Alban's shops; 50 new flat cars and seven cabooses had been built, and eight freight cars and one combination passenger and baggage car had been taken down, being unfit for further service. The equipment on June 30 consisted of 91 engines, 112 passenger, official, baggage, mail and express cars, and 2,125 freight and work cars.

The condensed balance sheet showed:

ASSETS.	
Cost of road and equipment.....	\$13,838,060.92
Bonds deposited with trustee.....	1,000,000.00
Materials and supplies on hand.....	146,752.88
Cash on hand and in transit.....	83,228.92
Investment in bonds.....	267,779.68
Sundry accounts collectible:—	
Due from agents.....	115,185.25
Due from U.S. and Canada, carrying mails.....	19,963.31
Due from sundry railroads and individuals.....	328,000.55
Advances fast freight line, account working fund.....	9,950.00
	\$15,808,921.51
LIABILITIES.	
First mortgage bonds.....	\$12,000,000.00
Common stock.....	3,000,000.00
Interest due.....	13,499.00
Interest accrued not due.....	76,372.40
Taxes accrued not due.....	57,340.02
Sundry accounts payable:—	
Vouchers and pay rolls.....	406,456.66
Sundry railroads and individuals.....	95,788.24
Notes payable.....	150,000.00
Profit and loss.....	9,465.19
	\$15,808,921.51

C.P.R. Earnings, Expenses, Etc.

Gross earnings, working expenses, net profits, increases or decreases over 1902-03, from July 1, 1903:—

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July \$3,997,343.75	\$2,678,816.63	\$1,318,527.12	\$142,815.86+
Aug. 4,076,153.74	2,642,051.24	1,434,102.50	71,202.05+
Sept. 3,937,001.72	2,734,735.91	1,202,265.81	208,488.69-
	\$12,010,499.21	\$8,055,603.78	\$3,954,895.43
			\$5,528.22+

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Aug., \$268,980.42; net earnings, \$113,315.91, against \$263,443.33 gross and \$114,407.37 net for Aug., 1902. Net earnings for two months ended Aug. 31, \$212,598.00 against \$229,947.79 for same period, 1902. Approximate earnings for Sept., \$241,526, against \$241,617 for Sept., 1902.

MINERAL RANGE RY.—Approximate earnings for Sept., \$46,587, against \$43,213 for Sept., 1902.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Aug., \$603,560.07; net earnings, \$302,931.55, against \$579,969.22 gross and \$263,979.59 net for Aug., 1902. Net earnings for two months ended Aug. 31, \$569,565.26, against \$539,785.95, for same period, 1902. Approximate earnings for Sept., \$643,792, against \$695,365 for Sept., 1902.

Grand Trunk Ry. Earnings, Expenses, &c

The following statement of earnings, supplied from the Montreal office, includes the G. T. of Canada, the G. T. Western, and the Detroit, Grand Haven & Milwaukee Rys.

	1903.	1902.	Increase.	Decrease.
July.....	\$3,192,608	\$2,580,422	\$603,186	....
Aug.....	3,201,511	2,719,393	482,208	....
Sept.....	3,274,245	2,885,405	388,840	....
	\$9,668,364	\$8,194,234	\$1,474,234	

The following figures are supplied from the London, Eng., office:

GRAND TRUNK RY. CO.

Revenue statement for Aug.:

	1903.	1902.	Increase.	Decrease.
Gross receipts.....	£546,500	£460,000	£86,500	....
Working expenses.....	370,900	299,000	71,900	....
Net profit.....	£175,600	£161,000	£14,600	....

Aggregate from July 1 to Aug. 31:

	1903.	1902.	Increase.	Decrease.
Gross receipts.....	£1,090,500	£897,600	£192,900	....
Working exp'ses.....	750,900	591,800	159,100	....
Net profit.....	£339,600	£305,800	£33,800	....

GRAND TRUNK WESTERN RY. CO.

Revenue statement for Aug.:

	1903.	1902.	Increase.	Decrease.
Gross receipts.....	£86,200	£77,000	£9,200	....
Working expenses.....	84,800	73,000	11,900	....
Net profit.....	£1,400	£4,000	....	£2,600

Aggregate from July 1 to Aug. 31:

	1903.	1902.	Increase.	Decrease.
Gross receipts.....	£177,900	£151,700	£26,200	....
Working expenses.....	165,900	139,900	26,000	....
Net profit.....	£12,000	£11,800	£200	....

DETROIT, GRAND HAVEN & MILWAUKEE RY. CO.

Revenue statement for Aug.:

	1903.	1902.	Increase.	Decrease.
Gross receipts.....	£24,900	£21,000	£3,900	....
Working expenses.....	16,100	14,000	2,100	....
Net profit.....	£8,800	£7,000	£1,800	....

Aggregate from July 1 to Aug. 31:

	1903.	1902.	Increase.	Decrease.
Gross receipts.....	£45,100	£40,600	£4,500	....
Working expenses.....	31,100	27,900	3,200	....
Net profit.....	£14,000	£12,700	£1,300	....

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from July 1 to Aug. 31:

	1903.	1902.	Increase.	Decrease.
Grand Trunk.....	£1,621,965	£1,384,629	£247,336	....
G. T. Western.....	281,011	233,452	47,559	....
D. G. H. & M.....	73,674	65,644	8,030	....
Total.....	£1,986,650	£1,683,725	£302,925	....

The Pintsch Gas System.

Following is a statement of cars, locomotives, buoys, etc., using the Pintsch system of lighting to May, 1903:

	Cars.	Loco-motives.	Gas Works.	Buoys and Beacons.
Germany.....	42,850	5,200	71	145
Denmark.....	45		3	21
England.....	19,200	18	87	272
France.....	6,758		27	240
Holland.....	3,487	5	10	166
Italy.....	1,537		5	15
Switzerland.....	392	2	1	
Austria.....	4,758		10	1
Russia.....	3,350	132	13	21
Sweden.....	710	43	4	2
Servia.....	216			
Bulgaria.....	98		1	
Turkey.....	114			
Egypt.....	76		3	118
Canada.....	202		3	97
Brazil.....	974	31	1	33
Argentina.....	1,130		10	2
Chili.....	46		2	
India.....	10,200		16	
Australia.....	2,053		13	38
United States.....	20,550		63	190
Japan.....	150		2	4
China.....			1	15
Mexico.....	121		1	
Total.....	119,031	5,431	347	1,380
Increase for year.....	6,840	434	....	169

A circular has been issued by the G.T.R. freight department stating that all consignments of horses, cattle and sheep for export to Great Britain and Ireland will be accepted via the ports of Boston, Mass., and Portland, Me. This order has been issued consequent on the removal of the cattle embargo by the Imperial Government.

The Railway Y.M.C.A. new building at Point St. Charles, Montreal, has been completed, and the formal opening will take place on an early date.

November Birthdays.

Many happy returns of the day to—

A. B. Atwater, Assistant to the 2nd Vice-President and General Manager G.T.R., for lines west of Detroit and St. Clair rivers, at Detroit, Mich., born at Sheffield, Ohio, Nov., 1845.

M. J. Butler, Chief Engineer Locomotive and Machine Co. of Montreal, at Montreal, born at Deseronto, Ont., Nov. 19, 1856.

F. Conway, General Freight and Passenger Agent, Kingston and Pembroke Ry., at Kingston, Ont., born at Ernestown, Ont., Nov. 19, 1850.

W. L. Crighton, Advertising Agent, Intercolonial Ry., at Moncton, N.B., born at Derby, Eng., Nov. 9, 1871.

W. Hendrie, Hamilton, Ont., railway promoter and contractor, and President of Hendrie & Co., cartage agents, G.T.R., born at Glasgow, Scotland, Nov., 1831.

William Downie, General Superintendent C.P.R., Atlantic Division, at St. John, N.B., born at Rock Currie, Ireland, Nov. 12, 1850.

R. Doyle, Trainmaster, Buffalo division, Wabash Rd., at St. Thomas, Ont., born at Dudley, Ill., Nov. 12, 1862.

L. Drago, Canadian Passenger Agent, New York Central Ry., at Toronto, born in Raleigh Tp., Kent County, Ont., Nov. 7, 1860.

C. Drinkwater, Secretary and Assistant to the President, C.P.R., at Montreal, born at Ashton-under-Lyne, Eng., Nov. 17, 1843.

C. R. Hosmer, director, C.P.R., born at Coteau Landing, Que., Nov. 12, 1851.

P. A. Peterson, Consulting Engineer, C.P.R., at Montreal, born at Niagara Falls, Ont., Nov., 1839.

J. Rennie, Master Mechanic, Caraquet Ry., at Bathurst, N.B., born at St. John, N.B., Nov. 1, 1858.

C. Murphy, Superintendent, C.P.R., at North Bay, Ont., born Nov. 20, 1865.

W. B. Rosevear, General Traffic Manager, Algoma Central and Hudson Bay Ry., at Sault Ste. Marie, Ont., born at Belleville, Ont., Nov. 28, 1854.

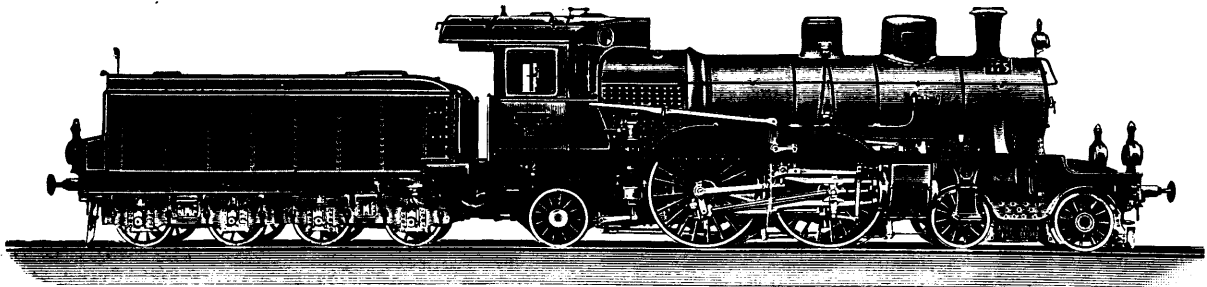
J. D. Rowe, Treasurer, Central Ontario Ry., at Trenton, Ont., born in Ameliasburg, Ont., Nov. 7, 1864.

G. H. Shaw, Traffic Manager, Canadian Northern Ry., at Winnipeg, Man., born at Smith's Falls, Ont., Nov. 25, 1859.

J. C. Shields, Superintendent, Mineral Range Rd., at Hancock, Mich., born at St. Mary's, Ont., Nov. 29, 1863.

H. P. Timmerman, General Superintendent, C.P.R., Ontario division, at Toronto, born at Odessa, Ont., Nov. 6, 1856.

Arthur White, ex-Division Freight Agent, G.T.R., at Toronto, born at Hadleigh, Suffolk, Eng., Nov. 17, 1840.

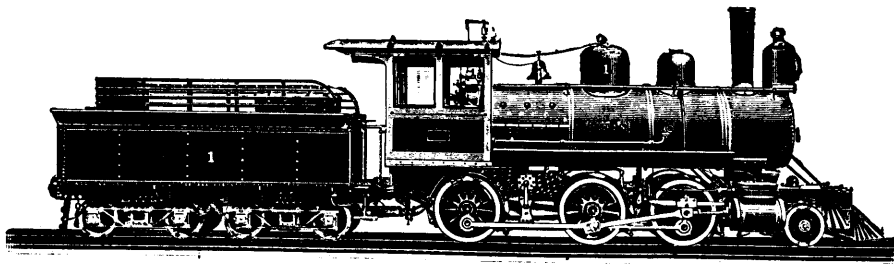


The Saxon Engine Works, late Rich. Hartmann, Limited

CHEMNITZ (Germany),

Carry on the construction of **LOCOMOTIVES** of every description.

Number
of
Workmen,
5,200.



Capital,
\$3,000,000.

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RAILWAY**

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INTERCOLONIAL "Fishing and Hunting."
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Via the
INTERCOLONIAL For "A Week in the Woods."

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RAILWAY**

**FAST
FREIGHT
TRAINS** VIA



RUNNING DAILY BETWEEN

**MONTREAL, QUEBEC, ST. JOHN,
HALIFAX and the SYDNEYS**

Give every satisfaction to shippers

C.P.R. Annual Meeting.

Sir Wm. Van Horne, chairman of the Board, presided at the annual meeting in Montreal, Oct. 7. Sir Thos. Shaughnessy, in moving the adoption of the report which was published in our last issue, said: "The result of the year's operations was particularly gratifying notwithstanding the substantial increase in working expenses, and your directors felt justified in distributing, for the second half of the fiscal year, an additional $\frac{1}{2}\%$. Since the publication of the report a further amount of \$1,000,000 has been deposited with the Dominion Government toward the redemption of the $3\frac{1}{2}\%$ land grants bonds, leaving the balance to be paid on account of that security, \$13,500,000. The directors of the Minneapolis, St. Paul & Sault Ste. Marie Ry. Co., at a meeting held in August declared a dividend out of the earnings of that company for the last calendar year of 7% on the preferred shares, and 2% on the common shares, payable Oct. 15. Your portion of these dividends amounts to \$388,670. Although not an auspicious season for Atlantic traffic your own steamship line, established on the opening of St. Lawrence navigation, has done very well, the earnings, which are not included in the published monthly returns, but are kept separately, being more than sufficient to meet the interest on the investment. The location of the balance of the lands earned by the construction of your main line and branches in Manitoba and the Northwest has been finally and satisfactorily settled with the Dominion Government. Wet weather has had the effect of delaying the harvest in the Northwest, and

Edmonton, and all extensions, branches, etc., for 99 years at an annual rent of £44,868, which is equal to interest at 4% upon the present debenture stock issue of the C. & E. R. Co., £1,121,700; also approving the purchase by the directors of the whole of the capital stock of the C. & E. R. Co. for \$500,000.

Approving an agreement between the C. P. R. Co. and the Lindsay, Bobcaygeon and Pontypool Ry. Co. and J. B. Clark and R. H. Bowes, of Toronto, and a lease from the L., B. & P. R. Co. to the C.P.R. of the L., B. & P. Ry. when constructed from Burketon to Bobcaygeon, for 99 years at a rental of 40% of gross earnings, with a minimum rental of \$20,000 and a maximum rental of \$28,000 a year, and with an option to the C.P.R. to buy the whole of the capital stock of the L., B. & P. R. Co. within 12 years for \$200,000.

Approving an agreement with the Manitoba and Northwestern Ry. Co. for an extension of its line for 33 miles, and authorizing the directors to acquire the bonds to be issued by the M. & N.W.R. Co. for the extension, not to exceed £3,000 per mile, the interest to be guaranteed by the C.P.R. Co., and to dispose of C.P.R. consolidated debenture stock to acquire the bonds.

Approving the action of the directors in constructing a branch railway from Arcola to Regina, Assa., and authorizing the issue of consolidated debenture stock bearing interest not exceeding 4% and not exceeding \$20,000 a mile.

Authorizing the issue of £1,417,500 of consolidated debenture stock, bearing 4% interest, to pay for 15 steamships bought from Elder, Dempster & Co.

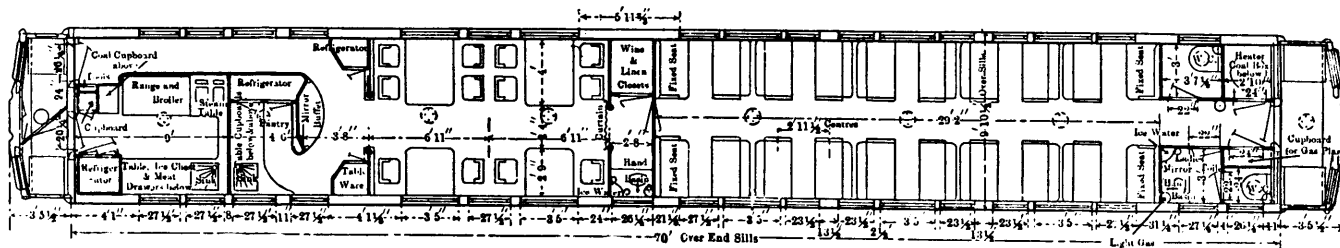
requested to continue their efforts in that direction. The classification committee also recommended a form of application for changes in or addition to the classification, to be filled up by all applicants.

The special committee appointed at previous meeting to arrange for the promulgation of the amended cartage charges arrangement, reported that they had fixed Nov. 15 as the date when the change should become effective, and that the new schedule of charges should be as per minute of meeting of July 9, except that the minimum charge for cartage of freight in classes 6-10 should be 2c. per 100 lbs., instead of $2\frac{1}{2}\%$, as previously proposed.

The Secretary reported that the regulations re marking package freight were being fairly observed, and with good results so far as local freight was concerned. The question, however, had been discussed in Freight Committee with a view to arrive at some arrangement whereby the same rule might be made to apply to import traffic by all Atlantic seaboard ports. The Secretary was instructed to communicate with the Commissioner of the Trunk Line Association and to urge that the matter be brought to the notice of all steamboat or other ocean connections in order that all packages of import traffic be marked in the same manner as required for local business.

Railway Equipment Notes.

The Midland Ry. Co. of Nova Scotia have placed an order for 10 flat cars with Rhodes, Curry & Co., Amherst, N.S.



COMBINATION DINING CAR AND FIRST-CLASS COACH, CANADIAN NORTHERN RAILWAY.

as a consequence, your grain traffic thus far this season has been less than it was a year ago, but there is every indication that the total yield, when harvesting has been completed, will reach last year's figures at least. The crops in Ontario are better than for many years past. Excellent progress has been made, up to the present time, with the vast works of improvement undertaken by your company during the past two years. The enlargement of the yards at most of the divisional points west of Lake Superior will facilitate the movement of traffic, and the grade reductions now in hand, and that will be completed before the crop commences to move next fall, will have the effect of increasing the haulage capacity of your locomotives by 50 to 100% over 1,200 miles of your line in the busiest sections of the country."

The report having been adopted, a number of resolutions were passed as follows:

Ratifying the purchase by the directors of a controlling interest in the Kingston and Pembroke Ry. Co., comprising 22,602 shares of preferred and 35,182 shares of common stock, constituting about 83% of the whole capital stock, and authorizing the directors to enter into working arrangements with the K. & P. Co. pending the execution of a lease of its railway to the C.P.R. Co.

Approving a lease from the Calgary and Edmonton Ry. Co., demising to the C.P.R. Co. the railway and branches which the C. & E. R. Co. has been authorized to construct, whether constructed or to be constructed, including the main line from Fort McLeod to

Authorizing the expenditure on capital account of \$5,000,000 for additional rolling stock as required, and of \$4,500,000 for increased terminal facilities, grade reductions and additions to property other than new lines.

The following directors were elected: Sir W. C. Van Horne, R. B. Angus, E. B. Osler, for four years; Sir T. G. Shaughnessy, Lord Strathcona, T. Skinner, C. H. Mackay, for three years; C. R. Hosmer, Hon. R. Mackay, D. McNicoll, R. G. Reid, for two years; Hon. G. A. Drummond, Sir Sandford Fleming, G. R. Harris, W. D. Matthews, for one year.

At a subsequent meeting of the board Sir W. C. Van Horne was re-elected chairman, and Sir Thos. G. Shaughnessy President. The following were appointed as the executive committee: Sir W. C. Van Horne, Chairman; Sir T. G. Shaughnessy, Lord Strathcona, R. B. Angus, E. B. Osler.

Canadian Freight Association.

A general meeting was held at Montreal Oct. 14. G. E. Johnson, Cape Breton Ry., was elected an active member. The classification committee presented printed proof of supplement 1 to classification 12 with some amendments, which was approved as amended, the supplement to be submitted to the Governor-in-Council for approval, in lieu of ruling circular 13, which is to be withdrawn. The special committee appointed at previous meeting to urge the Government to approve classification 12 reported progress, and were

The C.P.R. shareholders at the recent annual meeting voted \$5,000,000 to provide additional rolling stock as required.

The locomotive under construction at the works of the Locomotive and Machine Co., of Montreal, is for the British Columbia Mills, Timber and Trading Co.

The Canadian Locomotive Co. has applied to the Kingston, Ont., city council to grant it the exemption from taxes enjoyed by its predecessor in title, which became insolvent.

The Toronto, Hamilton and Buffalo Ry. has placed an order with the Locomotive and Machine Co. of Montreal, for four locomotives, two of which are to be delivered in Dec.

The Canadian Northern Ry. Co.'s private car Atikokan has been assigned for the use of President Mackenzie. Another private car, the Athabasca, has been built in the U.S. for Vice-President Mann.

The G.T.R. between Sept. 14 and Oct. 23 placed orders for the following equipment: 191 standard box cars at its Montreal shops; 5 standard switching engines at its Montreal shops; one standard switching engine at its Port Huron, Mich., shops.

The Canadian Northern Ry. received the following equipment from Sept. 1 to Oct. 14: six freight engines from the Canadian Locomotive Co., Kingston, Ont.; 189 box cars, 60,000 lbs. capacity, from Rhodes, Curry & Co., Amherst, N.S.; 165 box cars, 60,000 lbs. capacity, also from Canadian builders.

The Canadian Northern Ry. has had plans prepared for a combination dining car and 1st class coach for service west of Winnipeg. The floor plan is given on pg. 375. The car is 70 ft. long, with seating accommodation for 40 in the coach portion, 12 seats in the dining portion, a 9 ft. kitchen and a 4½ ft. pantry. No order has been placed.

The C.P.R. placed the following orders for equipment between Sept. 9 and Oct. 13: two 1st class cars, two tourist cars and five snow ploughs at its Hochelaga shops; 119 box cars, 11 refrigerator cars, 40 stock cars, 141 flat cars, and 14 coal cars at its Perth shops; six vans, one ore car, two locomotive flats, and two charcoal cars at its Farnham shops.

The C.P.R. received the following equipment between Sept. 9 and Oct. 13: four passenger locomotives from Scotland; three 1st class cars and one boarding car from its Hochelaga shops; two 1st class passenger cars, 18 refrigerator cars and 40 stock cars from Rhodes, Curry & Co., Amherst, N.S.; 11 stock cars and 317 flat cars from its Perth shops; eight vans from its Farnham shops.

The Canada Atlantic Ry. is building at its Ottawa shops 20 box cars, some of which are completed. Following are the general dimensions, etc.: capacity, 40,000 lbs.; weight, 28,200 lbs.; length over sheeting, 34 ft. 2 in.; height, rail to top of running board, 12 ft. 5 in.; width, 9 ft. 1 in.; journals, 7 in. by 3¾ in.; wooden bodies, diamond trucks, steel axles, cast iron brake shoes, wrought iron door fasteners, ventilated iron doors, double pine roof, steel spiral springs, metallic brown paint, and Westinghouse brakes.

We are advised that the first of the 20 compound freight locomotives ordered by the C.P.R. from the Saxon Engine Works, Chemnitz, Germany, was shipped Sept. 17, and was expected to reach Montreal by the end of Oct. These locomotives, like those from Scotland, are shipped in parts, and are erected at Montreal by fitters sent out by builders. An illustration of the first of these 20 locomotives was given in our last issue. The general dimensions are:

Weight on drivers.....	128,000 lbs.
Total weight.....	169,000 lbs.
Diameter of cylinders.....	22 in. and 33 in.
Stroke of pistons.....	26 in.
Diameter of drivers.....	63 in.
Type of boiler—Radial stayed extended taper course.....	
Working steam pressure.....	210 lbs.
Heating surface—total.....	2,421 sq. ft.
Tubes—number.....	328
“ material.....	Swedish steel
“ outside diameter.....	2 in.
“ length.....	13 ft. 2½ in.
Firebox—length.....	9 ft. 6 in. inside
“ width.....	3 ft. 5½ in.
“ material.....	Krupp steel
Grate area.....	33.2 sq. ft.
Tank capacity for water.....	5,000 imp. gall.
Coal capacity.....	10 tons
Tender frame.....	10 in. steel channels

The special equipment includes Krupp axles, driving, truck and tender wheels, steel crank pins, connecting rods and side rods, nickel steel piston rods and cast steel piston heads, and Simplex brake beams.

The Canadian Locomotive Co., Kingston, Ont., has received an order from the Department of Railways, for four narrow gauge locomotives for the Prince Edward Island Ry. Following are the general dimensions:

Gauge.....	3 ft. 6 in.
Type of engine.....	4-4-0
Fuel used.....	Bituminous coal
Weight in working order, drivers.....	44,800 lbs.
“ total.....	70,000 lbs.
Wheel base of engine, rigid.....	7 ft. 9 in.
“ total.....	19 ft. 8 in.
“ and tender.....	39 ft. 0½ in.
Length over all, engine and tender.....	About 48 ft.
Width.....	9 ft. 4½ in.
Height.....	10 ft. 10½ in.
Heating surface, fire box.....	90 sq. ft.
“ tubes.....	746
“ total.....	836
Diameter of driving wheels.....	54 in.
Material of centres.....	Cast iron
Diameter and length of driving journals.....	6½ in. x 8 in.
Diameter of cylinders.....	15 in.
Stroke.....	20 in.
Type of boiler—Radial stay, extended wagon top.....	

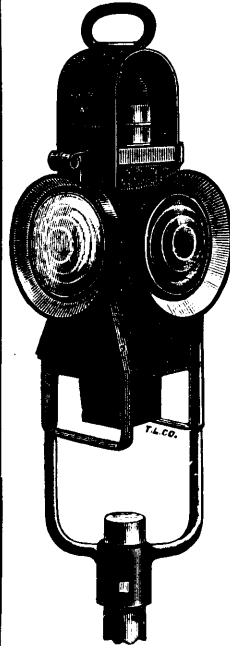
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Requires half the oil.

Light regulated from the outside.

Made of iron, annealed and galvanized.

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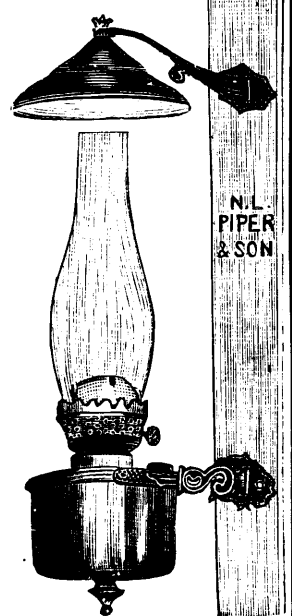
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Fitted with portable fount with feeder-cap.

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Gives a clear, bright light.



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HAMILTON, CANADA.

Size of fire box	33 in. x 66½ in.
Number of tubes	170
Diameter	1½ in.
Length	9 ft. 6 in.
Brakes	Westinghouse—American
Kind of packing	Metallic
Air signal	Westinghouse
Bell ringer	Pneumatic
Weight of tender, loaded	About 55,300 lbs.
Capacity of tank	2,200 imp. gal.
Style of tank	U shape
Coal capacity	2½ tons
Style of truck	4-wheel
Diameter of wheel	30 in.
Kind of wheel	Wrought iron centres, steel tired
Diameter and length of journal	4 in. x 6 in.

The Canadian Locomotive Co., Kingston, Ont., has received an order for the construction of five locomotives for the Intercolonial Ry. Following are the general dimensions:

Gauge	4 ft. 8½ in.
Type of engine	4-6-0 passenger
Fuel used	Bituminous coal
Weight in working order, drivers	116,000 lbs.
	total 150,000 lbs.
Wheel base of engine, rigid	14 ft. 1 in.
" " and tender	50 ft. 10½ in.
Length over all, engine and tender	About 60 ft.
Width	10 ft. 0 in.
Height	14 ft. 8 in.
Heating surface, fire box	165 sq. ft.
" tubes	1,885 "
" total	2,050 "
Diameter of driving wheels	69 in.
Material	centres Cast steel
Diameter and length of driving journals	9 in. x 12 in.
Diameter of cylinders	20 in.
Stroke of " "	26 in.
Type of boiler	Radial stay, extended wagon top.
Working pressure of boiler	200 lbs.
Number of tubes	277
Diameter	2 in.
Length	13 ft. 0 in.
Injectors	Sifting
Safety valves	I.C.R. style
Brakes	Westinghouse—American
Kind of packing	Metallic
Weight of tender, loaded	107,000 lbs.
Capacity of tank in imperial gallons	4,500
Style of tank	U shape
Coal capacity	8 tons
Style of truck	4-wheel
Diameter of wheel	36 in.
Kind of wheel	Wrought iron centres, steel tired
Diameter and length of journal	5½ in. x 10 in.

Canadian Annual Financial Review.—The third volume of this carefully prepared book of information respecting Canadian securities, compiled by W. R. Houston, was recently issued from the publishing offices, 22 St. John st., Montreal. It contains 436 pages giving information respecting a large number of Canadian companies, or companies outside Canada in which Canadians are interested as investors. Of companies connected with transportation interests the current volume gives the annual reports, together with the particulars relating to dealings in the stocks, of nine railway companies, two being C.P.R. subsidiaries; 18 street railways, five being outside Canada, but in which Canadians are interested; four navigation companies, five telegraph and telephone companies, and nine general companies, more or less connected with transportation interests.

"Notes on Track" is a volume of 1,214 pages, with 620 illustrations, compiled by W. M. Camp, M. Am. Soc. C.E., editor of the Railway and Engineering Review, Chicago, and published by him at 7418 Parnell ave., Chicago, at \$3 a copy. The book is generally recognized by railway men as the standard work on track and maintenance of way. An examination of the various subjects dealt with shows that it covers the entire field of track construction and maintenance, and the manner in which the various subjects have been dealt with shows that it not a mere theoretical compilation of how things should be done, but that it gives the results of the observations of a practical man who has had experience of the work. The illustrations are numerous, and are thoroughly illustrative of the text. The work is one which should be in the hands of all having to do with track work.

MAINLY ABOUT PEOPLE.

S. Rogers, President of the Queen City Oil Co., Toronto, died there recently, aged 69.

J. R. Moyes, formerly a bridge inspector on the G.T.R., died recently in London, Ont., aged 78 years.

J. Sutton, accountant of the Mechanical department of the I.C.R., died at Moncton, N.B., recently, aged 71.

J. Crighton, son of W. L. Crighton, advertising agent of the I.C.R. at Moncton, N.B., died there recently.

R. Hosker, at one time C.P.R. locomotive foreman at Ignace, Ont., died suddenly at Fort William, Ont., recently.

A. R. Creelman, K.C., solicitor of the C.P.R., and Mrs. Creelman returned to Montreal from Great Britain Oct. 17.

P. S. Archibald, C.E., Moncton, N.B., is one of the incorporators of the Maritime Engineering Co. (Ltd.), of Moncton.

Mrs. G. H. Charlton, mother of H. R. Charlton, advertising agent of the G.T.R., Montreal, died at St. John's, Que., Oct. 3.

W. Shaughnessy, son of Sir Thos. Shaughnessy, President C.P.R., has gone into residence at Trinity College, Cambridge, Eng.

H. O'Connor, trainmaster, C.P.R., Winnipeg, recently returned to his duties after a two months' absence on account of ill-health.

Wm. Michael, who retired from the G.T.R. after 45 years' service in the car shops at Montreal four years ago, died there recently.

C. F. Sise, President Bell Telephone Co., Montreal, has been elected a director of the Canadian Westinghouse Co., Hamilton, Ont.

W. H. Kennedy, agent for the Lake Erie and Detroit River Ry. at Kingsville, Ont., since the opening of the line, died there Oct. 16.

D. W. Campbell, Superintendent C.P.R. Atlantic steamships, Montreal, is suffering from typhoid fever, the second attack in two years.

M. Fitzgerald, who was one of the contractors on the C.P.R. construction at Megantic, Que., died at Sherbrooke, Que., Oct. 6.

A. Sutherland, ticket agent Reid Newfoundland Co. at St. John's, Nfld., has been absent from his duties for some time on account of illness.

C. McLean, of McLean, Kennedy and Co., shipping agents, etc., Montreal, was struck by a street car there Oct. 16, and seriously injured.

Miss Van Horne, who was seriously ill early in Oct. at the residence of Sir Wm. Van Horne at St. Andrews, N.B., is reported to be recovering.

Principal Galbraith, of the School of Science, Toronto, has been given the honorary degree of LL.D. by Queen's University, Kingston, Ont.

Capt. C. Troop, shore superintendent of the C.P.R. Atlantic Steamships at Montreal, was confined to bed through illness during the early part of Oct.

Miss Bessie W. Quick, second daughter of J. E. Quick, General Baggage Agent G.T.R. Toronto, died there Oct. 16. She was buried at Port Huron, Mich.

A. Fontaine, of the I.C.R. freight offices, Montreal, was presented with a case of cutlery by the members of the staff on the occasion of his recent marriage.

Col. J. M. Underwood, who died recently at Portland, Ore., aged 61, was engaged in the construction of the C.P.R. in the Mountain sections near Banff, B.C.

W. R. Baker, assistant to the Second Vice-President and General Manager C.P.R. at

Montreal, sailed from New York for a holiday trip to England, recently.

Miss A. Long, daughter of Thos. Long, Secretary Northern Navigation Co., was married in Toronto, Oct. 1, to T. Wheeler, barrister-at-law, St. Paul, Minn.

Mrs. O. W. Sanford, wife of the late H. Sanford, Vice-President of the Adams Ex. Co., who died at Newcastle, Ont., in July, left an estate valued at \$260,000.

H. Paton, President of the Shedden Forwarding Co. (Ltd.), Montreal, has given \$25 towards the fund for furnishing the new building of the Railway Y.M.C.A. in Montreal.

P. Gifkins, General Manager Dominion Atlantic Ry., Kentville, N.S., recently made a trip to Vancouver, B.C., in company with the Vice-President and Secretary of the company.

H. Elliott, of St. Paul, Minn., has been elected President of the Northern Pacific Ry., succeeding C. S. Mellen, who is now President New York, New Haven and Hartford Rd.

C. S. Mellen has resigned his position as President of the Northern Pacific Ry. Co., and has been appointed President of the New York, New Haven and Hartford Rd., New York.

D. R. McDonald, railway contractor, Alexandria, Ont., has been selected as the Conservative candidate at the forthcoming election for the Dominion Parliament in Renfrew county.

John Hendry, President of the Vancouver, Westminster, Yukon and Northern Ry., has been elected Vice-President of the Canadian Manufacturers' Association for B.C. for 1903-04.

Capt. J. Tymon, of the Toronto str. Island Queen, was presented with a smoking set and other gifts by the patrons of the boat during the summer season between Toronto and the island.

J. H. Lockhart, chief clerk in the I.C.R. electric light department, Moncton, was married recently to Miss H. Seaman, daughter of Geo. Seaman, trackmaster, I.C.R. at Moncton, N.B.

T. B. Hawson, who resigned from the G.T.R. accountants' department at Chicago, Ill., where he had been since 1890, has removed to New York. Mr. Hawson came to the G.T.R. from England in 1853.

W. J. Orr, Superintendent of the Railroad Hospital, St. Thomas, Ont., was presented with a gold watch by the St. Thomas Railway Hospital Association on his retiring from that position on his removal to Hamilton, Ont.

Miss Florence Geiger, daughter of E. A. Geiger, General Superintendent Brockville, Westport and Sault Ste. Marie Ry., had a very narrow escape from being killed by being run down while cycling in Brockville, Ont., recently.

W. H. Moore, Assistant to the President Toronto Ry. Co., and Assistant Solicitor Canadian Northern Ry., has returned to Toronto, having recovered from the effects of an operation for appendicitis which he recently underwent at Ottawa.

C. R. Boucher, formerly division engineer on the staff of the Temiskaming and Northern Ontario Ry., is engaged on survey work for the Grand Trunk Pacific Ry. at Heron Bay, Ont., under G. Knowlton, division engineer at North Bay, Ont.

General Sir Ian Hamilton, on a recent visit to Kingston, Ont., stated that Sir P. Girouard, the Canadian officer who is in charge of the Government railways in the Transvaal and Orange River colonies, was "the Sir Wm. Van Horne of South Africa."

J. D. Mackay, of the maintenance survey department of the Natal Government railways, who died recently at Pietermaritz-

burg, Natal, South Africa, was for a number of years engaged upon construction work on the C.P.R. in the Northwest.

H. P. Thomas, of the Montreal office of the C.P.R. Atlantic Steamships, has been presented with a dress suit case by his fellow-clerks on the occasion of his leaving Montreal to take a position in the office of the Company's Pacific Steamships at Hong Kong.

A. McClennan, G.T.R. station agent at Newmarket, Ont., was presented with a gold watch by the business men of the town, and with a Past Master's jewel and a Past Principal's jewel by his Masonic brethren, on leaving that town to take a similar position at Orillia, Ont.

F. G. Jonah, who has been appointed Chief Engineer of the St. Louis, Brownsville and Mexico Rd. at Corpus Christi, Texas, is a native of Cloverdale, N.B., and was assistant engineer in charge of construction on the Oxford and New Glasgow section of the I.C.R.

H. Wilkinson, Master Mechanic of the Brockville, Westport and Sault Ste. Marie Ry., has resigned his position and retired

into private life after nearly 50 years of railway service; the last sixteen of which was with the B., W. and S.S.M. Ry. as Master Mechanic.

E. S. Dimmock, who has been appointed Manager of the Cape Breton Electric Co., and of the Sydney and Glace Bay Ry. Co., has for the past four years been General Manager, appointed by the U.S. courts, for the Receiver of the Bay City Consolidated Ry., Bay City, Mich.

F. Walsh, for 22 years connected with the Bell Telephone Co. at Winnipeg, Man., was presented with an address and a purse of \$20 gold pieces by the staff, on his resignation of the managership of the Northwest Department at Winnipeg. Mr. Walsh proposes to reside in future in California.

C. Crozier was presented with a gold watch chain by the employes of T. B. Escott & Co., on leaving that firm after 14 years' service; and with a gold locket and a Masonic emblem by his fellow commercial travellers, on leaving, London, Ont., to enter the C.P.R.'s dining car service.

Professor W. K. Hatt, of Purdue University, Ind., who has been appointed by the U. S. Department of Agriculture to investigate the mechanical properties of the commercial timbers of the U.S., is a native of Fredericton, N.B., and was at one time on the engineering staff of the I.C.R. at Moncton.

Hon. Alfred Lyttelton, K.C., M.P., who has been appointed Colonial Secretary in the Imperial Government, was one of the arbitrators in the dispute between the Reid Newfoundland Co. and the Newfoundland Government in connection with the transfer of the Newfoundland Ry. back to the Government.

A. O. Norton, manufacturer of lifting jacks, has recently been entertaining a large party of his friends at his summer place "The House that Jack Built," on Lake Massawippi, Que. Harry A. Norton, who recently returned from an extended trip through Russia, has been spending a few days at his old home, Coaticook, Que.

E. H. Crean, city ticket agent C.P.R., Quebec, died there Oct. 4, after a somewhat lingering illness. He had been absent from his

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duties for some time owing to ill-health, and only returned to Quebec a few days before his death. He entered the C.P.R. service in 1893, having previously been secretary to A. R. McDonald, while superintendent of the I.C.R. between St. Flavie and Levis, Que., and acted as city ticket agent for the C.P.R. at Sherbrooke and Quebec.

A. Wilcox, who has been appointed Chief Train Dispatcher, Canadian Northern Ry., at Port Arthur, Ont., entered railway service in 1881, his record being: 1881 to 1883, clerk and operator Toronto, Grey and Bruce Ry. at Owen Sound, Ont.; 1883 to 1886, operator C.P.R., at Winnipeg; 1886 to 1887, relieving dispatcher same road, at Winnipeg; 1887 to 1890, assistant dispatcher, same road, at Moose Jaw, Assa.; 1890 to Aug., 1903, Chief Train Dispatcher, same road, at Moose Jaw, Assa.

F. W. Foster, who has been appointed Bristol Traffic Agent C.P.R., Atlantic Steamship lines, was born at Sunderland, Durham Co., Eng., in 1871, and entered transportation service in the office of Culliford, Clark & Co., ship brokers, Liverpool, Eng. Prior to the opening of the Manchester Ship Canal Jan., 1894, he moved to Manchester, and until 1896 had charge of the business of the Neptune Steam Navigation Co. of Sunderland there, leaving to join the Liverpool staff of Elder, Dempster & Co. Subsequently he was given charge of the Bristol office of the company in Feb., 1900, and continued in that position until his present appointment.

Alex. Manning, a prominent contractor, died in Toronto Oct. 12. His first important work was the building of the York county highways in Ontario in partnership with the late A. P. Macdonald, of Hamilton. He then had contracts on the old Welland canal, and also several railway contracts in the United States. He was a member of the firm of Manning, Macdonald & Co., which built Section B of the C.P.R. from Keewatin to Cross Lake, Ont., under contract from the Dominion Government, the other members of the firm being Hon. P. McLaren, of Perth, Ont.; the late J. J. Macdonald, the late James Isbister, and John Shields, now of Ashcroft, B.C. He then had contracts in company with Hon. P. McLaren at Fenelon Falls, Ont., on the Trent canal, and at Perth on the Tay canal. In 1888 he took over the interest of his son, the late Frank Manning, in the partnership with Randolph Macdonald in connection with a contract for the Don improvements in Toronto. This partnership was continued until 1902, during which time the firm carried out a number of contracts, including sections 9 and 13 of the Soulages canal.

J. W. Higginson, who has been appointed Assistant Superintendent G.T.R. at Island Pond, Vt., was born at Newport, R.I., Oct. 12, 1846, and entered railway service Oct., 1879, serving until April, 1890, as messenger, sectionman, switchman, telegraph, freight brakeman, baggageman, freight conductor, and chief clerk to Superintendent on the Chicago division, Illinois Central Rd., since which his record has been: April, 1890, to Dec., 1891, trainmaster same road at Cairo, Ill.; Dec., 1891, to Feb., 1892, chief clerk to General Superintendent same road at Chicago; Feb., 1892, to June, 1892, Assistant Superintendent Louisiana division same road at McComb City, Miss.; June, 1892, to April, 1893, Superintendent Louisiana division and Superintendent of Terminals same road at New Orleans, La.; April, 1893, to April, 1896, Superintendent of Terminals same road Chicago, Ill.; April, 1896, to April, 1899, Superintendent same road at La Salle, Ill.; April, 1899, to June, 1901, Superintendent of Transportation same road; June, 1901, to June, 1903, General Superintendent of Transportation Illinois Central and Yazoo & Mississippi Valley Rys. at Chicago.

TRANSPORTATION APPOINTMENTS.

Algoma Central and Hudson Bay Ry.—B. F. Fackenthal has been appointed Receiver for Speyer & Co., of New York, and has charge of the operations of the line. T. J. Kennedy remains as General Superintendent, and W. C. Barr remains as Manager of Steamships. W. B. Rosevear, General Traffic Manager, has been granted two months' leave of absence. J. C. Urich, Superintendent of the Michipicoten branch, has been given an extended leave of absence, the branch having been closed for the winter. The position of Engineer of Maintenance of Way, heretofore held by G. W. Stady, has been abolished.

Brookville, Westport and Sault Ste. Marie Ry.—S. Rothwell has been appointed locomotive foreman, and will discharge the duties heretofore performed by H. Wilkinson, Master Mechanic, resigned.

Canada Atlantic and Plant Steamship Line.—J. A. Flanders, heretofore Passenger Agent, has been appointed General Agent, succeeding E. H. Downing, agent, resigned. Office, Boston, Mass.

Canada Atlantic Ry.—J. E. Walsh, Assistant General Passenger Agent, having resigned, the office has been abolished and all matters pertaining to the passenger and baggage departments are to be referred to the general passenger department. W. P. Hinton is General Freight and Passenger Agent.

Canada Atlantic Transit Co.—W. H. Burk, agent at St. Paul, Minn., has been assigned the duties of the agency at Minneapolis, also succeeding H. L. Moore, resigned. Office, 212 South Fourth st., Minneapolis, Minn.

Canadian Northern Ry.—A. Wilcox has been appointed Chief Train Dispatcher of the 1st, 2nd and 3rd districts, Eastern division. Office, Port Arthur, Ont.

Canadian Pacific Ry.—W. J. Singleton, heretofore Superintendent, district no. 2, Eastern division, has been appointed Superintendent, district no. 3, Ottawa and Quebec sections and branches, succeeding J. E. A. Robillard. Office, Montreal.

E. Reynolds, heretofore passenger conductor at Quebec, has been appointed Assistant Superintendent, district 3, Eastern division, Quebec section and branches. Office, Quebec.

F. M. Spaidal, heretofore Trainmaster, district 4, Eastern division, Ottawa, has been appointed Superintendent, district 2, Eastern division, Montreal terminals and Montreal Jct. and St. Luc Jct. to Smith's Falls, vice W. J. Singleton, transferred.

C. Murphy, heretofore Superintendent at North Bay, Ont., has been appointed Superintendent district 2, Ontario division, with office at Toronto, vice J. Manson, "transferred." District 2 has been extended to include Toronto and Hamilton terminals, Leaside Jct. to Toronto Junction, Toronto union station to Toronto Junction, and Toronto to Hamilton, being transferred from district 1.

F. G. Martyn, heretofore Trainmaster at London, has been appointed Assistant Superintendent district 2, with office at Toronto, vice D. R. Bell, Superintendent of Terminals, transferred.

D. R. Bell, heretofore Superintendent of Terminals at Toronto, has been appointed Trainmaster at London, Ont., vice F. G. Martyn, transferred.

R. Preston has been appointed Master Mechanic, Ontario division, with office at Toronto Junction, succeeding J. R. Spragge, who has been appointed road foreman of locomotives between Smith's Falls and Toronto.

C. Kyle has been appointed Master Mechanic, Lake Superior division, with office at North Bay, Ont., succeeding R. Preston, transferred to Toronto.

J. R. Nelson, heretofore Secretary to the President, has been appointed Superintendent,

district 1, Lake Superior division, with office at North Bay, Ont., vice C. Murphy, transferred to Toronto.

H. Rindal, heretofore transitman in the C.P.R. engineer's office at Winnipeg, has been appointed resident engineer at Fort William, Ont., succeeding J. L. Houston, resigned.

O. O. Winter has been appointed yard agent at Winnipeg, Man.

N. E. Winter, heretofore of the Calgary and Edmonton Ry., has been appointed Division Engineer of the Western Division, with office at Calgary, vice A. S. Davis, resigned.

F. F. Busted, heretofore Division Engineer, Pacific division, has been appointed Superintendent, district 3, Pacific division, succeeding D. G. Ross, who resigned owing to ill-health. Office, Nelson, B.C.

C. E. Cartwright has been appointed acting Division Engineer, Pacific division, with office at Vancouver, vice F. F. Busted, transferred.

E. V. Skinner, heretofore General Eastern Agent, has been appointed Assistant Traffic Manager with jurisdiction over freight and passenger business in the territory included in the General Eastern Agency. Office, 353 Broadway, New York.

Cape Breton Electric Co., and Sydney and Glace Bay Ry.—E. S. Dimmock has been appointed Manager, vice T. H. Creedon, who has returned to Stone & Webster's Boston office.

Cape Breton Ry.—G. E. Johnson has been appointed General Manager, succeeding J. Downer, who was Chief Engineer as well as General Manager during the last stages of the construction of the line.

Cumberland Ry. and Coal Co.—E. Laflamme, Assistant General Manager of the Company's railway, has resigned.

Detroit and Toledo Shore Line Rd.—S. W. Knapp has been appointed Superintendent. Office at Detroit, Mich.

Grand Trunk Ry.—J. R. McIntosh has been appointed boiler inspector, succeeding Jas. Black, resigned. Office, Montreal.

J. Devine has been appointed Assistant to Superintendent at Allandale, Ont., vice L. G. Coleman, transferred, with supervision over matters pertaining to transportation on districts 11, 12, 13 and 14, and such other duties as may be assigned to him.

C. S. Cunningham has been appointed Assistant Superintendent of district 16 (between Toronto and Hamilton), districts 17, 18 and 19, and district 20 (between Harrisburg and Tillsonburg Junction), vice W. E. Costello, transferred. Office, London, Ont.

H. C. Martin has been appointed Chief of Tariff Bureau in charge of freight tariffs and percentage divisions of lines west of the Detroit and St. Clair rivers, working under the directions of the freight officers in charge of that territory. Office, Chicago, Ill.

W. E. Costello, heretofore Assistant Superintendent middle division at London, Ont., has been appointed Assistant Superintendent district 25 (Main Line) and district 26, with jurisdiction over all matters pertaining to transportation. Office, Battle Creek, Mich. J. Ehrke, Trainmaster district 26. Office, Battle Creek, Mich., will report to the Assistant Superintendent. X. H. Cornell, Master of Transportation, and J. R. Williams, Trainmaster district 25, C. S. and M. districts 27, 28, and 29, offices, Durand, Mich., will report to the Superintendent as heretofore.

J. C. McFadzean has been appointed agent at Detroit.

G. J. Blanche will act as agent at Milwaukee, Wis., until further notice, vice H. Shackell, deceased.

J. D. Cameron, ex-Attorney-General of Manitoba, has been acting as solicitor at Winnipeg for the G.T.R. system for some months, and will act for the G.T. Pacific Ry. Co. as soon as that corporation is organized. His

title will probably be Associate Counsel at Winnipeg.

Great Northern Ry. of Canada.—J. B. Musgrove, Master Car Builder, has resigned, and the position has been abolished.

Great Northern Ry. (U.S.).—O. S. Bowen has been appointed resident engineer at Spokane, Wash., with jurisdiction over the Kalispell and Spokane division, and the Spokane Falls and Northern Ry. The S.F. and N. Ry. includes the Red Mountain Ry., the completed sections of the Vancouver, Victoria, and Eastern Ry., and the other G.N. Ry. lines in the mountain districts of B.C.

Great North-Western Telegraph Co.—H. P. Dwight, since 1881 General Manager of the G.N.W.T. Co., and since 1893 President and General Manager, has been re-elected President.

I. McMichael, hitherto Manager of the Minneapolis and Northwestern districts Western Union Telegraph Co., at Minneapolis, Minn., has been appointed General Manager.

Halifax and Southwestern Ry.—D. B. Hanna, Third Vice-President Canadian Northern Ry., is in charge of the operation of this railway, which includes the old Central Ry. of Nova Scotia, the line under construction from Halifax to Yarmouth, and the Caledonia branch. J. Brignell, heretofore General Manager of the Nova Scotia Central, is Superintendent; R. M. J. McGill remains as General Passenger and Freight Agent and Auditor; C. O. Foss is Engineer of Maintenance, and T. R. McLeod, formerly of the Inverness Ry. and Coal Co.'s railway, is locomotive foreman. Offices, Bridgewater, N.S.

Kettle Valley Lines.—H. W. Warrington has been appointed Superintendent, and G. W. Fairweather General Freight and Passenger Agent.

Pere Marquette Rd.—H. Dean, heretofore commercial agent at Detroit, Mich., has been appointed division freight agent. Office, Detroit.

T. L. Pierce, travelling freight agent at New York, has been appointed commercial agent at Detroit, succeeding H. Dean, promoted.

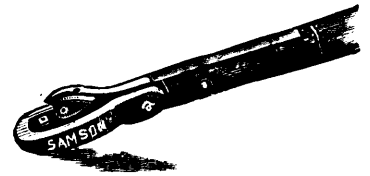
Temiskaming and Northern Ontario Ry.—The engineering staff on the construction of this railway from North Bay, Ont., on Oct. 1, comprised: Chief Engineer, W. B. Russell; Assistant Chief Engineer, E. E. Perreault; divisional engineer between miles 60 and 90, R. Laird, with F. C. Jackson, C. W. Doherty and C. L. Russell under him as sectional engineers; divisional engineer between miles 90 and 112 and northern terminals, R. A. Galbraith, with A. McGougan and R. Simpson under him as sectional engineers; in charge of track centres, R. H. Harcourt; location survey north of mileage 112 towards Abitibi waters, T. S. Hay. Manager of Construction for A. R. Macdonnell, contractor, H. Doheny.

Wabash Rd.—J. Bell has been appointed inspector of fuel and locomotives, Buffalo division. Office, St. Thomas, Ont.

J. Manson, who has been succeeded as C.P.R. Superintendent district no. 2 at Toronto by C. Murphy, has been granted three months' leave of absence on account of ill-health. He will visit Europe.

J. R. Nelson, who has been appointed C.P.R. Superintendent at North Bay, Ont., entered railway service in 1892 as junior clerk in the purchasing department, afterwards being appointed stenographer. He was subsequently transferred to the office of the Vice-President as stenographer to the chief clerk, and latterly as secretary to Sir Thos. Shaughnessy, then Vice-President, remaining with Sir Thomas when he succeeded to the Presidency. From 1901 to the date of present appointment he was chief clerk in the President's office.

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WRITE FOR CATALOGUE

Canadian Ticket Agents' Association.

The seventeenth annual meeting was held at Sydney, N.S., Oct. 12. The trip was participated in by a party of 128, of whom 30 were ladies. This was a considerable falling off in numbers from 1902, when the Washington party numbered 210. The following members went on the trip: A. H. Baird, C.P.R., Paris; W. F. Bleecker, C.P.R., Marmora; E. R. Blow, C.P.R., Whitby, and wife; W. Booth, C.P.R., Trenton, and wife; J. L. Boyes, G.T.R., Napanee, and wife; A. C. Brown, C.P.R., Guelph, and wife; R. H. Carney, G.T.R., Sault Ste. Marie; John Carter, C.P.R., Sundridge, and wife; B. Caswell, C.P.R., Smith's Falls, and wife; J. D. Chipman, C.P.R., Halifax; R. Clanahan, C.P.R., Glencoe, and wife; Jas. Clark, C.P.R., Renfrew, and wife; C. R. Coleman, C.P.R., Truro; R. Cox, C.P.R., Enterprise; R. J. Craig, C.P.R., Cobourg, and wife; A. J. Davis, C.P.R., Port Perry, and wife; C. M. Dawson, I.C.R., Truro; G. H. Doherty, Niagara River Line, Toronto; E. R. Dransfield, Webster's Ticket Agency, Toronto, and wife; F. B. Edgcombe, C.P.R., Fredericton, and wife; J. S. Fleming, I.C.R., Newcastle, N.B.; J. J. Forbes, G.T.R., Stratford, and wife; C. H. Foss, G.T.R., Sherbrooke, and wife; A. Grant, C.P.R., Perth, and wife; A. E. Gregory, Kawartha Lakes Navigation Co. (Ltd.), Lindsay, and wife; J. P. Hanley, G.T.R., Kingston; F. M. Hawley, G.T.R., Cobourg; F. R. Hodgson, G.T.R., Clinton, and wife; C. E. Horning, G.T.R., London; T. Howard, C.P.R., Hastings; E. H. Jackson, C.P.R., Simcoe, and wife; J. H. Jackson, C.P.R., Georgetown; W. Jackson, C.P.R., Clinton, and wife; R. A. Jamieson, C.P.R., Arnprior; J. H. H. Jury, G.T.R., Bowmanville, and wife; G. D. La Course, G.T.R., Berlin; T. Long, C.P.R., Port Hope, and wife; W. A. MacCallum, C.P.R., Buckingham, and wife; R. MacFarlane, jr., C.P.R., Durham; W. H. C. Mackay, C.P.R., St. John, N.B.; W. H. McFarlane, C.P.R., Paisley, and wife; W. McIlroy, C.P.R., Galt; E. McLaughlin, C.P.R., Napanee; S. McMorine, C.P.R., Richmond; M. McNamara, G.T.R., Walkerton, and wife; P. J. Maher, G.T.R., Glencoe; J. I. Martin, Canada Atlantic Ry., Pembroke; T. C. Matchett, C.P.R., Lindsay; J. D. Meekison, C.P.R., Strathroy, and wife; H. W. Mills, G.T.R., Sarnia; W. H. Montgomery, G.T.R., Galt, and wife; W. B. Moorhouse, C.P.R., Sault Ste. Marie, and wife; C. E. Morgan, G.T.R., Hamilton; J. Murchison, C.P.R., Lucknow; C. A. Nettleton, C.P.R., Penetanguishene; L. Peine, C.P.R., New Hamburg, and wife; R. P. Perry, C.P.R., Bracebridge; Lieut.-Col. E. G. Piché, C.P.R., Joliette, and wife; J. I. Robinson, C.P.R., Sydney; A. J. Ross, C.P.R., Berlin; T. C. Sims, G.T.R., Little Current, and wife; D. Smith, C.P.R., Tilbury, and wife; J. R. Tierney, C.P.R., Arnprior, and wife; M. N. Todd, Galt, and wife; B. Travers, G.T.R., Paris, and wife; B. H. Turner, C.P.R., Little Current, and wife; Dr. H. A. Turner, C.P.R., Millbrook, and wife; J. C. Witchelo, C.P.R., Parry Sound, and wife.

The following were guests of the Association:—L. B. Archibald, Superintendent Parlor, Sleeping and Dining Cars, I.C.R., Halifax; B. H. Bennett, General Agent, Chicago and Northwestern Ry., Toronto; O. Chevrier, Travelling Agent, I.C.R., Montreal; W. T. Dockrell, Travelling Passenger Agent, C.P.R., Toronto, and wife; J. W. Donald, D.P.A. Chicago & Alton Rd., Buffalo; C. B. Foster, District Passenger Agent, C.P.R., St. John, N.B.; G. W. Hardisty, D.P. & F.A. Northern Pacific Railway, Montreal; D. W. Hatch, T.A. Atchison, Topeka and Santa Fe Ry., Montreal; J. B. Lambkin, Assistant General Passenger Agent, I.C.R., Halifax; J. M. Lyons, General Passenger Agent, I.C.R., Moncton, wife and daughter; J. McKenna,

Travelling Passenger Agent, C.P.R., St. John, N.B.; M. G. Murphy, Travelling Passenger Agent, C.P.R., St. John, N.B.; A. H. Notman, Assistant General Passenger Agent, C.P.R., Toronto; C. A. Pilon, Passenger Agent International Mercantile Marine Co., Toronto; H. A. Price, Assistant General Passenger Agent, I.C.R., Montreal, and wife; J. Quinlan, District Passenger Agent, G.T.R., Montreal; A. G. Rainnie, T.A. Time Table Distributing Co., St. John, N.B.; T. Ridgedale, C.F. & P.A. Chicago, Great Western Ry., Montreal; Dr. and Mrs. Shaw, Clinton, Ont.; A. J. Taylor, C.F. & P.A. Chicago, Milwaukee & St. Paul Ry., Toronto, and wife; A. C. Turpin, G.A. Rock Island System, Toronto; G. B. Wyllie, T.P.A. Illinois Central Rd., Buffalo, and the Editor and Publisher of THE RAILWAY AND SHIPPING WORLD.

The party assembled at Montreal on Oct. 8, and at one o'clock a large number of them lunched on the s.s. Tunisian as the guests of Allan Steamship Line. Shortly after 7 p.m., a special Intercolonial train, consisting of seven sleeping cars, two dining cars, a colonist car for the employes, and a baggage car, was backed into the Bonaventure Station. As on the Washington trip, Secretary de la Hooke had carefully located the berths in advance; the cars were conspicuously numbered, and the party was accommodated without a hitch. Montreal was left at 8 p.m., and at breakfast time next morning, Oct. 9, the train was past Rimouski. A good view was had of the St. Lawrence, and then the scenery of the Metapedia Valley and of the south shore of the Baie de Chaleur was much enjoyed, the day being bright and pleasant. After luncheon on the dining cars everything went well until about 4 p.m., when the train came to a sudden stop amid breaking of glass, etc. The passengers hurried out to find they had been in a head-on collision at Patterson's siding, 7 miles east of Beaver Brook, and 3 miles west of Newcastle, N.B., with express train no. 35, from Moncton to Campbellton. The ticket agents' special and train 35 had orders to cross at Patterson's siding. Train 35 arrived there first, passed the switch at the east end of the crossing track, and came to a stand on the main line. As the conductor got off he saw the special coming; shouted to some trackmen to turn the switch at the west end of the siding to let the train in, and started a brakeman for the switch. But it was too late; the switch was passed and the special rushed on towards no. 35. The driver of the special, seeing that a collision was inevitable, put on the emergency brake, reversed and jumped; the fireman following him. In the meantime the driver of no. 35 had started to back, but had not been able to get up any speed; however, it reduced the force of the collision considerably. The special drove no. 35 back about four car-lengths before they both came to a stop. The locomotive of the special had its pilot smashed and one wheel of the forward truck derailed. A draw-bar of one of the dining cars was broken, some of the vestibules were a little knocked about, and the china, etc., in the dining cars was badly smashed. The locomotive of no. 35 was badly stoved in in front and otherwise injured, but no damage was done to the train. Provisionally no one on either train was injured, with the exception of J. Forbes, of Stratford, who had a couple of teeth knocked out, and W. M. McIlroy, of Galt, who was standing in a vestibule and had an arm slightly cut. H. H. Bray, Chief Dispatcher of the I.C.R. at Campbellton, who was on the special, having accompanied it from that point, secured a velocipede car from a track gang working at the siding, and proceeded on it to Newcastle, where a locomotive was waiting to take the special east. He returned very quickly with this locomotive and an auxiliary car, and by 5.30 p.m. the special had been started again with the fresh loco-

motive, the damaged dining car being transferred to the rear of the train. The special's locomotive, which was in collision, but only slightly damaged, was left behind for train 35. Owing to the delay occasioned by the collision it was found impossible to reach Halifax until after midnight; the train was run on to a siding at Bedford, about 7 miles west of Halifax, about 1 a.m., and the party had a quiet rest there.

In reference to the collision we have been officially informed that the special train and train 35 both had orders to cross at Patterson's siding; train 35 occupied the main line close to the west end of the siding; the special should have stopped at the west switch and entered the siding, but instead overshot the switch and collided with train 35. The driver of the special was considered at fault and has been disciplined.

On Saturday, Oct. 10, the train was run into Halifax, arriving there about 8 a.m., and the party went to their hotels, most of them putting up at the Halifax and the Queen's. At 10.30 the party went on board the ferry steamer Chebucto, which is owned by the town of Dartmouth, and which was chartered for the occasion by the Halifax Board of Trade. A very pleasant cruise was enjoyed on the harbor, while the mayor and others discoursed on the magnificence of the harbor, its depth of water, etc., until suddenly there was an ominous sound below and the steamer came to a stop, having run on to the red buoy shoal, owing to the captain having gone in between the red buoy and McNabb's island. Coming so soon after the railway collision some people were naturally a little nervous, but J. B. Lambkin, of the I.C.R., started a rollicking chorus and anything in the nature of a panic was averted. The captain, seeing he could not get the Chebucto off, whistled for assistance. Several tugs came to the rescue, and the passengers were taken off and treated to a further trip on the water. The Chebucto was pulled off at high water at night by a couple of tugs, when it was found she had sustained about \$1,000 damage. The captain was suspended. The incident was very annoying to the Haligonians, who treated their guests most hospitably, and there seems no excuse for it having happened, as the captain should undoubtedly have kept outside the buoy. In the afternoon the party divided up, some going to a baseball match, others driving about the city, etc. At 7 o'clock they again boarded the special train and reached Truro at 9, where most of them attended the Coldstream Guards band concert. Truro was left again about midnight, and about 8 a.m. Sunday, Oct. 11, the special pulled into Sydney, where the majority stayed at the Sydney hotel, though a considerable number had to find quarters at other hotels and some returned to their berths in the sleeping cars, not being able to get accommodation in town.

THE ANNUAL MEETING

was held at the Court House, Sydney, on Oct. 12 at 9 a.m., President McNamara in the chair.

The Secretary-Treasurer's report dealt with the general work of the Association during the year, and especially referred to the following matters: The death on Oct. 5 of E. H. Crean, C.P.R. city ticket agent at Quebec. The appointment of F. W. Churchill, town ticket agent at Collingwood, to represent the Association at the meeting of the American Association of General Passenger and Ticket Agents at New Orleans, in response to an invitation from the latter Association. At the last annual meeting the C.T.A. Association had 168 paid-up members. Mainly through the exertions of Vice-President Mackay and other Maritime Province members 29 new members have joined; three members in arrears have paid them up; but as 26 members failed to pay their subscriptions for 1903, and

two others resigned owing to being no longer eligible, the result is a net gain of three in the membership for the year, but it is hoped that many of those who have not paid for the current year will yet do so. Members are urged to remit their subscriptions to the Secretary-Treasurer early in January in each year so that they may receive the official organ of the Association, THE RAILWAY AND SHIPPING WORLD, regularly from the commencement of each year. The receipts during the year were \$734.31, and the expenditure \$423.90, leaving a balance of \$310.41, with no outstanding liabilities.

The special committee, composed of F. W. Churchill, S. B. Morris, W. McIlroy, W. Buntton and W. H. McFarlane, appointed at Washington, D.C., last year to inquire into the feasibility and advisability of the Association adopting an insurance or benefit fund, reported that F. W. Churchill had been appointed chairman and S. B. Morris secretary. Having made inquiries from the Dominion Insurance Department and taken legal advice, they have ascertained that it would be necessary to be incorporated by special act of Par-

liament before the Association could conduct an insurance department in connection with the Association, the cost of which would be very considerable. The committee are, therefore, of the opinion that the proposed insurance scheme is not at present feasible. Accompanying the report was a letter from Mr. Churchill which stated that the committee, through the courtesy of several officials of the Lehigh Valley, the West Shore, the Boston and Maine and other railways had had placed before them considerable information as to various schemes in operation on their several roads. Some of these are in the nature of clubs, while others came within the scope of the insurance act and would necessitate special legislation, and furthermore appear unsuitable on other grounds. The Honorary Counsel has expressed his opinion that a funeral benefit scheme might be organized which would not infringe on the Insurance Act, and Mr. Churchill suggested that an effort be made to carry out the scheme along these lines with a funeral benefit of say \$100 or \$150, each member to pay \$1 with his annual subscription so as to minimize clerical labor.

President McNamara then said: In the many addresses heretofore delivered at our annual gatherings, nearly all subjects of general interest to our Association have been covered so well that but little remains to be dealt with outside the working details of our organization. We are well treated by the important corporations that we have the honor to represent, and I know that the members generally will support the executive in thanking the chief officers of the great transportation companies of Canada for the courtesies extended to our Association. Individually also, we have no just cause of complaint in dealing with our official superiors, for we find by experience that those who attend to their duties are always well treated, and that even the auditors relax the stern frown of official severity when our returns go in promptly and prove correct.

During the past year there has been great activity in the special department with which we are connected. The railways of Canada carried in 1902 a total of 20,679,974 passengers, an increase of 2,293,652 over the previous year. The modesty peculiar to ticket

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agents prevents us from asserting that this increase is altogether due to our efforts. But we may be pardoned for claiming a small share in its development. If the officials of the passenger department were not always on the alert, the result would not be so satisfactory. The railways of Canada are putting forth great effort to increase their business. The men at the top are always awake, and they have no love for sleepy agents.

The details of traffic give an average of four trips during the year for every man, woman and child in the Dominion. This is certainly a remarkable illustration, both of the activity of our people and their ability to spend money in railway travel. It represents, in a considerable degree, the growth of luxury in the country, and also the increasing inducements to travel placed before the public by the railways. The managers are constantly improving the facilities of travel and adding to the attraction of their routes by luxuries that tempt people to use them in a constantly increasing degree. Last year the Canadian railways earned in passenger traffic the very large sum of \$22,600,091. The increased business of last year was proportionately the greatest in the history of Canada's railway development. It is partly due to the natural increase of population and wealth in the country, but may fairly be ascribed, in some measure, to improving facilities of travel and increasing efficiency of management. Since the organization of the Canadian Ticket Agents' Association in 1887 the volume of railway travel in Canada has more than doubled. The companies we represent carried in that year 2,000,000 passengers, and last year, as we see, they carried over 20,000,000. What share of this remarkable development may stand to our credit, we leave to the judgment of our official superiors. But we certainly do claim credit for vigorously presenting the advantages of the roads we represent to the travelling public. Each in his own locality enjoys the opportunity of keeping the company he serves in touch with the community he lives in. His personality humanizes the institution and gives people a living interest in its prosperity. It is quite certain that the railways of Canada are much more popular at present than when their business was confined exclusively to railway stations.

It may not be amiss to point out to the chief officers of our respective companies that an opportunity exists for a still further improvement that would be much appreciated by the travelling public, and that is, the erection of new stations on the branch lines. Most of these stations are ancient, and by no means attractive. When the train is late and the station master out of humor they are anything but lovely places to spend an evening in. Their cheerless aspect leads to undue patronage of the station hotels. When increased travel results from increased comfort to travellers we may be sure that new stations on the branch lines would give a satisfactory increase in the business of the companies. It is an improvement that would be greatly appreciated by the general public, and especially by commercial travellers, who are a numerous and deserving body of railway patrons.

I regret having occasion to point out that the United States railways have not yet resumed the payment of commissions to Canadian ticket agents. We sell their tickets and contribute to their revenue without receiving any payment for our services. Possibly the system formerly prevailing went too far. When competition was active some of the roads paid more than the service was worth. We would be satisfied with a reasonable compensation, and as a matter of justice we are entitled to it. Some people consider it nonsense to talk of justice to the great railway corporations of the United States. Perhaps

it is. But in a democratic community there is no guarantee of permanency on any other basis. The gentlemen at the head of these great corporations recognize the principles of business ethics at least quite as well as other men, and I am satisfied that if they realized the fact that Canadian ticket agents receive no payment for the business we handle for them in Canada, they would be willing to pay something for the service we render them. It is only a fair business proposition, and experience in dealing with the managers of our own roads, justifies the belief that if the matter were fully considered by the United States companies, they would see that it is unfair to accept our services without paying for the business we send them. This is a grievance to our Association, and I trust that the managers of the United States roads may be willing to consider it.

Present appearances indicate an immediate and large increase in railway development in Canada. The proposed new transcontinental road interests our Association in the prospect it presents of a large increase in railway travel. Although we are not politicians in our associated capacity, one can see individually, that the new road is of vast interest to the whole country, and of special interest to the people of the Maritime Provinces. It opens out a grand view of the teeming wealth of the western prairies finding an outlet to the markets of Europe through the seaports of Halifax, St. John and Sydney. It does not necessarily mean the decay of the Intercolonial Ry., for who can doubt that in a few years there will be traffic enough for both. Our maritime friends are to be congratulated. They are getting a vast increase in their railway facilities without much expense to themselves, and will soon see their magnificent harbors crowded with shipping, and vieing with Portland and New York in handling the products of the western prairies. There is a splendid future in store for the maritime ports, and it would seem to us, living mostly in Ontario, that the way of wisdom for those living down by the sea is to get all the railways that other people are willing to build for them, and then exert themselves to get more railways. The people of Ontario contributed \$22,064,442 in municipal and provincial bonuses towards building railways within their own Province, besides their share of the \$178,022,186 paid by the Dominion Government. When the western prairies are fully developed, it will take more than two railways to bring their products to the ocean. This is the growing time, and it may not hurt our maritime friends to hear that in the opinion of Ontario business men they should strain every nerve, and use every influence within their resources, to direct the traffic of the prairies to their own ports instead of letting it find an outlet through the ports of our United States neighbors. This is practical patriotism, and as the Canadian Ticket Agents' Association is an eminently practical and patriotic organization, it may not be amiss to place our views on this important question before those who are now struggling to find a solution of the railway problem for the whole Dominion. We want all the railways we can get, and when they are all built there will still be room for more. It may be said that this is a question of freight traffic rather than of passenger travel, but wherever there are railways there are travellers, and in addition to the immediate interests of our own business, we must never lose sight of the fact that we are citizens of Canada, and bound by public duty to do what we can to promote the general welfare of our country.

In our annual trips since the organization of our Association, we have visited all important points in Canada from Winnipeg to the Atlantic ocean. We now have nothing left but the Pacific coast and the Klondike. Each place visited has its own interest, but none surpasses either the place of our present meeting, or

the country we came through in reaching it. Here it was that just 300 years ago the adventurous sons of France made their first settlement in the new world. And it was the scene of many historic struggles before settling down to its present peaceful condition. The lovely valley of Acadia through which we passed in getting to Sydney is one of the most renowned spots in the history of the new world. Three times it was conquered by the British, and three times restored by treaty to the French. Less than a hundred and fifty years ago it was the scene of one of the most terrible tragedies in history. Eighteen thousand men, women and children were seized by troops and scattered to the four winds of heaven. Their property was confiscated, their houses and crops burnt before their eyes, and themselves shipped off in such haste that families and friends became separated, never to meet again. It is on this incident that Longfellow founds his beautiful poem of Evangeline. The railway is the apostle of commerce, and its agents are the missionaries of material progress. But in passing through the land of Evangeline we may be pardoned for pausing a while to pay a tribute of affectionate memory to the history of the Acadians. They were a gallant race. And now we find the descendants of those among them who escaped joining with their conquerors in building up a new nation in British America, which secures to the descendants of those who met in deadly strife the blessings of liberty united with security in more just and equal proportions than exist in any other country on the face of the globe. The present union of British and French in Acadia is a splendid tribute to the power of peace and justice.

The President's remarks were received with great approval, and it was resolved that they be printed and bound and supplied to each member, and to the passenger agents of the railways in Canada and the United States.

W. Jackson moved, seconded by C. E. Morgan, that in the best interests of this Association, some change should be made in the mode of selecting the place of annual meeting, and that for the meeting of 1904 the decision be left in the hands of the executive committee for that year, it being understood that no place will receive consideration that has not extended an invitation; to which transportation has not been promised, and at which hotel accommodation has not been guaranteed. After a very full discussion the motion was carried unanimously.

Invitations for the annual meeting of 1904 were read as follows:—From G. J. Charlton, General Passenger Agent of the Chicago & Alton Ry., extending an invitation to their members, should they meet at St. Louis, to use that line en route to and from that city. From H. E. Tupper, General Agent, Passenger Department of the Denver and Rio Grande Rd., at New York, stating that S. K. Hooper, General Passenger Agent, will be glad to welcome the members to Colorado next year, and will extend the courtesies of the line if the pass agreement will allow. A. C. Turpin, General Agent of the Chicago, Rock Island and Pacific Ry. at Toronto, read a telegram from L. M. Allen, General Passenger Agent, saying he would be glad to extend the courtesies of the line, should Denver be selected for the meeting. J. A. Richardson, Canadian Passenger Agent of the Wabash Rd. at Toronto, telegraphed offering the members transportation to St. Louis in April, 1904.

The following officers were re-elected unanimously:—President, M. McNamara, Walkerton, Ont.; 1st Vice-President, W. H. C. Mackay, St. John, N.B.; 2nd Vice-President, C. E. Morgan, Hamilton, Ont.; 3rd Vice-President, W. H. Harper, Chatham, Ont.; Secretary-Treasurer, E. de la Hooke, London, Ont.; Honorary Counsel, J. H. Flock, K.C., London, Ont.; Auditor, R. J. Craig,

Cobourg, Ont. Dr. Shaw, of Clinton, Ont., was elected Honorary Physician. The following were elected by ballot as members of the Executive Committee.—W. Jackson, Clinton, Ont.; W. Bunton, Peterboro', Ont.; J. W. Ryder, Toronto, Ont.; Dr. Turner, Millbrook, Ont.; W. McIlroy, Galt, Ont. At a subsequent meeting of the Executive Committee W. Bunton was re-elected chairman.

The thanks of the Association were tendered to the several railway and steamship lines for their courtesy, and to the Royal Cape Breton Yacht Club, the Sydney Club and the Union Club, St. John, for extension of their privileges to the Association. Special votes of thanks were passed thanking J. I. Robinson, of Sydney, for his efforts in connection with the meeting, and to W. Jackson for having acted as Secretary owing to Mr. de la Hooke's unavoidable absence, and to the various U.S. railway officers who have tendered transportation for the 1904 meeting.

It was unanimously resolved that the members greatly regret the inability of Secretary-Treasurer de la Hooke to be present, and hope that he may soon be restored to good health, and that he may be able to be present at the next annual meeting. He was voted \$175 for his services for the year.

In the afternoon the party had a sail on Sydney harbor as guests of the town council and board of trade, and visited the Dominion Iron and Steel Co's plant. In the evening the annual dinner was held at the Sydney hotel. In addition to most of the members of the Association and the male guests whose names have already been given, there were present the mayors of Sydney and North Sydney, a number of town councillors, J. R. McIsaac, Traffic Manager of the Dominion Iron and Steel Co.; C. M. Odell, Chief Engineer of the Sydney and Louisburg Ry., and others. President McNamara occupied the chair, Vice-Presidents Mackay and Morgan being vice-chairmen. The ladies were entertained in an adjoining room, and just after the viands had been disposed of Mrs. Smith, of Tilbury, Ont., came forward and on their behalf thanked J. B. Lambkin, of the I.C.R., for his courtesies to them. The toast list was as follows: The King; General Passenger Agents, responded to by J. M. Lyons, A. H. Notman, J. B. Lambkin, C. B. Foster, and J. R. McIsaac; Mayor and Corporation of Sydney, responded to by Mayor Richardson, Deputy-Mayor Hanrahan and Councillor Ross; our Association, responded to by J. I. Robinson; our guests, responded to by ex-Mayor Crowe and Mayor McKenzie of North Sydney; Cape Breton and its industries, respond-



SAULT STE. MARIE CANAL.

SEALED tenders addressed to the undersigned and endorsed "Tenders for Dredging on Sault Ste. Marie Canal, will be received at this office until 16 o'clock on the 11th day of November, 1903, for taking out the shoals in front of the upper channel of the canal.

Plans and specifications of the work can be seen on and after the 2nd day of November, 1903, at the office of the Chief Engineer of the Department of Railways and Canals, Ottawa, and also at the Canal Office, Sault Ste. Marie, Ontario. Forms of tender can also be obtained at the places named.

In the case of firms there must be attached to the tender the actual signatures of the full name, the nature of the occupation and residence of each member of the same.

The department does not bind itself to accept the lowest or any tender.

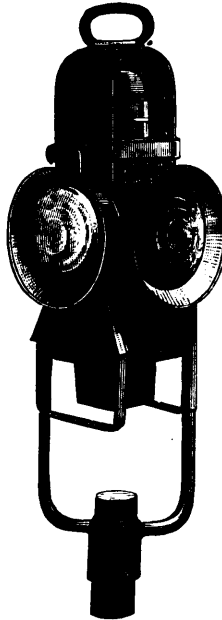
L. K. JONES, Secretary.

Department of Railways and Canals, Ottawa, 27th October, 1903.

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ed to by A. Dick and C. M. Odell; Travelling Passenger Agents, responded to by W. T. Dockrill and G. B. Wylie; the ladies, responded to by W. Bunton. W. McIlroy, of Galt, and Messrs. Grant and Horrigan sang very acceptably.

On Tuesday, Oct. 13, the special train with the party was taken over the Sydney and Louisburg Ry. Owing to rain it was found impossible to visit the Marconi wireless telegraph station or the Dominion Coal Co.'s mines at Glace Bay, and the train went through to Louisburg, where the visitors were met by representatives of the town and taken to the hall, where they were entertained at luncheon. Mayor Lewis and Warden Lavette welcomed them on behalf of the municipalities. President McNamara expressed the thanks of the visitors, and a vote of thanks was passed to Traffic Manager McIsaac. After a visit to the Dominion Coal Co.'s shipping pier, Sydney was reached again about 5 p.m., and at 7 o'clock the special started for St. John, where it arrived at 11.30 on Wednesday, Oct. 14.

At St. John the visitors were welcomed by W. Downie, General Superintendent, C.P.R.; L. H. Ross, Superintendent of Terminals, I.C.R.; E. S. Smiley, Division Freight Agent, I.C.R., and other local transportation officials. A C.P.R. commissariat car was attached to the train; the I.C.R. locomotive was replaced by a C.P.R. one, and after a short stop the special proceeded to Westfield Beach, on St. John river, where a clam-bake, with lobsters, and many other good things, was much enjoyed. St. John was reached again at 4.30, when the party divided up between the Royal, the Dufferin and other hotels. In the evening many of them saw the Belle of New York at the theatre.

On Thursday, Oct. 15, St. John was left at 8.30 a.m. on the Star Line Steamship Co.'s boat Victoria, on the St. John river, for Fredericton. This trip was undoubtedly the most enjoyable portion of the whole outing, the scenery on this magnificent river being very picturesque. The lower portion of the river, which is very winding, has high, well-wooded banks, which were rich in autumnal tints. Luncheon was served on board. At Upper Gagetown the steamer was met by the Mayor and a number of other Frederictonians. At 4.30 the steamer reached Fredericton, and the visitors were taken for a drive about the city. In the evening they attended a reception in the Legislative Chamber, where they were received by Mayor and Mrs. Palmer, and other prominent residents. Dancing was indulged in, refreshments were served, President McNamara thanked the entertainers, and Mayor Palmer responded. At 11.30 p.m. the special train, which had been brought up from St. John, was again boarded, and it proceeded via the C.P.R. to Montreal, which was reached early in the afternoon of Friday, Oct. 16, when the party dispersed.

The following presentations were made during the trip on behalf of the members and the guests who accompanied them: J. M. Lyons, General Passenger Agent, I.C.R., pair cut glass decanters, with silver labels, in oak case; H. A. Price, Assistant General Passenger Agent, I.C.R., 2 sets silver-mounted carving knives and forks, in case; J. B. Lambkin, Assistant General Passenger Agent, I.C.R., cut glass decanter, with silver label; A. H. Notman, Assistant General Passenger Agent, C.P.R., pair gold cuff links; C. B. Foster, District Passenger Agent, C.P.R., pig-skin suit case; R. S. Orchard, Manager Star Line Steamship Co., silk umbrella; conductor of sleeping cars, silver match box.

The I.C.R. provided a splendid special train for the trip. The seven sleepers were all thoroughly up-to-date and the dining car service was excellent. The various officials were assiduous in their attentions. H. A. Price,

Assistant General Passenger Agent at Montreal, and Mrs. Price, travelled with the party from Montreal to Moncton, and again from Moncton to Montreal. O. Chevrier, travelling passenger agent, was on duty from Montreal to Moncton. E. Price, Superintendent, met the train at Campbellton, and H. H. Bray, chief dispatcher, accompanied it from there over his division. At Moncton, E. Tiffin, General Traffic Manager, and J. E. Price, General Superintendent, welcomed the visitors, and J. M. Lyons, General Passenger Agent, and his wife and daughter, joined them and remained with them till they left Fredericton. L. B. Archibald, Superintendent of Sleeping and Dining Cars, also accompanied them from Moncton to Halifax. J. M. Jarvis, Superintendent of the Halifax & St. John district, and Y. C. Campbell, Superintendent of the Sydney and Oxford districts, travelled with them over portions of their districts; and L. S. Brown, Chief Dispatcher at New Glasgow, accompanied them from there to Sydney and return. The C.P.R. was represented by A. H. Notman, Assistant General Passenger Agent, Toronto, and C. B. Foster, District Passenger Agent, St. John, N.B., to whom the party were much indebted.

President McNamara made a number of capital speeches and proved an excellent presiding officer. Ex-President Jackson, who acted as Secretary, was most attentive and efficient. Very great regret was expressed at the enforced absence of Secretary de la Hooke, who is looked on as the father of the Association, and has never missed a meeting before. J. I. Robinson, of Sydney, and F. B. Edgcombe, of Fredericton, were indefatigable in carrying out the local arrangements at those places.

While the trip was enjoyable in many respects, it will hardly be looked on as one of the most successful the Association has had. A mistake was undoubtedly made in selecting Sydney as the place of meeting, as the hotel accommodation there, while very good for a place of the size, was inadequate. The harbor is very fine, and the steel works are interesting, but outside of that there is no attraction for visitors, and it cannot be looked on as a convention town. The rain, which lasted the whole time the visitors were in Sydney, proved a great drawback. The majority of the party seemed to think that there was too much railway travelling and that the trip took too long, and this had doubtless much to do with the unanimous decision of the Association to leave the selection of the next place of meeting in the hands of the executive committee.

C.P.R. Betterments, Construction, Etc.

General.—At the annual meeting held Oct. 7, the shareholders voted \$4,500,000 to provide increased terminal facilities, grade reductions and additions to property other than new lines, as required according to the discretion of the directors.

Northern Colonization Ry.—On the extension from Labelle to Nominique, Que., 22 miles, grading is completed. On Oct. 14 track had been laid for 14 miles from Labelle, and ballasting had been completed on 13 miles. It was expected to have the extension completed by Dec. 1. The work is in charge of F. S. Darling, Divisional Engineer of Construction, Montreal, and C. Mitchell is assistant engineer in charge. D. R. McDonald & Co., Glengarry, Ont., are the contractors. (July, pg. 245.)

At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for the construction of a line from Lake Nominique to La Lievre, 35 miles, \$112,000.

Lake Superior Division.—During this year there has been laid on this division 60 miles of

heavy rails, replacing 60-lb. steel. The whole of the main line from Chalk River to Fort William, Ont., 751.6 miles, has now been relaid with heavy rails. Ballasting has been done on 150 miles and a large number of trestle bridges filled in. At Red Sucker, an immense trestle on the north shore of Lake Superior, a diversion has been made and a temporary bridge built in alongside the old structure. It has been filled in right up to the stringers this year, 300,000 cubic yards of material having been placed in it. In 1902 a start was made to lengthen the passing tracks between Chalk River and Fort William, and this year the work has been completed. A number of intermediate passing tracks have also been constructed. All these passing places east of Cartier are 3,000 ft. long, and those west of Cartier, 2,500 ft. long.

The whole of the yards and buildings at North Bay are being reconstructed and rearranged to meet the requirements of the increasing business. A stone station is being built east of the present building; a 2,000-ton capacity ice-house, new coal pockets, stores building, carpenter's and car repairer's shops and an 18-stall stone roundhouse and machine shop. The roundhouse, etc., are being erected on the south side of the through tracks, and considerable progress has been made with the work. The yard has been remodelled, on the most modern plans. B. K. Russell, formerly Chief Engineer in charge of construction of the Bruce Mines and Algoma Ry., is engineer in charge of the works at North Bay for the contractor. (Sept., pg. 309.)

North Bay-Sudbury Grade Reduction.—Between North Bay and Sudbury, Ont., the gradients are being reduced from 1% in both directions to 0.4%. Just east of Sudbury a new line is being built south of the present track for about three miles. F. S. Darling, Divisional Engineer of Construction, Montreal, has charge, and E. H. Pierce is assistant engineer on the work. The Canada Construction Co., of Montreal, has the contract. (July, pg. 245.)

Fort William to Winnipeg Grade Reductions.—On this portion of the line the gradient is being reduced from 1% westbound, and from 0.7% eastbound to 0.4% in each direction. In order to secure this reduction several deviations are being made, the most important of which are at Eagle river, near Rat Portage, and at Cross Lake, where new lines are being built. F. S. Darling, Divisional Engineer of Construction, Montreal, is in charge, with J. M. Dixon, assistant engineer, on the work. Foley Bros. and Larsen are the contractors.

Winnipeg Beach Branch.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for a line from Winnipeg Beach to Teulon and to Iceland river by way of Gimli, Man., 35 miles.

Winnipeg to Brandon Grade Reduction.—It is proposed to reduce the gradient on the line between these points from 0.7% to 0.3% in each direction. It is expected that this work will be gone on with next year.

Pipestone Branch.—Grading on the extension of this branch from Arcola to Regina, Assa., 113 miles, has been practically completed. Up to Oct. 15 track had been laid on 15 miles from Regina southeasterly, and it was intended to continue laying track at the rate of about a mile a day as long as the weather permitted. It was not expected, however, to be able to have the track laid on the whole of the extension this year. J. G. Sullivan, Division Engineer of Construction, Winnipeg, is in charge, with A. McCullough as assistant engineer on the work. Foley Bros. and Larsen had the contract for grading. (Oct., pg. 355.)

Manitoba and Northwestern Ry.—Track has been laid from Yorkton, Assa., to Sheho,

42 miles, and it is expected to complete the grading of 30 miles beyond that point this year. This will carry the line to near the boundary between Assiniboia and Saskatchewan. J. G. Sullivan, Divisional Engineer of Construction, Winnipeg, is in charge of construction, with T. S. Armstrong as assistant engineer on the work. J. D. McArthur & Co., of Winnipeg, has the contract for grading. (Sept., pg. 302.)

Brandon to Broadview Grade Reduction.—The gradient is being reduced from 1% each way to 0.4% each way on the main line from Brandon, Man., to Broadview, Assa., 131 miles. It is expected to complete the work this year. J. G. Sullivan, Divisional Engineer of Construction, Winnipeg, has charge, with W. A. James as assistant engineer on the work. P. Lambe is the contractor.

Pheasant Hills Branch.—Grading on this branch from Kirkella has been completed to Jumping Deer creek, Assa., 150 miles. No more grading will be done this year. On Oct. 14 track had been laid to Pearl creek, about 100 miles, and it was expected to lay about 30 miles more this year to Balcarres. The work is in charge of J. G. Sullivan, Divisional Engineer of Construction, Winnipeg, with M. Cotton as assistant engineer in charge. Foley Bros. and Larsen had the contract for grading the first 100 miles, and J. D. McArthur & Co., of Winnipeg, that for grading the other 50 miles. At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for the construction of 136 miles of line from near Elkhorn to the Pheasant Hills. (Sept., pg. 309.)

Clanwilliam Deviation.—At Clanwilliam, B.C., the line is being changed for a distance of one mile east, to avoid snow slides. The new line is being built north of the present track. J. G. Sullivan, Divisional Engineer of Construction, is in charge, with H. M. Merridon as assistant engineer on the work. J. W. Stewart is the contractor. (Oct., pg. 355.)

Moose Jaw to Swift Current Grade Reduction.—The gradient between these points,

112.3 miles, is being reduced from 1% each way to 0.4%. This means practically reconstructing the line between Caron and Waldeck. It is expected that the greater part of this work will be done this year, and that it

will be completed early next year. J. G. Sullivan, Divisional Engineer of Construction, Winnipeg, has charge of the work. Foley Bros. and Larsen are the contractors. (Oct., pg. 355.)

Canadian Northern Railway

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Bonaventure Station Improvements.—The proposals for the re-arrangement of the accommodation at this station, and for additional improvements there have not yet received final sanction.

Montreal Terminals.—We are advised that the proposals in reference to increased accommodation at the Montreal terminals have not yet been matured. Engineers are working on the plans, and it is expected that they will be ready for approval at an early date.

Allandale Yards, Etc.—A 25-stall roundhouse is being built at Allandale, Ont., by T. Hall, of London, Ont. It is also intended to erect modern coal chutes, and to increase the capacity of the yard by adding additional tracks, which are much needed to take care of the increased volume of traffic. The plans for the yard have not been finally adopted.

Yonge St. Bridge, Toronto.—The Railway Committee of the Privy Council has directed the construction of a bridge over the tracks at the foot of Yonge st., and that the cost of the same shall be borne by the G.T.R. and C.P.R. companies. (Oct., pg. 348.)

Toronto Yards.—The outward freight shed at the new yards in Toronto is almost completed, and rapid progress is being made with the office building at the corner of Front and Simcoe streets. Track laying in the yard is expected to be commenced early in Nov. (Oct., pg. 348.)

Brantford-Paris Gradient Reduction.—The improvements in progress between Brantford and Paris, Ont., in connection with the carrying of the main line through Brantford are still under way. The gradient of 1% is being reduced to 0.4%, with the exception of about a mile near Brantford, where the grade will remain at 1%.

Fort Erie Roundhouse.—A 25-stall roundhouse is nearly completed at Fort Erie, Ont., and the yards are in course of re-arrangement. T. Hall, of London, Ont., has the contract for the erection of the roundhouse.

Dunnville Station.—A new station building has been completed at Dunnville, Ont.

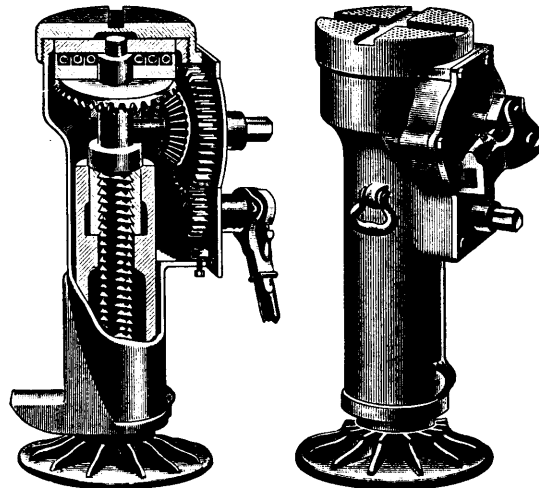
Kingscourt-Sarnia Double Tracking.—The work consists chiefly of the construction of a second track alongside the existing one. Grading is practically finished between Sarnia and Wyoming, Ont., and the greater part of the masonry structures are completed. Between Wyoming and Kingscourt about two miles of grading have been completed.

Grand Trunk Pacific Railway.

The act incorporating the G.T. Pacific Ry. Co. has been passed by the Dominion Parliament, as also has the act confirming the agreement with the company, and providing for the construction of a national transcontinental railway. In the estimates \$500,000 has been provided for the purpose of making surveys, etc., for the Government section of the line between Moncton, N.B., and Winnipeg. The G.T. Pacific Ry. Co. has not been formally organized, but it has employed a large staff of engineers, which has been at work from the Quebec boundary to the Pacific coast at Port Simpson during the summer. The work is being done under the direction of J. R. Stephens, Assistant Chief Engineer of the G.T.R., who was formerly connected with railway work in the Southern States, and the staff under him is almost entirely composed of U.S. engineers. The headquarters of the staff is at Winnipeg, and divisional offices have been established at North Bay, Ont., Winnipeg and

Edmonton, Alta. From North Bay four survey parties are in the field, operating between the Quebec boundary and the north shore of Lake Nepigon; from that point westerly the surveys have been carried on by parties working from Rat Portage and Winnipeg; and parties have also been working east and west from Edmonton.

C. M. Hays, 2nd Vice-President and General Manager G.T.R., and who, it is reported, will be President of the G.T. Pacific Ry. Co., made the following statement before the prorogation of Parliament: "The G.T. Pacific incorporation act having been passed by the Senate, and the amendments offered therein concurred in by the Commons, the bill is now only waiting the Royal assent to place the matter in a position where the company can be organized, and take definite form to inaugurate the necessary action preparatory to undertaking the obligations entered into by the company with the Government. The reconnaissance survey is proceeding vigorously, and in fact has been ever since early last spring. We have between 15 and 20 parties in the field, some of whom have about completed the work on their district. Others will keep on all through the winter. Great care is being taken with a view of obtaining a line with a minimum grade not to exceed



NORTON BALL-BEARING JACK, WITH SECTIONAL VIEW.

0.4%, with no greater than 2 or 3 degree curves. On some portions of the road where the country is comparatively unknown, and owing to the lack of transportation facilities supplies are difficult to obtain, progress is not as rapid as would otherwise be the case. As to plans for construction and the points at which a beginning will be made, that is dependent upon the completion of surveys. We now have the territory well covered. The first parties sent out, which were started before the Government policy as to the eastern division was developed, located between Winnipeg and North Bay, the theory being that that was the section of country that was most in need of additional facilities. While it is undoubtedly true that for several years to come a large proportion of the grain crop of the Northwest will move out by water during the season of navigation, there is to-day a very considerable quantity moving during the winter months by rail north of Lake Superior, and this quantity will be increased in a constantly growing volume as rail facilities for the economical and expeditious movement of the traffic are provided. The new line, with its four-tenths per cent. grades, will have great advantage in this respect. Our surveying parties are also well distributed across the territory from Winnipeg west, and construction on that portion of the line will be

pushed as soon as the results of our surveys are known, as also the construction of the branches from a port on Lake Superior (which port is yet to be determined), to a junction with the eastern division, and a line from North Bay north, also intersecting the eastern division. As to the plans and intentions in connection with the work on the eastern division, I will have to refer to the Government, that portion of the undertaking being, as you are aware, in their control. You ask within what time the line would be completed, and, replying thereto, I will state that of course while this is dependent on conditions generally, the results of surveys, the situation as regards labor, movement of supplies, material, etc., it is not likely that the road will be completed short of five years."

It is stated unofficially that the western portion of the road will be built by the G. T. Pacific Ry. Co., and the work will be done by contract, tenders being asked from contractors. It is not yet announced where the Pacific terminus of the line will be. Port Simpson, B.C., has been most frequently spoken of, but Bute Inlet, and at least one other port in B.C. have been considered.

A New Type of Ball-Bearing Jack.

A. O. Norton, of Coaticook, Que., has recently designed and brought out a new ball-bearing ratchet screw jack having a capacity of 60 tons, and which is intended for use under 80,000 lbs., and 100,000 lbs. loaded cars, as well as for wrecking equipment. This jack is similar in construction to the earlier type of Norton ball-bearing jack, in that the gears are cut from solid steel forgings, and it has ball bearings to reduce the friction. Mr. Norton advises us that all the working parts are protected from grit and rust; that, being a screw jack without filling, packing or valves, it is absolutely safe under all conditions; that it cannot slip or drop the load, and that it is always ready for instant use.

Canadian Northern Ry. Construction.

General.—In a recent interview in Nova Scotia D. D. Mann, Vice-President, said there was no truth in the report that his firm had decided to abandon its project of a transcontinental line. It was intended to have a line from the Atlantic to the Pacific, and they hoped to connect the Nova Scotia system now under construction, a charter having been obtained for the connecting line. The C. N. Ry. would also be extended from Winnipeg to Hudson's Bay.

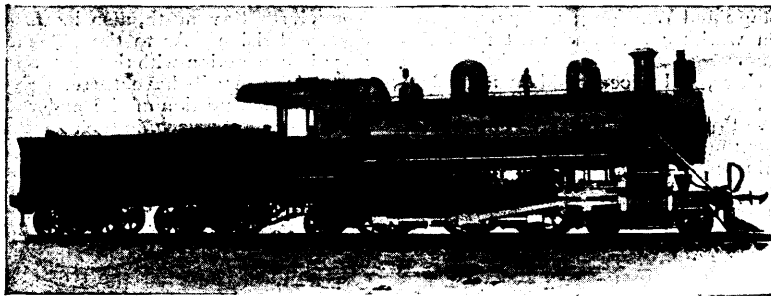
Port Arthur Yards and Docks.—During the past season a good deal of filling has been done at the yards at Port Arthur, to build them up to grade, and this work will be continued as necessity requires. A dock was erected early in the season specially for the unloading of steel rails, and has been of great assistance in the transferring of a large quantity of rails from the steamers to the cars for use in connection with the Company's western extensions.

Port Arthur Elevator.—An additional working house elevator and a series of tile tanks for the storage of grain are under construction. These will have a capacity of 3,500,000 bush., bringing the Company's total storage capacity at Port Arthur to 7,000,000 bush. (July, pg. 243.)

Port Arthur to Winnipeg.—Ballasting gangs were employed all summer on the track between Port Arthur and Winnipeg, and the roadbed is in excellent condition. Twenty miles of steel rails were changed between Port Arthur and Stanley junction, Ont. Section houses and station buildings have

BALDWIN LOCOMOTIVE WORKS.

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Elevator Name	Capacity	Units
Burlington Elevator, St. Louis, Mo.	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	"
J. R. Booth Elevator, Depot Harbor, Ontario	1,000,000	"
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, Coteau Landing, Que.	500,000	"
Northern Grain Co., Manitowoc, Wis.	1,350,000	"
Northern Elevator, East St. Louis, Ill.	1,100,000	"
Montreal Warehousing Co.'s Belt Conveyor System		

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TERMS OF PAYMENT.
An actual settler may purchase 640 acres, or less, on the 10 payment plan, by which the aggregate amount of principal and interest is divided into a cash instalment to be paid at the time of purchase and nine equal deferred instalments annually thereafter, as follows:

- 160 acres at \$4.00 per acre, 1st instalment \$95.85, and 9 equal instalments of \$80.
- 160 acres at \$4.50 per acre, 1st instalment \$107.85, and 9 equal instalments of \$90.
- 160 acres at \$5.00 per acre, 1st instalment \$119.85, and 9 equal instalments of \$100.
- 160 acres at \$5.50 per acre, 1st instalment \$131.80, and 9 equal instalments of \$110.
- 160 acres at \$6.00 per acre, 1st instalment \$143.80, and 9 equal instalments of \$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.

DISCOUNT FOR CASH.
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.
Interest at six per cent. will be charged on overdue instalments.

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Land Commissioner C.P.R. Co.,
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been erected at a number of points, and freight sheds have been built at Mine Center, Fort Frances, and Rainy River, Ont., and at Beaudette, Minn. New track scales have been built at West Fort William and Rainy River. (Oct., pg. 347.)

Winnipeg Roundhouse.—The erection of a new 15-stall engine house at Winnipeg is being gone on with. This is in addition to the existing 14-stall roundhouse hitherto in the yard.

Winnipeg Ticket Offices.—The Company's city ticket office, together with the city offices of the Canadian Northern Express Co., and the Canadian Northern Telegraph Co., will be moved Nov. 1 from 431 Main st. to the corner of Portage avenue and Main st., into the store hitherto occupied by A. Wright.

General Improvements on Manitoba Lines.—Section houses and station buildings have been erected at a number of points over the entire system, and new freight sheds have been built at Hartney, Gladstone and Neepawa, Man. New water stations have been built at White Plains, Roland, Belmont and Hartney, and at a number of other points gas-line plants have been substituted for windmill towers for pumping purposes. New sidings are being built at many points on the system, and others are being lengthened to meet the increasing traffic.

The Western Extension Ry. Co., which was incorporated at the last session of the Manitoba Legislature for the purpose of constructing a number of branch lines in Manitoba, and for entering into a contract with the Manitoba Government for the construction of the same, has been formally amalgamated with the C.N. Ry. Co. The C.N. Ry. Co. was authorized by an act passed at the recent session of the Dominion Parliament to absorb the W.E. Ry. Co., the incorporators of which were C.N. Ry. officials. The agreement of amalgamation was filed with the Secretary of State at Ottawa Oct. 23. (May, pg. 152.)

Manitoba Branches.—Press reports recently stated that the Company had a survey party in the field, running a line from Armstrong to Rosebank, Man., and that it was intended to continue the survey to Thornhill. We are officially advised that the Company is not making any surveys in that section of the country. The Company is under contract with the Manitoba Government to construct a line from Roland or Myrtle to Morden, but such a line would not touch either of the points mentioned in the report.

Edmonton.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted to the Edmonton, Yukon and Pacific Ry. towards the construction of 50 miles of railway from South Edmonton to North Edmonton, Alta., and thence northerly towards the Yellow Head pass. The E.Y. and P. Ry. charter is owned by Mackenzie, Mann & Co., but has not been formally amalgamated with the Canadian Northern Ry. It has constructed about four miles of line from Strathcona into Edmonton, and is now extending that line to the Hudson's Bay reserve, where it has acquired land for a station yard and buildings. (Oct., pg. 347.)

Recent Dominion Legislation.

The following acts relating to transportation interests were passed at the recent session of the Dominion Parliament, in addition to those mentioned in our issues of July (pg. 231), and Aug. (pg. 318):

Incorporating the Canadian Telephone and Telegraph Co.

Incorporating the Southern Central Pacific Ry. Co.

Incorporating the St. Chrysostome Ry. Co.
Incorporating the Quebec, New Brunswick and Nova Scotia Ry.

Amending the act respecting certificates to masters and mates of ships.

Incorporating the Grand Trunk Pacific Ry. Co.

Incorporating the Toronto and Hamilton Ry. Co.

Incorporating the Canadian Transportation and Storage Co.

Respecting the Nicola, Kamloops and Similkameen Coal and Ry. Co.

Incorporating the Brockville, Westport and Northwestern Ry. Co.

Further amending the Steamboat Inspection Act, 1888.

Amending the act relating to Ocean steamboat subsidies.

Amending the act relating to the Department of Railways and Canals.

Incorporating the Ottawa River Ry. Co.

Amending the act respecting the harbor of North Sydney, N.S.

Respecting the construction of a National Transcontinental Ry.

Amending the Manitoba Grain Act, 1900.

Amending the Shipping Casualties Act, 1901.

Respecting the pilotage district of Montreal, and the port and pilotage district of Quebec.

Authorizing the granting of subsidies in aid of the construction of certain lines of railway.

Authorizing aid to the Quebec Bridge and Railway Co. towards the completion of its undertaking, and to confirm an agreement between the Government and the Company.

Amending and consolidating the law relating to railways.

Respecting the jurisdiction of the Exchequer Court as to railway debts.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—Track has been laid for 64 miles of this line about 1½ miles beyond Mekatina, and grading has been completed to Park Lake, where a junction will be effected with the Michipicoten branch line. Some of the bridge work has been done on the six bridges from Park Lake southerly, but nothing has been done at the Montreal river bridge, which will be 1,100 ft. long and 130 ft. high. This bridge crosses the river at the Montreal falls, which are 175 ft. high. A location survey has been completed from Park Lake Junction to White River, on the C.P.R. transcontinental line. The line is being operated from Sault Ste. Marie, Ont., to Ogidaki, by the receiver, B. F. Fackenthal, Jr., three trains a week being run. The Michipicoten branch will probably be closed for the winter. (Oct., pg. 339.)

The Cape Breton Electric Co. has now in operation about eight miles of electric street railway in Sydney, N.S., and five miles from North Sydney to Sydney Mines. Its power houses are at Sydney and North Sydney, and it has a sub-station in Glace Bay, which supplies power for the Sydney and Glace Bay Ry. In Sydney the equipment consists of nine motor cars equipped with two no. 67 motors, and in North Sydney there are three similar cars. The company also operates three ferry steamers between the various piers in Sydney and North Sydney. (Aug., pg. 267.)

Cape Breton Ry.—This railway is now in operation between Point Tupper and St. Peter, N.S., about 32 miles. At the recent session of the Dominion Parliament a subsidy at the rate of \$3,200 a mile was voted towards the extension of the line from St. Peter to Louisburg, 50 miles. The surveys for this extension have been completed. (Oct., pg. 340.)

Halifax and Southwestern Ry.—The line constructed under the charter of the old Nova Scotia Southern Ry. from New Germany on

the line of the Central Ry. of Nova Scotia to Caledonia has been completed. It is being operated as a branch line of the Central Ry., which has been absorbed by the H. and S. Ry.

The Dominion Parliament at its recent session voted the following subsidies in aid of the construction of this line, which also comprises the Central Ry. from Bridgewater to Middleton, N.S., and the lines being constructed under the charter of the old Nova Scotia Southern Ry.: from Halifax to Mahone Bay, 62 miles; from Bridgewater toward Barrington Passage, 83 miles, and an additional 39 miles to Barrington Passage; from New Germany to Caledonia, 22 miles, and from Caledonia to Liverpool, 29 miles. These subsidies are at the rate of \$3,200 a mile, with the usual provision for an increase to \$6,400 a mile in the event of the cost of construction exceeding \$13,000 a mile. (Oct., pg. 341.)

James Bay Ry.—At the recent session of the Dominion Parliament of \$3,200 a mile, with the usual provisions for an increase to \$6,400 a mile, was voted for the construction of a railway from Toronto, through Parry Sound to Sudbury, 265 miles. Replying to a question asked in the course of the discussion, the acting Minister of Railways stated that the line would cross the C.P.R. at Sudbury, and would ultimately form part of the Canadian Northern transcontinental line. It was also stated that the line would follow a route on the east side of Lake Simcoe in order to secure better gradients. (Oct., pg. 342.)

Klondike Mines Ry.—At the recent session of the Dominion Parliament a subsidy at the rate of \$3,200 a mile was voted towards the construction of a railway from Dawson to the Stewart river, Yukon territory. In the discussion the acting Minister of Railways stated that this would be the most northerly railway on the continent. Replying to Col. S. Hughes, the Premier stated that the Government would have to build an all-Canadian railway to the Yukon, now that the award on the Alaska boundary question had been decided in favor of the U.S. (July, pg. 237.)

Lindsay, Bobcaygeon and Pontypool Ry.—We were advised, Oct. 24, that grading was almost completed from Burketon, on the C.P.R. Toronto-Montreal line, to the southern boundary of Lindsay, and from the eastern boundary of Lindsay to Bobcaygeon. The grading in the town of Lindsay is expected to be completed this year, the delay having been occasioned owing to difficulties in fixing the location, caused by the G.T.R. putting in a number of new sidings and rendering a deviation necessary. All the culverts and other structures are built. The building of the stations and water tanks will be proceeded with during the winter. The station buildings will be Blackstock, six miles north of Burketon; Lindsay, Dunsford, about halfway between Lindsay and Bobcaygeon, and Bobcaygeon. There will also be two flag stations, the location of which is not fixed. About 4,000 tons of 60-lb. rails of Belgian and German make have been ordered, with 24-inch angle bars. The contractors are: general, E. F. Fauquier; sub-contractors, J. McMartin, Burketon, eight miles of grading and fencing from Burketon northerly; and Guy Campbell, who has eight miles of grading and fencing from the end of McMartin's contract to East river or across creek; I. T. Richards has the contract for fencing the balance of the line. At the last session of the Dominion Parliament the subsidy of \$3,200 a mile for a line not exceeding 40 miles between Burketon and Pontypool was revoked. (Oct., pg. 343.)

Manitoulin and North Shore Ry.—The completed section of this line are being operated under Superintendent Montgomery. It is reported that this line, while allied with the Consolidated Lake Superior Co., is independent of it and is not affected by the Receiver-ship.

At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for the construction of 30 miles of railway from Little Current, on Manitoulin island, to Sudbury and the C.P.R. line. (Oct., pg. 343.)

Middleton and Victoria Beach Ry.—The charter for this line, which is to run from Middleton to Victoria Beach, N.S., has been acquired by Mackenzie, Mann & Co. Some grading between Middleton and Bridgetown was completed in 1902. A contract for the construction of the line has been let to Angus Sinclair. T. H. White, Chief Engineer of the Halifax and Southwestern Ry., is also Chief Engineer for this line. Office at Bridgewater, N.S. At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for 16 miles of the line between Middleton and Victoria Beach. (Sept., pg. 307.)

Montreal Terminal Ry. (Electric).—Between 9 and 10 miles of track, of which about 4 miles are double track, are in operation in Montreal, having been laid in 1902. The line runs from Moreau st., at the east end of the city, through the town of Delorimier, to a central station at the back of the city hall. This line is being operated by the Company, and connection is made at Moreau st. with the old line to Bout de L'Isle. (Oct., pg. 343.)

Preston and Berlin Ry. (Electric).—This line, which was completed between Preston and Berlin, Ont., and operated by steam in

1902, has been electrified, and was placed in operation as an electric road in Sept. It is being operated by the Galt, Preston and Hespeler Electric Ry. for passenger traffic. It is expected that a freight service will be operated about the middle of Dec. (May, pg. 151.)

WANTED—By the CANADIAN MANUFACTURERS' ASSOCIATION—a first-class railway classification and freight rate expert; permanent position to the right man; apply, stating experience, salary desired and references, not later than Nov. 16th, 1903. Applications received in confidence. Address—Secretary, Canadian Manufacturers' Association, Toronto.

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Canadian Society of Civil Engineers.

A circular has been issued announcing the programme of the electrical section for the season of 1903-1904. At the first meeting on Oct. 15 the subject was "The electrical equipment of some Canadian hydro-electric power plants," introduced in a paper by R.S. Kelsch, M. Can. Soc. C.E., on "The re-organization of the Lachine Rapids Hydraulic and Land Co.'s power station," illustrated by lantern projections.

Other meetings will be held as follows: Nov. 19—Alternating current motors for traction purposes.

Jan. 7—The relative cost of producing power by steam and by water under different conditions.

Feb. 11—Recent developments in electric illumination.

Mar. 18—The use of electricity on canals. April 17—Power station design and operation as affected by recent advances in the design of turbo-electric machinery.

RAILWAY FINANCE, MEETINGS, ETC.

Algoma Central and Hudson Bay Ry.—An action was entered in the Ontario courts by Conmee and Bowman, who hold the general contract for the construction of the A.C. and H.B.Ry., to enforce a lien for construction work amounting to \$400,000 and interest. On the case coming before the court the contractors were asked to pay into court funds to pay off the first mortgage. No decision was given.

Brockville, Westport and Sault Ste. Marie Ry.—The action of a number of judgment creditors to have the sale of the line to a New York syndicate by the bondholders set aside, has been dismissed. The New York syndicate agreed to pay to the judgment creditors of the old company 25% on their claims, which amounted to about \$200,000. Upon this agreement the opposition to the application of the Reorganization Syndicate for an act confirming the sale to it, giving power to extend the line and changing the name of the company to the Brockville, Westport and Northwestern Ry. Co. was withdrawn, and the act was passed. (Aug., pg. 261.)

British Columbia Electric Ry. Co.—Statement of earnings and expenses for Aug.:

GROSS EARNINGS.	1902.	1903.	Increase or Decrease.
Railway—Vancouver division	\$15,796	\$18,591	\$2,795+
Victoria	10,534	11,166	632+
Westminster "	10,760	11,314	554+
Lighting—Vancouver division	10,634	14,216	3,582+
Victoria	5,572	6,666	1,034+
	53,296	61,893	8,597+
Less working expenses.....	31,733	35,163	3,430+
	21,563	26,730	5,167+
Renewal funds.....	4,222	4,988	766+
Net income.....	17,341	21,742	4,401+
Aggregate gross earnings, July 1, to August 31.....	102,514	123,738	21,224+
Aggregate net earnings, July 1, to August 31.....	\$32,809	\$45,695	\$12,796+

Canadian Northern Ry.—Earnings:—

	1903.	1902.	Increase or Decrease.
July.....	\$254,800	\$132,000	\$122,800+
Aug.....	250,800	131,200	119,600+
Sept.....	270,800	182,300	88,500+
	\$776,400	\$445,500	\$330,900+

Mileage in operation from Sept. 1, 1,350 miles, against 1,244 at same date, 1902.

Working expenses for Aug., \$169,100, net earnings, \$81,700, against \$81,000 and \$50,200 respectively for Aug., 1902. Net earnings for two months to Aug. 31, \$170,900 against \$101,600 for same period, 1902.

The town of Edmonton, Alta., recently offered for sale \$225,000 of 4% debentures in London, Eng., of which \$30,000 was to be utilized for bonusing the C.N.Ry., to establish terminals, shops, yards, etc., in the town.

Dominion Atlantic Ry.—Gross earnings for Aug. \$132,600 against \$131,678 for Aug., 1902, making for eight months to Aug. 31, \$624,900, against \$633,922 for same period, 1902.

Guelph Radial Ry.—The taxpayers of Guelph, Ont., have decided by a majority of 279 to take over the street railway and its franchise for the construction of a line outside the city. The cost of the line will be \$78,000.

Grand Trunk Ry.—The subscription list for £750,000 of 4% guaranteed stock, issued under the powers of the G.T.Ry. act, 1903, and sanctioned by the shareholders at a special meeting held in London, Eng., Aug. 24, was closed Oct. 1. The stock was offered at £97.10, and is reported to have been well taken up. Forty per cent. of the stock was said to have been subscribed on Sept. 30.

Great Northern Ry. of Canada.—The annual meeting was called to be held in Quebec, Oct. 13, but was not held. Notices have since been issued calling a special meeting of shareholders for Nov. 18 for the election of a board of directors, transacting such business as may be brought up at an annual meeting, and for considering the terms of the lease of the Chateaugay and Northern Ry.

Halifax Electric Tramway Co.—Gross receipts from railway:

	1903.	1902.	Increase or Decrease.
Jan.....	\$10,867.33	\$10,764.58	\$102.75+
Feb.....	9,321.75	8,498.39	823.36+
Mar.....	10,195.12	9,761.57	433.55+
April.....	10,532.55	10,025.66	506.89+
May.....	10,768.11	11,126.66	358.55-
June.....	11,843.82	11,528.19	315.63+
July.....	15,042.37	14,834.69	1,107.68+
Aug.....	16,786.03	17,177.12	391.09-
Sept.....	18,494.60	17,494.21	1,000.39+
	\$114,751.68	\$111,211.07	\$3,540.61+

Intercolonial Ry.—In referring to the repayment of the Dominion of Canada 5% Intercolonial Ry., and 4% guaranteed Intercolonial Ry. bonds on Oct. 1, the Stock Exchange Gazette, of London, Eng., said it "affords a fitting occasion to make a brief retrospect of the great financial and economic changes which have taken place in that country in the course of the 30 years which have elapsed since confederation was completed by the incorporation on July 1, 1873, of Prince Edward Island into the Dominion. It may at the outset be recalled that when confederation was originally established in 1867 it was made a condition that the Government should construct the so-called Intercolonial railway, to connect Quebec and Halifax, in order to give access on the Atlantic coast independent of the United States; while the British Government on its side guaranteed the interest on £3,000,000 of the 4% bonds, being part of a total issue of £6,500,000, of which guaranteed portion £1,500,000 is now to be paid off, together with the £500,000 of 5% bonds that were issued in 1868. When confederation was completed the population was about 3,500,000, and in 1902 it had increased to about 5,500,000. In the same interval the revenue rose from, in round figures, \$21,000,000 to \$58,000,000; the imports from \$128,000,000 to \$212,300,000, and the exports from \$89,800,000 to \$211,600,000. This progress was largely contributed to by the growth in the railway system, the mileage in operation at the two periods being, respectively, 2,638 and 18,500 miles, and the earnings \$17,140,000, and \$83,500,000. The paid-up capitals of the chartered banks rose from \$55,100,000 to \$69,000,000, and the deposits in the Post Office Savings Bank from \$3,207,000 to \$42,320,000; while the number of foreign settlers from abroad was in 1873 36,900, and in 1902 84,000. Accompanying the steady and

remarkable progress thus indicated there has naturally been a great development of the many natural resources—agricultural, mineral and other—of the country, and a corresponding rise in its financial credit; for, whereas 30 years ago the Dominion borrowed on a 4% basis with the British Government guarantee for the interest at its back, its 3% bonds now command over par in the market.

Interprovincial and James Bay Ry.—The directors at a recent meeting made a call on the shareholders of 10% on their shares, payable in two instalments of 5% each, on Nov. 3 and Dec. 3, respectively.

London, Ont., Street Ry.—Gross earnings

	1902-3.	1901-2.	Increase or Decrease.
Dec.....	\$15,041.80	\$12,947.48	\$2,094.32+
Jan.....	12,132.54	10,117.60	2,014.94+
Feb.....	10,716.42	8,894.78	1,821.64+
Mar.....	11,533.68	10,233.21	1,300.47+
Apr.....	11,818.06	9,941.94	1,876.12+
May.....	13,144.76	12,233.68	911.08+
June.....	16,223.80	13,642.77	2,581.03+
July.....	18,317.23	16,337.43	1,979.80+
Aug.....	19,094.16	16,102.08	2,992.08+
Sept.....	19,528.11	18,157.57	1,370.54
	\$147,550.56	\$128,608.54	\$18,942.02+

Middleton and Victoria Beach Ry.—This railway, under construction from Middleton to Victoria Beach, N.S., has been acquired by Mackenzie, Mann & Co. When completed it will be operated as an extension of the Central Ry. of Nova Scotia, now being operated from Bridgewater to Middleton Jct., N.S., and which has recently been incorporated with the Halifax and Southwestern Ry.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—The following officers and directors were elected at the annual meeting recently held. President, T. Lowry; Vice-President, J. Martin; General Manager, E. Pennington; Other directors: Sir W. C. Van Horne, Sir T. G. Shaughnessy, W. D. Washburn, C. H. Pettit, A. H. Bright, G. R. Newell, R. B. Angus, E. A. Young; Secretary and Treasurer, C. F. Clement; Auditor, C. W. Gardiner.

The committee of the Toronto Stock Exchange has listed \$7,000,000 of preferred and \$14,000,000 of the common stock of the company. (Oct., pg. 335.)

Montreal Street Ry.—The annual statement submitted to the city council shows that the receipts within the city limits for the year ended Aug. 31, amounted to \$1,941,190.80, and that the total income on which the percentage to be paid the city is calculated, amounted to \$1,954,251.33. The total amount to be paid the city is \$106,340.11, being calculated on a basis of 4% up to \$1,000,000; 6% on the next \$500,000, and 8% on the balance. This is the largest amount paid by the company to the city.

Nelson and Fort Sheppard Ry.—The following officers and directors were elected at the annual meeting recently held: President, J. D. Farrell, Seattle, Wash.; Vice-President, H. A. Kennedy, Spokane, Wash.; Secretary, A. M. Thomas, Spokane, Wash.; Superintendent, R. C. Morgan, Seattle, Wash.; Attorney, A. H. MacNeill, Rossland, B.C. See also Red Mountain Ry.

New York and Ottawa Ry.—This railway which is the extension of the Ottawa and New York Ry., from the International boundary line, from North Creek to Tupper Lake, N.Y., will be sold at public auction at St. Regis Falls, N.Y., Nov. 20. The N.Y. and O. Ry. owns the stock and bonds of the O. and N.Y. Ry., which extends from the International boundary to Ottawa, 56.79 miles. The Delaware and Hudson Rd. is reported to be a likely purchaser. Representatives of that company have been over the line, making an examination into its condition, etc.

Qu'Appelle, Long Lake and Saskatchewan Ry.—Net loss for Aug. \$4,321.19, against net earnings \$8,581.22 for Aug., 1902; making for nine months ended Aug. 31 net earn-

ings \$10,819.28, against \$64,802.92 for same period 1901-02.

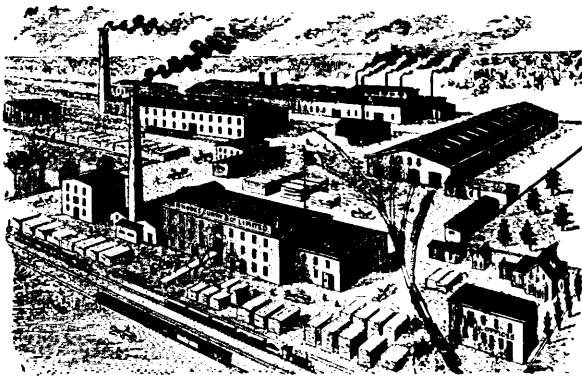
Quebec Central Ry.—Gross earnings for Aug. \$72,404.20; working expenses, \$47,116.78; net earnings, \$25,287.42, against \$73,784.05 gross and \$30,245.82 net for Aug.,

1902. Gross earnings for eight months ended Aug. 31, \$461,671.71; net earnings, \$134,082.09, against \$439,397.19 gross and \$137,891.73 net for same period 1902.

Red Mountain Ry.—The officers and directors elected at the recent annual meeting of

the shareholders of the Nelson and Fort Sheppard Ry., were also elected for the R. M. Ry.

Reid Newfoundland Co.—On a recent visit to Moncton, N.B., H. A. Morine, General Passenger Agent of the R.N. Co., is reported to have stated that business on the Co.'s rail-



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Ltd.,

Railway and Street Cars

of all descriptions.

Special Cars for Coal, Ore, Lumber, &c., with Ball-bearing Wheels.

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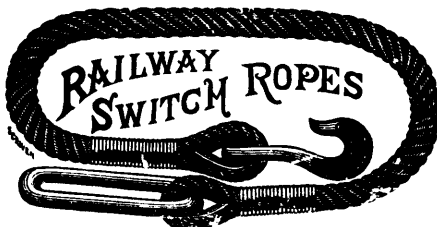
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Within ten minutes of amusement and shopping centres.

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W. Johnson Quinn, Prop.

way had increased 30% this year over the previous year.

St. Mary's River Ry.—Notice has been officially given that there has been deposited with the Secretary of State a mortgage deed dated July 2, 1903, given by the company to the Toronto General Trusts Corporation, securing an issue of bonds.

Shuswap and Okanagan Ry.—Net earnings for three months ended June 30, \$5,070, against \$3,262 for same period 1902. Net earnings for six months to June 30, \$8,377, against \$6,017 for same period 1902.

Tomisconata Ry.—Net earnings for Aug. \$65, making for eight months ended Aug. 31 net earnings of \$8,645.

Toronto, Hamilton and Buffalo Ry.—Gross earnings for Sept., \$54,579.08, against \$37,478.13 for Sept., 1902. Gross earnings for four months ended Sept. 30, \$186,698.32, against \$139,779.83 for same period 1902.

Toronto Railway Co.—Car earnings:

	1903.	1902.	Increase or Decrease
Jan.	\$161,938.22	\$137,155.21	\$24,803.01+
Feb.	146,539.17	127,981.01	18,558.16+
Mar.	159,913.85	141,681.22	18,232.63+
April	162,276.36	132,546.56	29,729.80+
May	174,519.58	145,195.54	29,324.04+
June	177,593.21	131,865.85	45,727.36+
July	192,629.06	162,072.02	30,556.94+
Aug.	185,822.45	164,764.57	21,057.88+
Sept.	237,009.91	195,610.37	41,399.54+
	\$1,598,241.81	\$1,338,852.45	\$259,389.36+

White Pass and Yukon Ry.—Earnings for Aug. \$268,739; from Sept. 1 to 21, \$337,154. Gross earnings from July 1 to Sept. 21, \$821,893.

Payment of Customs Officers.

As a result of the representations made to the Dominion Government by the Dominion Marine Association an order-in-council has been passed rescinding the order-in-council of Dec. 2, 1895, and the temporary regulations of July 20, 1903, respecting extra service charges, and providing as follows:

Customs offices are to be kept open during days of business on Saturday from 9 a.m. to 1 p.m., and on other days of business from 9 a.m. to 4 p.m., except as otherwise ordered by the Minister of Customs. These hours are to be prolonged so far as relates to the attendance and service of any particular officers or class of officers, without extra compensation to officers, whenever deemed by the Minister to be required by the necessities or interests of the public service. The usual and ordinary hours of service for outdoor officers of customs shall be from 8 a.m. to 6 p.m. on all days of business—subject to change by order of the Minister.

The Minister of Customs may pay out of moneys available for the purpose, an overtime allowance to customs officers for services performed on holidays, or in excess of 10 hours per day on other days, when the salaries of the officers do not cover such services. The overtime allowance shall not exceed the rate or amount authorized in the regulations hereby repealed, except in special cases approved by the Minister.

The following services shall be deemed to be special customs services for which a reasonable compensation, as fixed from time to time by the Minister, shall be paid by the persons accommodated, to His Majesty, viz.: Services performed by a customs officer for which an overtime allowance is authorized to be paid, except as otherwise from time to time determined by the Minister. Services of a customs officer performed outside of Canada at the request of the railway companies or others accommodated. Services of a customs officer on board moving trains and vessels performed at the request of the railway companies or others accommodated. Such other customs service of a special character or class

as may be granted with the approval of the Minister on application of the persons or others accommodated.

Requests for customs special service and for service outside the usual business days and hours shall be presented to the proper officer in sufficient time to enable him to make arrangements for the attendance of the necessary officers to perform the service if approved and acceded to. The charge for customs special services shall be paid to the collector of the port having supervision of the service, who shall deposit all collections of charges for customs special services to the credit of the Receiver-General. All moneys arising from charges and fees for customs special services shall be available for the salaries and pay of customs officers for the year in which the special service has been performed.

Under the above order-in-council, railways, steamship companies and other vessel owners, until otherwise ordered, are exempt from payment of charges for the authorized attendance of customs officers at offices, stations and wharves in Canada on holidays and outside of regular hours, except on Sundays and attendance for local delivery of goods. Provided, however, that charges for special customs services shall be collected for services of customs officers in attendance on frontier highway bridges and ferries (not railway) during certain hours of the night, to be regulated by the collector subject to the approval of the Department, and on Sundays; provided, further, that the scale of charges for attendance of customs officers on suffrage warehouses shall be considered as held in abeyance for decision hereafter.

The expression "Customs holidays" is held to include: Sundays, New Year's Day, Good Friday, Christmas Day, Labor Day, Victoria Day, the birthday or the day fixed by proclamation for the celebration of the birthday of the reigning Sovereign, and any day appointed by proclamation of the Governor-General-in-Council for a general fast or thanksgiving.

The customs services heretofore authorized and classed as extra are to be continued until otherwise ordered.

The overtime of officers, in all cases, where authorized, will be paid by the Department from July 1, 1903. An account of the charges for special customs services is to be rendered by the collector to the company or person for whom the service has been granted. The collector shall deposit all collections of charges for special customs services to the credit of the Receiver-General.

The following rates are prescribed for officers' overtime and to be also observed in computing charges for special customs services, pending further instructions, viz.: East of British Columbia, for services on Sundays, not exceeding 3 hours, \$1.25; over 3 and up to 10 hours, \$2.50; per hour in excess of 10 hours, 25c.; for services on other days, 25 cents an hour. In British Columbia, for services on Sundays, not exceeding 3 hours, \$1.50; over 3 and up to 10 hours, \$3.00; per hour in excess of 10 hours, 30c.; for services on other days, 30 cents an hour. In Yukon Territory, for services on Sundays, not exceeding 3 hours, \$2.50; over 3 and up to 10 hours, \$5; per hour in excess of 10 hours, 50c.; for services on other days, 50 cents an hour. Provided that surveyors and acting surveyors may be allowed rates not exceeding double the rates above prescribed for services east of British Columbia. Provided also, as a general rule, that authorized overtime not exceeding two hours, rendered at one time, may be computed as two hours when the service is not performed immediately before or after the officers' regular hours; provided further, in respect of services for which a stated sum per month has been heretofore received, that the officers' overtime allowance for such service from July 1, 1903, shall not exceed such stated sum per month until otherwise ordered.

Grain Elevator Notes.

The new elevator at Point Edward, Ont., commenced receiving grain Sept. 22.

A dust collecting plant has been installed at the C.P.R. elevators at Fort William, Ont.

The machinery is being installed in the elevator under construction at Montreal for the Harbor Commission.

The Canadian Northern Ry. has announced that it is carrying the fire risk on grain stored in its elevator at Port Arthur, Ont.

The Montreal Harbor Commission has decided to construct grain conveyors from its new elevator to the King Edward and Alexandra piers, and to the shore wharf.

The Dominion Government proposes to erect grain elevators at Port Colborne, Ont., in connection with the extensive improvements now being carried out at the Lake Erie end of the Welland Canal.

F. Love, Superintendent of the elevator of the Goderich Elevator and Transit Co., at Goderich, Ont., was accidentally killed Oct. 19. He stepped on a slack rope, which suddenly tightened, jerking him between two revolving drums, and crushing him to death.

The Winnipeg Grain Exchange announces that the C.P.R. elevators A, B, C, D and E at Fort William, Ont., the Canadian Northern Ry. elevator and annex at Port Arthur, Ont., and the King elevator and annex have been declared "regular" by the council.

The Prescott Terminal Co. (Ltd.) has been incorporated under the Dominion Companies' Act to carry on a general elevator business, and to acquire the property of any elevator company. The capital is fixed at \$100,000, and the chief place of business is at Prescott, Ont. The provisional directors are: B. McLennan, G. M. Kinghorn, J. A. Cuttle, A. E. Ogilvie, F. Robertson, T. A. Crane, of Montreal. The property of the old Prescott Elevator Co. was handed over to the new company Oct. 1 on payment of \$28,000, the price at which the elevator building was sold at auction, and the other property, which was then unsold, was taken over by the new company at \$400. The original investment of the elevator was \$370,000, and the total amount realized by the sale of the effects in the liquidation proceedings was \$120,900.

SHIPPING MATTERS.

Canadian Pacific Ry. Co.'s Fleets.

The ocean, lake and river fleets owned by the C.P.R. comprise 54 vessels of various sizes. Of these the names of 27 are registered on the books of the Dominion Department of Marine; one steamer building will be registered in Canada, and four others do not appear on the Canadian registry, while the remaining 22 are on the British registry in London, Eng. The list of vessels with their gross tonnage is appended:

	Gross Tonnage.
ATLANTIC SERVICE.	
Lake Manitoba.....	8,852
Lake Champlain.....	7,550
Lake Michigan.....	7,000
Lake Erie.....	7,550
Mount Temple.....	7,656
Montcalm.....	5,595
Montfort.....	5,481
Monteagle.....	5,498
Montrose.....	5,431
Montreal.....	7,000
Milwaukee.....	7,323
Mount Royal.....	8,747
Montezuma.....	7,343
Monmouth.....	4,078
	95,014
PACIFIC SERVICE.	
Empress of India.....	5,905
Empress of Japan.....	5,905
Empress of China.....	5,905
Tartar.....	4,425
Athenian.....	3,882
	26,022

PACIFIC COAST SERVICE.

Amur	907
Beaver	545
Charmer	1,044
Danube	827
Otter	366
Princess Beatrice (1)	932
Princess Louise	1,394
Princess May (2)	2,000
Princess Victoria (2)	391
Queen City	817
R. P. Rithet	569
Tees (2)	1,525
Yosemite	11,317

(1) Building. (2) Registered in Great Britain, and the figures given are approximate.

UPPER LAKE SERVICE.

Manitoba	2,616
Athabasca	2,269
Alberta	2,282
	7,167

B.C. LAKE AND RIVER SERVICE.

Aberdeen	554
Kokanee	348
Kootenay	1,117
Minto	829
Moyie	835
Nelson	496
Rossland	884
Schwatka (1)	484
Slocan	578
Victoria (1)	6,125

(1) Are not mentioned in the Canadian register.

TUGS ON COLUMBIA RIVER.

New Denver (1)	9
Proctor	43
Sandon	97
Valhalla	151
Wm. Hunter	51
Ymir	70

(1) Not included in Canadian register.

FERRY SERVICE.

Michigan (1)	14	95,014
Ontario	5	26,022
(1) Not included in Canadian register.	13	11,317

SUMMARY.

	No.	Gross Tonnage.
Atlantic service	14	95,014
Pacific service	5	26,022
Pacific Coast service	13	11,317
Upper Lake service	3	7,167
B.C. Lake and River service	11	6,125
Tugs, Columbia river	6	423
Ferry service	2	1,615
	54	147,683

Notices to Mariners.

The following notices to mariners have been issued by the Department of Marine:

No. 82. Sept. 9.—Quebec.—212. Saguenay river, below Point Roches, buoys established.

No. 83. Sept. 11.—Ontario.—213. Lake Superior, north side, Peninsular harbor light station, hand fog horn established. 214. Lake Superior, Victoria island channel, buoys established.

No. 84. Sept. 22.—New Brunswick.—218. South coast, Bay of Fundy, Bliss island, increase in height of lighthouse, change in character of light. 219. South coast, Bay of Fundy, St. John harbor, corrected position of Round reef buoy.

No. 85. Sept. 24.—Quebec.—221. River St. Lawrence, ship channel between Montreal and Quebec, Lake St. Peter, position of hydraulic dredge.

No. 86. Sept. 24.—Ontario.—222. Lake Ontario, west end, Bronte, hydrographic notes. 223. Lake Superior, Thunder bay, Hare island shoal, buoy established.

No. 87. Sept. 26.—Ontario.—224. River St. Mary, Pointe aux Pins, range light buildings.

No. 88. Sept. 30.—British Columbia.—225. Queen Charlotte sound, Smith inlet, hydrographic notes.

No. 89. Sept. 30.—Ontario lighthouse division.—228. Ottawa river, Oka wharf, pole light established.

No. 90. Oct. 5.—Ontario.—229. River St. Lawrence, McNair shoal, buoy. 230. River St. Lawrence, Hillcrest shoal, gas buoy.

No. 91. Oct. 6.—Nova Scotia.—231. West coast, Yarmouth sound, change in posi-

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HALIFAX TO LIVERPOOL
PORTLAND TO LIVERPOOL
BOSTON TO LIVERPOOL Via Queenstown
BOSTON TO MEDITERRANEAN PORTS

MONTREAL TO LIVERPOOL
Southwark - - Saturday, Nov. 7th, daylight

HALIFAX TO LIVERPOOL
Dominion - - Wednesday, Dec. 9th, noon

PORTLAND TO LIVERPOOL
Canada - - Saturday, Nov. 28th, 2 p.m.
Cambroman - - Dec. 5th, "
Canada - - Jan. 2nd, "
Dominion - - Jan. 23rd, "

BOSTON TO LIVERPOOL
Mayflower - Thursday, Nov. 5th, 10.00 a.m.
Columbus - Nov. 12th, 3.00 p.m.
Commonwealth - Nov. 19th, 10.00 a.m.

BOSTON TO MEDITERRANEAN
Vancouver - - Nov. 21st, 11.00 a.m.

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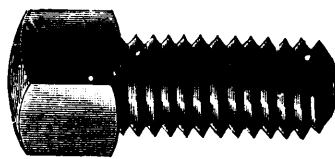
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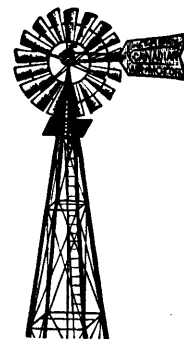
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Plant, etc.

J. W. BENSON, Sec'y-Treas.

tion of Cat rock bell buoy. New Brunswick.—232. East coast, Shippigan gully, Indian point, change in color of front light, elevation of back light increased. 233. East coast, Shippigan gully and sound, buoyage. 234. Shippigan sound, off Pokesuedie point, buoy changed.

No. 92. Oct. 7.—New Brunswick—235. North coast, Chaleur bay, Caraquet harbor, range lights established at Lower Caraquet. Newfoundland—236. Southeast coast, Cape Spear, fog signal, note on fog.

No. 93. Oct. 8.—Nova Scotia—237. Southwest coast, off Hospital reef, bell buoy established. Newfoundland—238. Northwest approach to Belle Isle, banks reported.

No. 94. Oct. 9.—Nova Scotia.—239. Atlantic coast, Pennant bay, Terance bay, light improved.

No. 95. Oct. 10.—Ontario.—240. Lake Superior, Pigeon bay, rocks located.

No. 96. Oct. 12.—British Columbia.—241. Vancouver island, east coast, Sidney, unchartered rock buoy established.

No. 97. Oct. 14.—New Brunswick.—244. Northumberland strait, Shediac harbor, Zephyr rock, lightship placed for autumn. Newfoundland.—245. Southern coast, Mistaken point, beacon indistinct. 246. South coast, Trepassy bay, off Powles head, whistling buoy.

No. 98. Oct. 14.—Ontario.—247. Georgian bay, west side, Cape Croker, change in character of light and fog alarm.

The following have been issued by the U.S. Hydrographic Department:

No. 38. Sept. 19.—Lake Erie.—1885. Maumee bay, Toledo harbor, middle ground buoy moved in position.

No. 39. Sept. 26.—Lake Erie.—1935. Huron harbor, probable obstruction in vicinity, caution. St. Lawrence river.—1936. New York, McNair shoal buoy to be discontinued. 1937. New York, Lower narrows gas buoy no. 2 to be discontinued.

No. 40. Oct. 3.—Lake Erie.—1990. Fairport, wrecks of Queen of the West and L.L. Lamb no longer menaces to navigation.

Maritime Provinces and Newfoundland.

The str. Crystal Stream, on a recent trip on the St. John river, ran on a rock near Rothesay, N.B., and had to be put on the blocks for repairs.

The steamships operated between Maritime Province ports and Jamaica, will in future give a bi-monthly service to Havana, Cuba, in addition to the present schedule.

The North American Transportation Co. is negotiating for a steamer to be placed on a route from Chatham, N.B., to Sydney, N.S., calling at Alberton, N.B., Malpeque, P.E.I.; New London, P.E.I., and the Magdalene islands.

The St. John, N.B., city council has ordered designs to be prepared for the construction of a steel ferry boat 120 ft. in length. Tenders will be called for early in Nov., and the steamer is required to be completed for the spring.

Press reports state that a company in which H. M. Whitney, of Boston, Mass., a director of the Dominion Iron and Steel Co., is interested, has been formed to establish a dry dock at Sydney, N.S. The cost of the proposed dock is \$1,250,000.

The Star Line Steamship Co.'s str. David Weston, running between St. John and Fredericton, N.B., was burned while on her regular trip recently, and three persons were drowned in escaping. The steamer was built in 1866, and had been practically rebuilt in 1901; she was valued at \$25,000, and was insured for \$10,000.

The Department of Marine has sold the lighthouse tender Acadia, hitherto engaged

in the service in the Maritime Provinces. The Acadia was bought from the U.S., where she was built for private owners in 1880. Her dimensions are: length, 182.5 ft.; breadth, 23.6 ft.; depth, 18.7 ft.; tonnage—gross, 520 tons; register, 354 tons.

The Dominion Coal Co's Black Diamond Line consists of the steamers Bona Vista, Coban, Louisburg, Cape Breton, Cacouna, two tugs and eight barges, which are engaged in its coal trade. It also has chartered 18 steamers, 13 of which are running on the St. Lawrence, two to Boston, Mass., one in the steel trade to the U.S., and two are on the local trade carrying lime stone.

The str. Pontiac, which was recently launched for J. W. Carmichael & Co. (Ltd.), New Glasgow, N.S., at Glasgow, Scotland, will have the following dimensions: length, 352 ft.; breadth, 48 ft. 3 in.; molded depth, 25 ft.; gross tonnage, 3,270 tons; dead weight capacity, 5,500 tons. The machinery consists of triple expansion engines, with cylinders, 25½ in., 42 in., and 68 in., by a 45 in. stroke, to which steam will be supplied by two large boilers.

The Hampstead Steamship Co. (Ltd.), has been incorporated under the New Brunswick Companies' Act for the purpose of operating passenger or freight steamers, tow boats or other vessels on the St. John river or elsewhere. The capital of the company is \$24,000; its head offices are to be at Oak Point, N.B. The provisional directors are: F. S. Mabee, R. K. Jones, L. A. Currey, St. John; H. E. Palmer, Oak Point; J. E. Waddell, Kingston, N.B.; J. H. Poole, Westfield, N.B.; J. N. Inch, Greenwich, N.B.

Province of Quebec Shipping.

The Richelieu and Ontario Navigation Co. declared the usual half-yearly dividend of 3%, payable Nov. 1.

The Dominion Coal Co. has added the steamers Troid and Priestfield to its coal-carrying fleet on the St. Lawrence.

The Richelieu and Ontario Navigation Co's str. Carolina has been floated off the rocks on the Saguenay river, the machinery, etc., having first been removed. The hull has been towed to Sorel, where she will be rebuilt.

The Dominion Government has purchased one of the Connolly dredges which has recently been working at Halifax, N.S. The dredge has been moved to Quebec, where it will be employed on the harbor improvements at that point.

The Montreal Harbor Commission has received from its engineer an estimate of \$2,000 for removing the sunken elevator of the Montreal Grain Elevating Co., which is a menace to navigation. The company has made two unsuccessful attempts to raise the elevator.

The chief engineer of the Montreal Harbor Commission has submitted plans of the steel freight sheds which it is proposed to construct on the new wharves. The plans show sheds 500 ft. long by 96 ft. wide, and two or three stories high, as desired. The total cost of the sheds is estimated at \$2,807,000.

The Knapp tubular boat people are once more pushing their project. A steamer is being constructed at Montreal by the Canadian Tubular Steamship Oil Transportation Co. upon the principle advocated. The vessel is 235 ft. in length, with a 22 ft. beam. It will cost \$25,000, and it is claimed will carry 8,000 barrels of oil.

The Dominion Government is constructing a dam across the St. Lawrence river, from Adams to Galops island, at the head of the Galops rapids. The object is to deepen the channel so as to allow deep draught boats to pass without obstruction. The U.S. Govern-

ment has approved of the dam, which extends across the International boundary.

The investigation of the charge against M. Connolly, owner of the str. Mersey, Capt. Gagnon and chief officer Barras, for causing the death of five men when the steamer sank, has not been completed, the court having been adjourned. The allegation is that the steamer was not properly equipped by the owner, and that the captain and mate abandoned the crew to their fate when the vessel struck.

Ontario and the Great Lakes.

The Dominion Fish Co. is having a tug built at Goderich.

An order has been placed at Kingston for the construction of a 72-ft. steel yacht for the Muskoka lakes.

Capt. W. Lawlor, operating ferry and other steamers on the Ottawa river, died at Hawkesbury, Ont., Oct. 9.

The Hall Company, of Ottawa, propose building a steamer to ply on the Rideau between Ottawa and Smith's Falls.

The act incorporating the Canadian Transportation and Storage Co. has been passed by the Dominion Parliament. (July, pg. 253.)

The Lake Ontario and Bay of Quinte Steamboat Co. is the latest addition to the list of members of the Dominion Marine Association.

R. S. Stonehouse has been appointed Marshal of the Exchequer Court for the Toronto Admiralty district, succeeding W. Boyd, deceased.

Abbey Bros., Owen Sound, have secured contracts for the construction of five small tugs for local owners, who are interested in towing on the Georgian bay.

The str. Tadousac, built by the Bertram Engine Works, Toronto, for the Victoria Lumber Co., was placed in service early in Oct., carrying grain from Fort William.

The str. Aletha, of Kingston, Ont., will be lengthened during the winter, and will be put into the passenger service in the spring on a route between Kingston, Ottawa and Montreal.

One of the steam barges owned by the Rainy River Navigation Co., Rat Portage, Ont., was recently burned on the Lake of the Woods, and is a total loss. She had only just been overhauled.

The Minister of Public Works recently stated in the House of Commons that it was proposed to dredge the Grand River from Dunnville to Port Maitland. The contract for this work has not been let.

The Ottawa Forwarding Co. has placed an order for the construction of a new passenger and freight steamer for the Rideau route. The steamer is to be built at Montreal, and will be ready for the opening of navigation.

Sand and Dredging (Ltd.), Toronto, has had built for its service on Lake Ontario, a scow-type, sand-pumping steamer. Her dimensions are: length, 116 ft.; breadth, 27 ft.; depth, 6 ft. She is fitted with propelling and pumping machinery.

The Dominion Parliament has voted \$20,000 for surveys of the Ottawa river and tributaries, with a view of devising a scheme for the regulation of the water levels of the upper reaches of these streams so as to afford increased facilities for navigation purposes.

The Minister of Marine has been asked to direct the making of a hydrographic survey of Lake Temagami. The Temiskaming & Northern Ontario Ry. touches the lake about 60 miles from North Bay, and a steamship service has been opened upon it this summer.

In the House of Commons recently the Minister of Finance stated that the total cost of the improvements contemplated at Port

Colborne, at the Lake Erie end of the Welland canal, amounted to \$1,067,876, and that it would take another year to complete the work.

The New Ontario Steamship Co., which has its headquarters in Hamilton, Ont., has received from the Clyde a new steamer, 253 ft. over all, and 40 ft. in breadth. At her launching she was named the Neepawah by Mrs. W. G. Walton, wife of the President of the company.

Capt. Dane has purchased the U.S. steamer Riverside, at Buffalo, N.Y., for the Brockville, Alexandria Bay, Ogdensburg route, to replace the str. Massena, destroyed by fire. The Riverside was built in 1892, her dimensions being: length, 84 ft.; breadth, 19 ft.; tonnage—gross, 124 tons; register, 90.

The tug Reliance owned by the Midland Towing and Wrecking Co., of Midland Ont., was burned recently at Spanish River, Ont. The hull has been raised and towed to Collingwood where it will be rebuilt. The Reliance was built at Collingwood in 1892, her dimensions being, length, 124 ft.; breadth, 23 ft.; depth, 11 ft. 6 in.; tonnage - gross, 311 tons; register, 182.

The Lake Carriers' Association is considering the proposal to cut a canal across St. Clair Flats, Ont., about 30 miles in length. The canal would cut Detroit, Mich., off from the marine world entirely, would save seventy-nine miles of the present course, and the ships using the canal would avoid the dangers of Ballard's reef, the Lime Kiln crossing, Bar Point, Colchester Reef and Point Pelee.

The total freight passing through the Canadian and the U.S. canals at Sault Ste. Marie, in Sept., was 4,265,650 tons, against 4,673,532 tons in Sept., 1902. The figures for the Canadian canal are:

	1903.	1902.	Increase or Decrease.
April	159,763 tons	190,926 tons	31,163 tons -
May	636,747 "	314,262 "	322,485 " +
June	917,105 "	1,118,564 "	201,459 " +
July	890,338 "	523,936 "	366,402 " +
Aug	879,420 "	659,858 "	219,562 " +
Sept	639,320 "	560,931 "	79,289 " +
	4,122,693 tons	3,367,577 tons	755,116 tons +

+ increase. - decrease.

A despatch from Chicago says: The great activity among Canadian and English ship-building industries, which are building vessels for the export grain trade on the great lakes, is causing much alarm among American vessel owners. Canadian capitalists are making swift strides toward controlling transportation of grain from the head of the lakes, and in time from Chicago and other important shipping ports. They have been quick to see the advantages of the Canadian routes to the seaboard as compared with the American routes, and no time is being lost in building boats to carry out the purpose. Large steel steamers

are being turned out by the Canadian yards as rapidly as they can build them. There evidently is ample ground for anxiety among American vesselmen, since they are helpless to remedy the combination of circumstances which has prompted the foreign interests aggressively to seek their commerce. The American rates for transportation to the seaboard are prohibitive as compared with figures the Canadians are prepared to offer. The latter are said to have the advantage because they are not compelled to submit to excessive demands of labour unions and can carry the grain at much lower figures.

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Ladies, now is the time to have your Furs repaired and remodelled. Fur Show Rooms open at all seasons.

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sent on application.

Holt, Renfrew & Co.
TORONTO and QUEBEC.

MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1902, gives the following statistics for the year:

CROPS.		
ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.....2,039,940	26. bus.	53,077,267 bus.
Oats.....725,060	47.5 "	34,478,160 "
Barley.....329,790	35.9 "	11,848,422 "
Potatoes...22,005	157. "	3,459,325 "

STOCK.

Number of stock in the Province, July 1, 1902:

Horses.....146,591	Sheep.....20,518
Cattle.....282,343	Pigs.....95,598

Value of Dairy Products.....\$926,314

15,000 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1902—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

Farmers erected, this year, farm buildings valued at one and one-half million dollars.

MANITOBA LANDS—For sale by the Provincial Government. Over 1,000,000 acres of choice land in all parts of the Province are now offered at from \$2.50 to \$5.50 per acre. Payments extend over nine years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.50 and \$4.00 per acre.

FREE HOMESTEADS are still available in many parts of the Province.

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Or J. J. GOLDEN, Manitoba Emigration Agt.,
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RAILWAYS**

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TO NORTH-WEST
AND CALIFORNIA**

**Special Low Rates Homeseekers'
Excursions, Sept. 15th, Oct. 20th**

To all points in Louisiana and Mississippi, \$16.00 from Chicago.

To all Texas points on the Southern Pac. Ry. at proportionate rates.

The Local Agent is asked to note Cheap Rates to all the North-West, also to California from Sept. 15 to Nov. 30, nearly \$20 less than regular second-class fare and ordinary Pullman service from Chicago or Cincinnati. Special folders for St. Paul, Minneapolis, California and West, and regular folders with it all in. July folder is a good one. Get it!

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& HUDSON RIVER R. R.**

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In connection with the C.P.R., T.H. & B. and M.C. Railroads operate the quickest and best trains between Toronto, Hamilton and New York.

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Night Train with sleeping car and dining car leaves Toronto 5.20 p.m., Hamilton 6.20 p.m., arrives New York 7.50 next morning.

ONLY ONE
station in the City of New York, the Grand Central Station of the New York Central.

Connections at Suspension Bridge with the Grand Trunk Railway.

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Manitoba and Northwest Territories.

Tenders have been asked for in Prince Albert, Sask., for the supply of materials for the construction of the hull of a steamer on the Saskatchewan river for Mosher Bros., Fort Frances, Ont.

A bill has been introduced in the House of Commons by the Minister of Marine providing for regulating the operation of ferry boats by cable, swing bridges, etc. The measure has a special importance on the rivers of Manitoba and the Northwest Territories, where there are a large number of these ferries.

The recent trip of inspection made by G. P. Phillips of the steamers and other vessels engaged in trading on the lake and river navigation stretching from Athabasca Landing to the Arctic ocean, has drawn special attention to this important but little known inland water way. He inspected 12 steamers on the trip, travelling altogether 5,000 miles from Edmonton, Alta., in order to do so. Of these twelve steamers only five are included in the list of vessels registered with Minister of Marine on Dec. 31, 1902, but eight are mentioned in the report of the Minister as not having been inspected for the year ended June 30, 1902. Three of the steamers are owned by the Hudson Bay Co., three by Hislop and Nagle, four by different missions, but the owners of the remaining two are not given. The following particulars relating to the different steamers have been obtained from the official records and other sources: The Athabasca, a stern wheel steamer owned by the Hudson Bay Co., was built at Athabasca Landing, Atha., in 1888. Dimensions: length, 146 ft.; breadth, 28.4 ft.; depth, 4 ft.; tonnage—gross, 167 tons; register, 105. The Athabasca has been laid up for some time. The Grahame, owned by the Hudson Bay Co., is a stern wheel str. built at Fort Chippewyan, Atha., in 1896; dimensions: length, 140 ft.; breadth, 24 ft.; depth, 4.6 ft.; tonnage—gross, 360 tons; register, 233; a passenger and freight steamer operating on the Athabasca and Slave rivers. The Wrigley, owned by the Hudson Bay Co., is a screw str. built at Fort Smith, Mackenzie, in 1898. Dimensions: length, 86 ft.; breadth, 16 ft.; depth, 7 ft.; tonnage—gross, 105 tons; register, 67 tons; a passenger and freight steamer operating on the Mackenzie river. The Eva, owned by Hislop and Nagle, is 62 ft. long by 12 ft. beam; and makes a yearly trip between Fort Smith and the Little Red river. The Netta, owned by Hislop and Nagle, is 55 ft. long by 10 ft. beam, and trades exclusively on Great Slave lake. The Alpha, also owned by Hislop and Nagle, is 55 ft. long by 9 ft. beam, 7.50 tons gross, 4.98 tons register, and trades between Fort McMurray and Fort Smith. The owners of the following steamers do not appear in the records: Lilian B., screw tug, 4 tons gross, 1.08 tons register, operating on Slave river; Sparrow, screw passenger and freight steamer, trading on the Mackenzie river, 49.28 tons gross, and 27.90 tons register. Two of the mission steamers are new, only having been completed in 1902; they were built at Peterborough, Ont., and were taken to Athabasca Landing, where they were put together. The other mission steamers are: The St. Joseph, a mission steamer, a stern wheeler, built at Fort Chippewyan, Atha., in 1893. Dimensions: length, 59 ft.; breadth, 9.5 ft.; depth, 4 ft.; tonnage—gross, 27 tons; register, 16 tons. The screw str. St. Alphonse is also a mission boat, and was built at Fort Smith, Atha., in 1897. Dimensions: length, 54 ft.; breadth, 10.5 ft.; depth, 4.8 ft.; tonnage—gross, 28 tons; register, 15 tons.

The C.P.R. has organized a series of winter trips from Vancouver to New Zealand, calling at the Hawaii and the South Sea islands. The first trip has been fixed for Nov. 13.

B.C. and Pacific Coast Shipping.

Capt. Locke, of the C.P.R. str. Danube, it is reported, will be appointed to the Princess Victoria in succession to the late Capt. Rudlin.

The C.P.R. str. Princess Victoria recently made the trip between Vancouver and Victoria, B.C., in the record time of 3 h. 43 mins., cutting off five minutes of the previous record—her own—made Aug. 18.

Plans are being prepared by the Dunsmuir estate for the construction of a turbine steamer for the coal trade, and for a car barge to operate on the ferry between Ladysmith and Vancouver, B.C.

There are many rumors afloat in Vancouver and Victoria respecting some possible changes in the Pacific Coast Steamship Co.'s service, and the possibility of the C.P.R. putting on one or more steamers to run to San Francisco. It is not thought that there is any real foundation for any of the statements made in respect of these matters.

Capt. Geo. Rudlin of the C.P.R. str. Princess Victoria, died suddenly in Vancouver, B.C., recently, aged 67 years. Capt. Rudlin was born in Essex county, Eng., and after spending some years in coasting vessels in England, came to San Francisco in 1856, and reached Esquimalt in 1859. He had charge of several schooners in the coal and lumber trade until 1865, when he was engaged in the steam towing business. He was one of the founders of the B.C. Towing and Transportation Co., and was subsequently with the Spratts, whose steamers were taken over by the C.P. Navigation Co., which was later on acquired by the C.P.R. He was the senior captain on this service, having commanded the various steamers in turn. He was ten years in charge of the Charmer, and was given charge of the Princess Victoria on her completion this year.

The pilotage on the St. Lawrence river from Montreal to the Saguenay river has been placed under the control of the Department of Marine. The ocean shipping interests have advocated this change for some years.

The C.P.R. Atlantic steamships will be placed on the following routes for the winter: from St. John, N.B., to Liverpool, the Lake Manitoba, Lake Erie, and Lake Champlain, giving a fortnightly service; from St. John, N.B., to Bristol, the Montague, Montcalm and Montfort, giving a fortnightly service; and St. John to London and Antwerp, the Mount Temple, Lake Michigan, Montrose, and Monmouth, giving a fortnightly service. The Montezuma, Montreal, Milwaukee, and Mount Royal will be engaged in carrying cotton from New Orleans, La., to Liverpool.

At the instance of the Minister of Marine the House of Commons was asked to assent to several changes in the law respecting the investigation of shipping casualties. The amendments, which it proposed to incorporate in the act, provide that stranding as well as abandoning may be a cause of investigation; that instead of the court being composed as previously entirely of nautical men, a judge or stipendiary magistrate may be appointed; that default as well as misconduct may be found against an officer; that no certificate shall be suspended or cancelled unless at least one of the assessors concurs in the finding of the court, and that no certificate shall be cancelled or suspended unless the holder shall have been supplied with a copy of the report or statement on which the investigation has been ordered and he has had an opportunity of defence.

The Minister of Marine recently sent the following memorandum to the Montreal Board of Trade in reference to the work of the tidal survey, and the charting of the Atlantic coast line: "The St. Lawrence, from Quebec to the

Saguenay, the only portion in which there is intricate navigation, has been re-surveyed in recent years by the Admiralty, and this department is satisfied that the new charts resulting from that survey, as corrected from time to time from information furnished by it, are accurate. The Gulf, off the east end of the Island of Anticosti, has also been recently re-surveyed at the joint expense of the Admiralty and the Dominion Government. This work was done because it was claimed that the numerous wrecks there resulted from inadequacies in existing charts, but no new dangers were discovered by the re-survey. The whole Newfoundland coast has also been re-surveyed by the Admiralty. With regard to the survey of the tides and currents in Canadian waters, as the Board of Trade probably knows, work is actually being prosecuted. Our tide tables, as now published, are admitted to be both correct and comprehensive. Reports on the currents in the river and gulf have been published and extensively circulated amongst mariners, and Dr. Dawson, the engineer in charge of this work, is now engaged in investigating the currents off Cape Race, in view of the numerous casualties in that district, although the waters in question are outside of Canadian jurisdiction."

Among the Express Companies.

The Denver and Rio Grande Ex. Co. has been acquired by the Globe Ex. Co., and hereafter will be known by that title.

The Canadian Ex. Co. has placed its service on the Riviere Ouelle branch of the I.C.R. from Riviere Ouelle station to St. Denis wharf, Que.

The Western Ex. Co. has opened offices at Laurium, Mackinaw City, Mills, Mich.; Bulwer Junction, Minn., and has reopened its office at Newhall, Mich.

The Canadian Ex. Co. has opened offices at Leitches Creek, N.S., and St. Denis wharf, Que., and closed its offices at Allandale, Ormsby, Sherks, Ont., and Covered Bridge, N.B.

The White Pass and Yukon Route has arranged its winter stage line from Whitehorse to Dawson City, Yukon Territory, and will, as usual, carry a limited amount of express matter over it.

The British-America Ex. Co., operating on the Algoma Central and Hudson Bay Ry., and the steamship line operated between Sault Ste. Marie, Ont., and lake points on Lakes Huron and Superior, is one of the subsidiary companies owned by the Consolidated Lake Superior Co.

The following territory of the Dominion Ex. Co. in British Columbia is included in the general term "Kootenay Points": all points south of Revelstoke, to and including Arrowhead, Castlegar Jct., Trail, Rossland, Nelson, Pilot Bay, Lardo and intermediate points, not including Revelstoke or any point south of Pilot Bay, or west of Castlegar Jct.

The Dominion Ex. Co. gives notice that on account of the irregular train service on the Algoma Central and Hudson Bay Ry. shipments for offices of the British North America Ex. Co., which includes the following points, should, until further notice, be accepted only subject to delay at Sault Ste. Marie, Ont.: Agawa, Achigan, Bellevue, Birchcamp, Goulais, Helen Mine, Michipicoten, Ogidaki, Pine Camp, Searchcamp, Spruce Camp, Wa-boo, Wa Wa, Wildie.

Telegraph and Cable Matters.

The Newfoundland Government has opened a telegraph office at Bay Verte mine.

The U.S. cable connection between Seattle, Wash., and St. Michael, Alaska, has been completed.

The G.N.W. Telegraph Co. has closed its offices at the following points: New Germany,

Sutherland's Corners, Ont.; Little Watchou, Rocky Bay, Que.

The receipts of the Pacific Cable Board for the year ended Mar. 31, according to a return issued by the Imperial Government, amounted to £1,960,781.

The Halifax-Bermuda Cable Co., for the year ended June 30, made a net profit of £3,245 and carried forward £745 after providing for a dividend of 2½%.

The C.P.R. Telegraph department is erecting a station at Golden, B.C., to which it is proposed to remove its telegraph relay station for the Vancouver-Winnipeg lines, at present maintained at Donald, B.C.

The Newfoundland Government has laid a cable from Pilley's island to the mainland of the colony and made a connection with the main telegraph line at Hall's Bay. A tele-

graph office has been established at Phillip's Island.

Colonel R. C. Clowry, President Western Union Telegraph Co., and C. Tripp, of the Anglo-American Cable Co., recently completed an inspection of the property of these companies in Nova Scotia, New Brunswick and Newfoundland.

The Halifax (N.S.) city council is being asked to approve of a new plan of assessment, in which it is recommended that a special tax of \$400 shall be levied upon telegraph companies, and \$200 upon cable companies doing business in the city.

The C.P.R. Telegraph department has recently opened offices at the following points: Antler, Morse, Northwest Territories; Kalmar, Ont.; and closed its offices at the following places: Amigari and Caledonia Springs Hotel, Ont.; Deschene Mills and Papineauville station, Que.

The condition of the telegraphic service in Prince Edward Island was the subject of a recent discussion in the Senate, and the Government was asked to take steps to acquire the lines owned by the Anglo-American Cable Co., connecting with and upon the island.

The Yale-Kootenay Telegraph Co. elected the following at its annual meeting: President, L. W. Hill, St. Paul, Minn.; Secretary-Treasurer, A. M. Thomas, Spokane, Wash.; Attorney, A. H. MacNeill, Rossland, B.C.; other directors: G. A. Keating, M. M. Stephens, Rossland, B.C.

The G.N.W. Telegraph Co.'s shareholders held their annual meeting in Toronto recently. The statements submitted at the meeting showed that the year ending June 30 had been the most prosperous in the history of the country. Officers were elected as follows: President, H. P. Dwight; Vice-President, A. Brown, Hamilton, Ont.; General Manager,

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Mica Fire-Proof Coverings

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Boilers, Flues, Furnaces, Heaters,
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GOLD STORAGE INSULATION
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LEHIGH VALLEY RAILROAD

Forms the Direct Line from Toronto, Hamilton, London and all points in Canada for the above cities.

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G. R. CHESBROUGH,
West'n Pass. Ag't, Buffalo, N. Y.

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How much the success of your business and the comfort of your household depend on communication with others, you will appreciate the fact that telephone service is worth a great deal more than it costs.

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EFFICIENT, RAPID, CONSTANT.

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A beautiful new hotel just built by the Canadian Pacific Ry., in connection with their new passenger station. The building occupies an entire block and the style of architecture is that of the Chateau period of the French Renaissance. The hotel faces the Viger Gardens, and is thoroughly up-to-date in all its appointments. American tourists will find the Place Viger a most delightful hotel home.

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Capital paid up - - - 2,983,896
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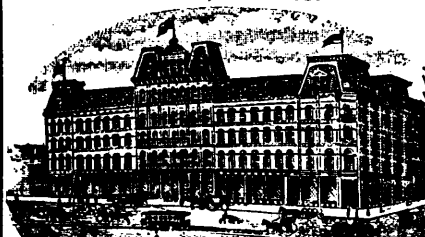
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E. HAY - - - Asst. General Manager.
W. MOFFAT - - - Chief Inspector.

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Manager

Isaac McMichael; directors, R. Fuller, A. S. Irving, W. C. Matthews, J. Hedley, H. N. Baird, Col. R. C. Clowry, Hon. Wm. McDougall; Secretary-Treasurer, George D. Perry; Auditor, A. C. McConnell. The official statement says that the reports, which have been actively circulated of late as to the absorption of the G.N.W. by the Western Union Telegraph Co., have been without the slightest foundation. There have been no negotiations whatever in this direction. The G.N.W. Telegraph Co. will remain, as heretofore, a strictly independent Canadian company, under Canadian management, continuing its exclusive connection with the Western Union Co., both companies being actively engaged in extending their lines and improving their local and international service. The relations between the companies and their respective managers have always been, and are still, perfectly harmonious and friendly.

The 20th anniversary of the commencement of operation by the C.P.R. telegraph department was celebrated Sept. 1, and the Manitoba Free Press, in referring to the event, said: Very few of the original operators are with the company after this lapse of time, but B. S. Jenkins, who was first superintendent, and to whom the onerous task of construction and development was entrusted, is still at the head of the Western lines he has built. Mr. Jenkins' appointment was due to the influence of Sir William Van Horne; at that time he was the youngest superintendent on the continent of America. Mr. Jenkins' original appointment was as Superintendent of the western division; but four years ago he was appointed General Superintendent of western lines. The system at its inauguration extended from Port Arthur to Calgary, with branches to Emerson, Gretna, Manitou, Glenboro and Stonewall. There were almost 1,600 miles of poles and 2,800 miles of wires. In contrast to this, and as a proof of the manner in which the company has endeavored to keep pace with the rapid development of the western country, it may be stated that at the end of 1902 it had 3,700 miles of poles and over 15,000 miles of wire, in the same territory. Extensive additions are being made this year, following new lines of railway and providing increased wire facilities over existing lines. The pole mileage of the western division is now greater than that of the eastern division, while the wire mileage is about the same. Twenty years ago the Winnipeg office employed 10 men, two of them at night. To-day it has more than 100 in this department. To-day its system runs from Canso to the western coast of Vancouver Island, connecting with the Commercial Co.'s system at the former place, and with the All-British Pacific cable at the other. Twenty years ago almost the whole of the operating was done by the station agents, but at present the necessities of the business demand the appointment of increasing numbers of operators devoting the whole of their time to the telegraphic business of the company.

British Columbia Telephones, Limited.

The following report for the year ended June 30 was presented at the annual meeting at Huddersfield, Eng., Oct. 21. The expenditure for improvements and extensions during the year was £7,334. The purchase of the plant of the Columbia Telephone and Telegraph Co. involved a further expenditure of £7,668. A new switchboard is being installed in the Victoria exchange on the central energy system. This will necessitate the purchase of new instruments for all subscribers there, involving a total expenditure of, at least, £15,000. At the last session of the Provincial Legislature an act enabling the Company to lay a cable connecting the mainland and Vancouver island was obtained; the

cost of the cable and land lines necessary will be, it is estimated, about £35,000. Owing to the heavy but necessary expenditure above mentioned, and that contemplated, the directors of the subsidiary companies have decided to carry forward the whole of the balances standing to the credit of their respective profit and loss accounts. The directors, therefore, regret that they are unable to pay any dividend on the ordinary shares. At the meeting a scheme for the reorganization of the Company, transferring the head office to British Columbia and increasing the debenture issue, will be submitted for consideration. The balance from last year's account is £322 14s. 2d. The directors have transferred from reserve fund £4,500, making a total of £4,822 14s. 2d., out of which have been paid: Expenses of English office, £146 4s.; income tax, £376 3s. 8d.; bank interest and charges, £164 13s. 3d.; interest on debenture stock to June 30, 1903, £1,270 19s. 6d.; dividend on preference shares to June 30, 1903, £1,694 12s. 8d.; total, £3,652 13s. 1d., leaving a balance to provide for directors' remuneration and to carry forward to next year's account of £1,170 1s. 1d. W. E. Wimpenny retires from the directorate by rotation.

The balance sheet shows the capital and liabilities of the Company to be £112,926 10s. 6d. The assets are shares in the Victoria and Esquimalt Telephone Co. and the New Westminster and Burrard Inlet Telephone Co., which include the shares in subsidiary companies, £88,380 3s.; profits from and amounts owing by subsidiary companies, £24,498 4s. 6d.; cash in bank, £48 3s. The profits earned by subsidiary companies for the year ended June 30 and not distributed were £12,686 17s. 8d. The directors for the past year were Dr. J. M. Lefevre, chairman; W. E. Wimpenny, W. Farrell.

General Telephone Matters.

The Bell Telephone Co. is putting up a local telephone system at Emerson, Man.

The Bell Telephone Co. has opened its long distance line between Sault Ste. Marie and Thessalon, Ont.

The Bell Telephone Co. is laying conduits in Sherbrooke, Que., preparatory to placing its wires underground.

The Vernon and Nelson Telephone Co. is negotiating with the Phoenix, B.C., city council for permission to erect additional lines in the city.

The Hamilton, Grimsby and Beamsville Electric Ry. Co. has installed new telephones on its system between Hamilton and Beamsville, Ont.

The Bell Telephone Co. has completed the installation of an office telephone system at the works of the Stovel Co., on McDermot, King and Arthur streets, Winnipeg.

F. C. Paterson, Manager of the Bell Telephone Co. for the Northwest Department, has purchased a house in Winnipeg, and has removed his family there from Brandon, Man.

C. F. Phillips of Baltimore, Md., who was consulted by the Montreal city council relative to the construction of a conduit system in that city, has presented a report and plans to the council.

The Citizens' Telephone and Electric Co. of Rat Portage (Ltd.), having transferred its lines, franchises, etc., to the Rat Portage, Ont., town council, has wound up its affairs in liquidation.

The Edmonton Telephone Co. is negotiating with the Edmonton, Alta., city council for a franchise. The council is desirous of adding a clause authorizing the construction of a municipal system.

The municipal telephone plant at Port Arthur and Fort William, Ont., is reported to be

giving good service. An additional section to the switchboard at the Port Arthur exchange is being installed.

The Bell Telephone Co. is constructing a long distance line between Cardston and Edmonton, Alta., along the line of the Calgary and Edmonton Ry. The company is negotiating with the Edmonton city council for an entrance there.

The Victoria Telephone Co., Victoria, B.C., is fitting up its new office and exchange on the upper floors of the Bank of Montreal building, and intends moving there by the end of the year. A new central energy switchboard is being installed in the new exchange.

Rapid progress is being made with the construction of the addition to the Bell Telephone Co.'s building in Toronto. The enlarged main exchange will be double the size of the present one, and is being fitted up on the most modern lines. It is expected that it will be completed by the beginning of 1904.

The telephone committee of the Ottawa city council has recommended the granting of a five years' franchise to the Bell Telephone Co., at \$45 a year for business houses, \$20 a year for private houses, and the payment of \$1,500 a year to the city treasurer, together with 40 free instruments for civic use.

The Humber Power and Light Co. recently made application to the Toronto Junction town council for a franchise, and it was resolved, as a basis of the general privilege granted, that the company might charge \$6 a year and 1 cent per call up to a maximum of \$15 a year for private houses, and \$25 for stores, until such time as the company may be able to connect with Toronto, when the maximum may be \$20 for houses and \$40 for stores. The privilege applies to a radius of 15 miles around the town.

The Nova Scotia Telephone Co. has extended its conduit system in Halifax during the year one mile, and has put in two miles of cable, making in all about 2½ miles of conduit work completed. It has repaired about 150 miles of long distance line in various parts of the province. It has strung additional wires on its long distance lines between Halifax and Windsor, Chester and Lunenburg, Halifax and Shubenacadie, Halifax and New Glasgow, Truro and Acadia Mines; and is also putting up a new line from Antigonish to the Strait of Canso.

The Eastern Telephone Co. has completed the reconstruction of its line in Sydney, N.S., and has put in about 2,000 ft. of conduit work to accommodate its increasing business. It has also put in about 700 ft. of cable. At Glace Bay it has put in a metallic system, and has completed its exchange at Sydney Mines. It is putting up a line from Sydney to Hawkesbury, via Grand Narrows and Orangedale, and expects to have the line completed in Dec. The E.T. Co. has acquired the Inverness and Victoria Telephone Co., and the Union Telephone Co. The Inverness and Victoria Telephone Co. had a line from North Sydney to Whycocomagh, and the Union Telephone Co. from Whycocomagh to Hawkesbury and Arichat. A considerable portion of these lines will be abandoned, especially between Orangedale and Hawkesbury, and the company will rebuild a portion of the old line between North Sydney and Orangedale. It is also about to build another line from Hawkesbury to Port Hood, running along the railway line of the Inverness Ry. and Coal Co.

The New Brunswick Telephone Co. has the following exchanges:—St. John, in the Company's own new building, equipped with central energy system, about 2,000 subscribers; Fredericton, about 400 subscribers; Moncton, about 300 subscribers; Woodstock and St. Stephen, about 150 subscribers each; St. Andrews, Sussex, Dorchester, Shediac, and

Sackville, an average of 35 subscribers. The Company operates the following long distance lines:—Chatham to Fredericton, 125 miles, copper metallic circuit; Grand Falls to Fredericton, 135 miles, double copper metallic circuit; Woodstock to Houlton, Me., 12 miles, copper metallic circuit, connecting with New England telephone system in Maine; Fredericton to St. John, 95 miles, two copper metallic circuits; St. John to St. Stephen, 85 miles, copper metallic circuit, connecting at Calais, Me., with New England telephone system for U.S. points; St. John to Moncton, 95 miles, two copper metallic circuits, connecting at Norton with the Chipman Telephone Co.; Moncton to Shediac, 20 miles, single iron circuit; Moncton to Buctouche, 35 miles, single metallic circuit; Moncton to Hillsboro', 30 miles, single metallic circuit; Moncton to Sackville, 45 miles, two metallic circuits, copper and iron, connecting at Amherst with the Nova Scotia Telephone Co.'s system for all its offices. The N.B. Telephone Co. has about 90 long distance offices. Its headquarters are at Fredericton. President, Hon. A. G. Blair; Vice-President, J. L. Black; Managing Director, Hon. F. P. Thompson; Sec.-Treas., W. E. Smith.

PURCHASING AGENTS' GUIDE.

(Continued from third page of Cover.)

Station Name Signs	Acton Burrows Co.....Toronto.
Steamboats	Polson Iron Works.....Toronto.
Steamboat Signs	Acton Burrows Co.....Toronto.
Steam Couplers	Safety Car Heating and Lighting Co.....New York.
Steam Shovels	James Cooper.....Montreal. W. H. C. Mussen & Co.....Montreal.
Steel	James Cooper.....Montreal. B. J. Coghlin & Co.....Montreal. Wm. Jessop & Sons.....Sheffield, Eng. Rice Lewis & Son.....Toronto.
Steel Buildings	Dominion Bridge Co.....Montreal.
Steel for Springs	James Hutton & Co.....Montreal.
Steel Plate	Jas. W. Pyke & Co.....Montreal.
Steel Tyres	B. J. Coghlin & Co.....Montreal. James Hutton & Co.....Montreal. Latrobe Steel Co.....Philadelphia, Pa. Jas. W. Pyke & Co.....Montreal.
Structural Metal Work	Dominion Bridge Co.....Montreal. Locomotive and Machine Co. of Montreal..... Jas. W. Pyke & Co.....Montreal.
Studs, Engine and Binder	John Morrow Machine Screw Co. (Ltd.).....Ingersoll
Switches	Montreal Steel Co.....Montreal.
Switch Lamps	The Hiram L. Piper Co.....Montreal. The N. L. Piper Railway Supply Co.....Toronto.
Switch Locks	The Hiram L. Piper Co.....Montreal.
Switch Ropes	The B. Greening Co.....Hamilton, Ont.
Switch Targets	Acton Burrows Co.....Toronto.
Tanks and Tank Fixtures	Ontario Wind Engine and Pump Co.....Toronto.
Telegraph and Telephone Office Signs	Acton Burrows Co.....Toronto.
Tie Plates	B. J. Coghlin & Co.....Montreal.
Tobacco and Cigars	The Hudson's Bay Company.....
Toilet Paper	The Hudson's Bay Company.....
Tools	Rice Lewis & Son.....Toronto.
Track Jacks	James Cooper.....Montreal. W. H. C. Mussen & Co.....Montreal. A. O. Norton.....Coaticook, Que.
Track Tools	Canada Switch and Spring Co.....Montreal. James Cooper.....Montreal. Rice Lewis & Son.....Toronto. W. H. C. Mussen & Co.....Montreal. The Hiram L. Piper Co.....Montreal.
Tramway Equipment	James Cooper.....Montreal. W. H. C. Mussen & Co.....Montreal. J. J. Gartshore.....Toronto.
Trucks (Electric Car)	Baldwin Locomotive Works.....Philadelphia, Pa. Montreal Steel Co.....Montreal.
Trucks (Warehouse and Express)	Rice Lewis & Son.....Toronto.
Turntables	Dominion Bridge Co.....Montreal.
Varnishes	McCaskill, Dougall & Co.....Montreal.
Vessels	Polson Iron Works.....Toronto.
Waste	B. J. Coghlin & Co.....Montreal. Rice Lewis & Son.....Toronto. N. L. Piper Ry. Supply Co.....Toronto. The Queen City Oil Co.....Toronto.
Wheelbarrows	James Cooper.....Montreal. Rice Lewis & Son.....Toronto.
Windmills	Ontario Wind Engine and Pump Co.....Toronto.
Window Blinds	The Hudson's Bay Company.....
Wines and Liquors	The Hudson's Bay Company.....
Wire and Wire Rope	Dominion Wire Rope Co.....Montreal. The B. Greening Co.....Hamilton, Ont. Rice Lewis & Son.....Toronto. W. H. C. Mussen & Co.....Montreal. The Wire and Cable Co.....Montreal.
Wire, Brass and Steel	Dominion Wire Manufacturing Co.....Montreal.

Wire Cloth	The B. Greening Co.....Hamilton, Ont.
Wire, Copper	Dominion Wire Manufacturing Co.....Montreal. E. F. Phillips Electrical Works, Ltd.....Montreal. The Wire and Cable Co.....Montreal.
Wire, Electric	Dominion Wire Manufacturing Co.....Montreal. E. F. Phillips Electrical Works, Ltd.....Montreal. The Wire and Cable Co.....Montreal.
Wire Goods	Dominion Wire Manufacturing Co.....Montreal.
Wire, Insulated Copper	E. F. Phillips Electrical Works, Ltd.....Montreal. The Wire and Cable Co.....Montreal.
Wire, Telegraph and Telephone	Dominion Wire Manufacturing Co.....Montreal. E. F. Phillips Electrical Works, Ltd.....Montreal. The Wire and Cable Co.....Montreal.
Wire, Transmission and Trolley	Dominion Wire Manufacturing Co.....Montreal. The Wire and Cable Co.....Montreal.
Wood Screws	Dominion Wire Manufacturing Co.....Montreal.
Yachts	Polson Iron Works.....Toronto.

In an advertisement by a railway company of some uncalled for goods the letter "l" had dropped from the word "lawful," and it read: "People to whom the packages are directed are requested to come forward and pay the awful charges on the same."

W. B. Coulsell, agent of the Canadian-Australian Line of steamships at Melbourne, Australia, who was in Montreal recently, stated that T. Tait has made himself quite at home with his duties as Chairman of the Commissioners having charge of the Government railways in Victoria.

The C.P.R. gives notice that freight consigned for local delivery at stations on the Quebec Southern Ry. will only be accepted for transportation when charges are prepaid. This does not apply to freight destined to points beyond the Q.S.R., such as stations on the Rutland Rd., etc.

The Transportation Commission appointed by the Dominion Government to investigate transportation problems will meet for organization early in Nov. The commissioners will take evidence from all parties desiring to appear before them respecting the transportation question, and their meetings will be open to the public.

The Maritime Engineering Co. (Ltd.) has been incorporated under the New Brunswick Companies' Act, with a capital of \$30,000, to carry on at Moncton, N.B., a general engineering business, and in connection therewith to build and engine vessels. The provisional directors are: J. P. Weir, P. S. Archibald, F. W. Givan, G. Baxter, Moncton; J. Wood, Sackville, N.B.

The Canadian, Australasian and Puget Sound Steamship Co. has been organized at Tacoma, Wash., and press reports stated that the G.T.R. had made arrangements in connection with it to ship freight on a through basis to Australia and New Zealand. R. S. Logan, assistant to the 2nd Vice-President and General Manager, states that there is nothing in the matter so far as the G.T.R. is concerned.

The Canadian Northern Transfer Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$500,000, to transfer passengers and freight from place to place, and for the storage and warehousing of freight. The head offices are at Winnipeg, and the provisional directors are solicitors' clerks, etc. The company is being organized in connection with the Canadian Northern Ry. and it is believed that it will do that road's transfer business at Winnipeg and other points. At present the cartage for the C.N.R. at Winnipeg is done by the Shedden Co., which made a contract with the Northern Pacific Ry. when that line first entered Manitoba.

Established 1849

CHAS. F. CLARK, Pres. JARED CHITTENDEN, Treas.

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Capital and Surplus \$1,500,000

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NOS. 346 and 348 BROADWAY, N.Y. CITY, U.S.A.

THE BRADSTREET COMPANY gathers information that reflects the financial condition and the controlling circumstances of every seeker of mercantile credit. Its business may be defined as of the merchants, by the merchants, for the merchants. In procuring, verifying and promulgating information, no effort is spared, and no reasonable expense considered too great, that the results may justify its claim as an authority on all matters affecting commercial affairs and mercantile credit. Its offices and connections have been steadily extended, and it furnishes information concerning mercantile persons throughout the civilized world.

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OFFICES IN CANADA:

Halifax, N.S.	Hamilton, Ont.	London Ont.
Montreal, Que.	Ottawa, Ont.	Quebec, Que.
St. John, N.B.	Toronto, Ont.	Vancouver, B.C.
		Winnipeg, Man.

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

The Northern Electric and Manufacturing Co., Limited

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Contractors for and Dealers in

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Experimental and Model Work,
Fine Machinery, Special Tools,
Patterns, Gear-Cutting, Specialties, Repairs, Etc.

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To the Manufacturers of & Dealers in Steam & Electric Railway, Steamship, Express, Telegraph & Telephone supplies, &c.

Accident Insurance

Canadian Ry. Accident Ins. Co. Ottawa, Ont.
Travelers' Insurance Co. Montreal.

Aerated Waters

E. L. Drewry Winnipeg.

Air Brakes & Fittings

Westinghouse Mfg. Co. Hamilton, Ont.

Ales

E. L. Drewry Winnipeg.

Anchors

Rice Lewis & Son Toronto.

Axles

James Hutton & Co. Montreal.
Jas. W. Pyke & Co. Montreal.
Rhodes, Curry & Co. Amherst, N.S.

Babbitt

Rice Lewis & Son Toronto.

Blankets & Bedding

The Hudson's Bay Company

Block & Tackle

Dominion Wire Rope Co. Montreal.
Rice Lewis & Son Toronto.

Boat Fittings & Hardware

Rice Lewis & Son Toronto.

Boiler Covering

Mica Boiler Covering Co. Montreal.

Bollers

Polson Iron Works Toronto.

Boiler Tubes

B. J. Coghlin & Co. Montreal.
Jas. W. Pyke & Co. Montreal.

Bolsters

Simplex Railway Appliance Co. Montreal.

Bolts

Rice Lewis & Son Toronto.

Bolts, Boiler Patch

John Morrow Machine Screw Co. (Ltd.), Ingersoll

Brake Beams

Simplex Railway Appliance Co. Montreal.

Brass and Copper Cloth

The B. Greening Co. Hamilton, Ont.

Brass Castings

St. Thomas Brass Co. St. Thomas, Ont.

Bridge Numbers

Acton Burrows Co. Toronto.

Bridges

Dominion Bridge Co. Montreal.

Buoy Lighting

Safety Car Heating and Lighting Co., New York

Cables, Electric and Feeder

E. F. Phillips Electrical Works, Ltd., Montreal.
The Wire and Cable Co. Montreal.

Car Couplers

Latrobe Steel and Coupler Co., Philadelphia, Pa.

Car Heating

Safety Car Heating and Lighting Co., New York

Car Jacks

James Cooper Montreal.
W. H. C. Mussen & Co. Montreal.

Car Lighting

Safety Car Heating and Lighting Co., New York

Carpets

The Hudson's Bay Company

Cars

Rhodes, Curry & Co. Amherst, N.S.

Car Wheels

Jas. W. Pyke & Co. Montreal.
Rhodes, Curry & Co. Amherst, N.S.

Castings

Montreal Steel Co. Montreal.
Rhodes, Curry & Co. Amherst, N.S.

Cement Machinery

Jas. W. Pyke & Co. Montreal.

Chains

Rice Lewis & Son Toronto.

Coal Haulage Ropes

The B. Greening Co. Hamilton, Ont.

Concrete Mixers

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

Contractors' Plant

James Cooper Montreal.
T. A. Morrison & Co. Montreal.
W. H. C. Mussen & Co. Montreal.

Cotter Pins

Dominion Wire Manufacturing Co. Montreal.

Cross Arms, Top Pins & Side Blocks

The Firstbrook Box Co. Toronto.

Crossing Gates

The N. L. Piper Railway Supply Co. Toronto.

Curtains

The Hudson's Bay Company

Cuts

Acton Burrows Co. Toronto.

Derrick Ropes

The B. Greening Co. Hamilton, Ont.

Derricks

James Cooper Montreal.

Door Signs

Acton Burrows Co. Toronto.

Dry Goods

The Hudson's Bay Company

Electric Car Route Signs

Acton Burrows Co. Toronto.

Electric Cranes

Dominion Bridge Co. Montreal.
W. H. C. Mussen & Co. Montreal.

Enameled Iron Signs

Acton Burrows Co. Toronto.

Engines, Stationary & Marine

Polson Iron Works Toronto.

Engraving

Acton Burrows Co. Toronto.
Toronto Engraving Co. Toronto.

Expanded Metal

Expanded Metal and Fire-Proofing Co. Toronto.

Express Office Signs

Acton Burrows Co. Toronto.

Fencing

Canadian Steel and Wire Co. Hamilton, Ont.
Dominion Wire Manufacturing Co. Montreal.
Page Wire Fence Co. Walkerville, Ont.

Fire-Proofing

Expanded Metal and Fire-Proofing Co. Toronto.

Flags

Rice Lewis & Son Toronto.
The Hudson's Bay Company

Flour

The Hudson's Bay Company
The Ogilvie Flour Mills Co. Montreal.

Foghorns

Rice Lewis & Son Toronto.

Gates

Page Wire Fence Co. Walkerville, Ont.

General Supplies

The Hudson's Bay Company

Grain Elevators

John S. Metcalfe Co. Chicago, Ill.

Groceries

The Hudson's Bay Company

Hardware

Rice Lewis & Son Toronto.
The Hudson's Bay Company

Headlights

The Hiram L. Piper Co. Montreal.
N. L. Piper Railway Supply Co. Toronto.

Hose

Rice Lewis & Son Toronto.

Illustrations

Acton Burrows Co. Toronto.

Interlocking Plants

Montreal Steel Co. Montreal.

Iron

Rice Lewis & Son Toronto.

Iron Signs

Acton Burrows Co. Toronto.

Japans

McCaskill, Dougall & Co. Montreal.

Journal Bearings

Jas. W. Pyke & Co. Montreal.
St. Thomas Brass Co. St. Thomas, Ont.

Lager Beer, &c.

E. L. Drewry Winnipeg.

Lamps & Lanterns

The Hudson's Bay Company
Rice Lewis & Son Toronto.
The Hiram L. Piper Co. Montreal.
N. L. Piper Railway Supply Co. Toronto.

Launches

Polson Iron Works Toronto.

Life Insurance

Travelers' Insurance Co. Montreal.

Lights, Contractors and Wrecking

James Cooper Montreal.
W. H. C. Mussen & Co. Montreal.

Linoleum and Floor Coverings

The Hudson's Bay Company

Locomotives (Compressed Air)

American Locomotive Co. New York, N.Y.
Baldwin Locomotive Works Philadelphia, Pa.
Locomotive and Machine Co. of Montreal

Locomotives (Electric)

American Locomotive Co. New York, N.Y.
Baldwin Locomotive Works Philadelphia, Pa.
Locomotive and Machine Co. of Montreal

Locomotives (Rack)

American Locomotive Co. New York, N.Y.
Baldwin Locomotive Works Philadelphia, Pa.
Locomotive and Machine Co. of Montreal

Locomotives (Steam)

American Locomotive Co. New York, N.Y.
Baldwin Locomotive Works Philadelphia, Pa.
Canadian Locomotive Co. Kingston, Ont.
James Cooper Montreal.
Locomotive and Machine Co. of Montreal
W. H. C. Mussen & Co. Montreal.
The Saxon Engine Works, Chemnitz, Germany.

Machine Tools

The Saxon Engine Works, Chemnitz, Germany

Matches

The Hudson's Bay Company

Milepost Numbers

Acton Burrows Co. Toronto.

Mohair

The Hudson's Bay Company

Nails, Wire

Dominion Wire Manufacturing Co. Montreal.

Numbers

Acton Burrows Co. Toronto.

Nuts, Cold Pressed

John Morrow Machine Screw Co. (Ltd.), Ingersoll

Oakum

Rice Lewis & Son Toronto.
The Hudson's Bay Company

Oils

Galena-Signal Oil Co., Franklin, Pa., & Toronto.
The Queen City Oil Company Toronto.

Office Signs

Acton Burrows Co. Toronto.

Packing

The N. L. Piper Railway Supply Co. Toronto.

Pinch Bars

The Hiram L. Piper Co. Montreal.
The N. L. Piper Railway Supply Co. Toronto.

Pipe Covering

Mica Boiler Covering Co. Montreal.

Plushes

The Hudson's Bay Company

Porter

E. L. Drewry Winnipeg.

Portland Cement

Rice Lewis & Son Toronto.

Printing

The Hunter, Rose Co. Toronto.
The Mail Job Printing Company Toronto.

Pumps

Rice Lewis & Son Toronto.

Railway Supplies

The Hiram L. Piper Co. Montreal.
The N. L. Piper Railway Supply Co. Toronto.

Rails (New)

James Cooper Montreal.
Drummond, McCall & Co. Montreal.
J. J. Gartshore Toronto.

Rails (for relaying)

James Cooper Montreal.
J. J. Gartshore Toronto.
T. A. Morrison & Co. Montreal.
W. H. C. Mussen & Co. Montreal.
Rice Lewis & Son Toronto.
Jas. W. Pyke & Co. Montreal.

Roof Trusses

Dominion Bridge Co. Montreal.

Rope

Rice Lewis & Son Toronto.
The Hudson's Bay Company

Screws, Milled Machine

John Morrow Machine Screw Co. (Ltd.), Ingersoll

Semaphore Arms

Acton Burrows Co. Toronto.

Semaphores

The Hiram L. Piper Co. Montreal.
The N. L. Piper Railway Supply Co. Toronto.

Shafting

Rice Lewis & Son Toronto.

Shipbuilders' Tools & Supplies

Rice Lewis & Son Toronto.

Ship Lamps

The Hiram L. Piper Co. Montreal.
The N. L. Piper Railway Supply Co. Toronto.

Ships

Polson Iron Works Toronto.

Shovels

James Cooper Montreal.
The Hudson's Bay Company
Rice Lewis & Son Toronto.

Side Bearings

Simplex Railway Appliance Co. Montreal.

Signal House Numbers

Acton Burrows Co. Toronto.

Signals

The Hiram L. Piper Co. Montreal.
N. L. Piper Railway Supply Co. Toronto.

Signs

Acton Burrows Co. Toronto.

Snow Ploughs

Rhodes, Curry & Co. Amherst, N.S.

Spikes

Rice Lewis & Son Toronto.

Springs

B. J. Coghlin & Co. Montreal.
Montreal Steel Co. Montreal.

(Continued on preceding page.)

Hudson's Bay Company

INCORPORATED 1670



INCORPORATED 1670



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—IN—

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WHERE INTENDING PURCHASERS WILL FIND THE BEST GOODS OF
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