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TORONTO, CANADA, JANUARY, 1908.

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See page 39.

Western Transportation Problems.

The Empire Club of Toronto entertained at luncheon, recently, D. B. Hanna, Third Vice-President Canadian Northern Ry., and President Canadian Northern Quebec Ry. and Quebec and Lake St. John Ry., who spoke as follows:

The commercial history of Western Canada begins in 1670, with the charter by which Charles the Second constituted Prince Rupert and seventeen of his friends "The Governor and Company of Adventurers Trading into Hudson's Bay," and permitted them to trade over an area of 2,500,000 square miles. For these tremendous privileges their only obligation to the monarch was to supply him annually with two elk and two black beaver from the country over which they practically assumed sovereign rights. The toll of elk and beaver has long since been superseded by a less picturesque method of making annual reports. The difference between the elk and beaver of the Governor and Company of Adventurers and the voluminous reports of the Canadian Pacific Railway, the Canadian Northern Railway, and other large concerns is the difference between Western Canada without transportation and Western Canada with transportation.

In the discussions of an empire club there is room, I think, for enquiry into one of the most remarkable characteristics of the race to which we belong—I mean the pioneering instinct. It has made us what we are. Why do men carry implements and wives into the far country of the Peace River when a thousand miles nearer, the best market for their produce, there are square miles of fertile land to be obtained for the asking? A gentleman, whom I will not name, was asked if he would sell, at a magnificent profit, his interests in a railway system. His answer was, "No, I like building railways." Now, the instinct of the Peace River agriculturist is vitally the same as that of the railway projector. Each is the complement of the other, and each contributes to the newness of life that comes to the migrating millions of the race without which no empire can save itself alive. The impulse that brings my fellow-countrymen to Canada is not always the desire to acquire a little money. It is rather the reassertion of the elemental quality in virile mankind, which, first in the garden was impelled to subdue the earth, and later founded colonies and transplanted empires across the face of the planet. Abraham trekked out of Ur of the Chaldees under Divine direction. Thousands of settlers in the Canadian west were moved by the same influence, though they didn't recognize it in the lantern lectures of the Dominion Government's agents, or the

restrained advertisements of steamship and railway companies.

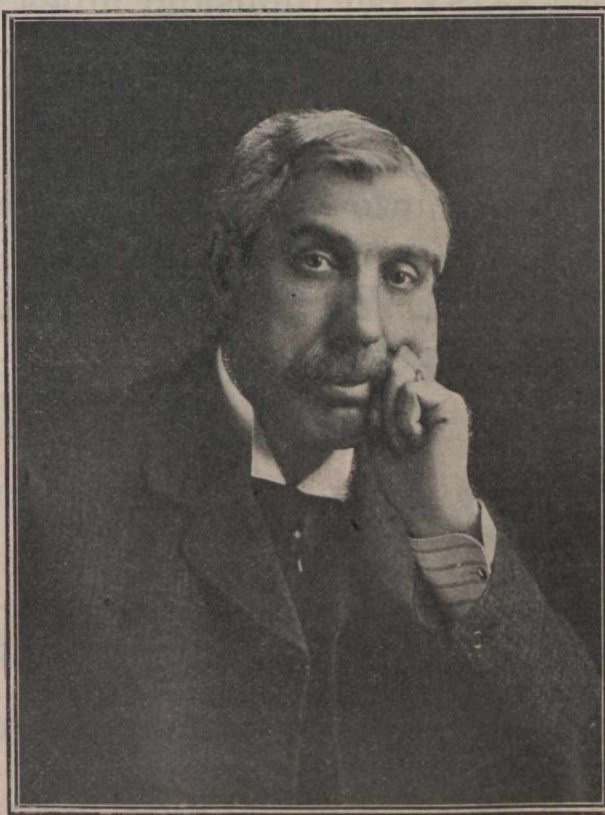
It is a profitable exercise occasionally to dip into the earlier literature of the Prairie Provinces of to-day. To glance over the prophecy of a living general in the British Army—Sir William Butler—written in "The Great Lone Land" in 1871, as you cross Manitoba, Saskatchewan and Alberta in a luxurious train, is to make you fairly well

Even when a corner of the country had become sufficiently civilized to need an armed force to dissipate political rebellion the white population was pitifully sparse. The advance guard of ploughmen pioneers from the east soon afterwards, however, began to break through the woods and waters of the Dawson route. But, there could be no real advance so long as the Red River and the Dawson route governed the going out and-coming in of the people. Men looked for railways as eagerly as a lost voyageur looks for the dawn. They got the railways; but they have never been satisfied with them; and never will be so long as there is a railway builder in whom the pioneering instinct expresses itself in parallel lines of steel and in reduced passenger and freight rates.

The Canadian Pacific Railway in this connection is the forerunner of us all. The early promoters of that great corporation have never, I think, received all the credit due for their marvellous and successful effort to bind the east with the west. Remember the conditions under which that great enterprise was accomplished. Between settled Ontario and the prairies there was a wilderness of poverty. Between the prairies and the Pacific were ranges of mountains which many people thought no combination of engineer and capitalist could penetrate. The end-all of the scheme was foreseen by some excellent men to be unpaid bills for axle grease. Financially, the times were unpropitious. In 1879 Sir Sandford Fleming felt compelled in view of what he consideredately called "the necessities of the situation" to advise the Minister of Public Works to "establish a great territorial road on the site of the main line of the Pacific Railway from Lake Nipissing to the north side of Lake Superior."

When, in 1881, the first Canadian Pacific Railway rails were laid west of Winnipeg, the white population between the western boundary of Ontario and the Rocky Mountains, and

between the United States boundary and the Arctic Circle was 66,161. Manitoba contained 59,187 whites, of whom 8,000 were in Winnipeg, and several thousands were brought in by railway contractors. The true population indicator of that time is the fact that in the Northwest Territories there were only 6,974 whites, practically all living on the fur trade and business with 49,500 Indians. It was only in 1876 that civil government was organized in the Territories, and Governor Laird, who took up his abode at the new-founded Battleford, and who still lives in Winnipeg, has described the perilous conditions under which he journeyed officially to Fort Macleod, which is now in the fall wheat section of Southern Alberta. Elim-



D. B. HANNA,

Third Vice-President Canadian Northern Ry., President Canadian Northern Quebec Ry. and Quebec & Lake St. John Ry.

satisfied with what has been accomplished. Butler trailed from Fort Garry to Edmonton and Macleod, and returned over Saskatchewan ice. Reading his book you breathe an atmosphere of isolation, not to say desolation. But in the middle of it there is the prediction of settlement and abounding grain fields—a prediction fulfilled in his own time. Butler's journey was made just 200 years after the charter of the Company of Adventurers was granted. The intervening years had seen the company's work spread over a vast, immeasurable territory, and had produced Lord Selkirk's heroic efforts to found an agricultural community, imported via Hudson's Bay to the Red River. But there was a majestic vacancy about the whole land.

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PRESIDENT.

inating British Columbia, then, the C.P.R. in 1881 began to open up territory 900 miles long and 300 miles wide—taking roughly the Saskatchewan valley as the northern frontier—with a population of 66,000, or one-fourth of a civilized person to the square mile. But in the Territories, or three-fourths of the prairie country, there was only one white person for every 35 square miles of cultivable land. It was not an inviting prospect for men of faint heart and little faith. The Canadian Pacific builders were of another sort. True the company was given an unprecedented stake in the possibilities of the west, but its early history was one of hard times, and for years was a load of care to those who had riveted to it all of their own fortunes and as much of the fortunes of other people as they could attract to their cause. That it is to-day an enterprise of which all Canadians are proud is gratifying alike to the Dominion and to the company.

Look at some facts that shine with Canadian Pacific history: Beginning with 1881, the growth of white population in 25 years has been as follows:

	1881	1906*
Manitoba.....	59,187	365,688
Saskatchewan and Alberta	6,974	257,763 Sask. 185,412 Alberta.
Total.....	66,161	808,863

A multiplication of twelve in twice as many years should satisfy the worst enemy of race suicide. Quite as illuminating as the growth of population are the immigration returns, which show that during the year ended June, 1896, the total immigration to Canada was 16,835, and in the year ended June, 1907, it was 256,000. But this century had come in before the immigration reached 50,000 in a year. In 1901-2 it was 67,379, and in 1902-3 it reached 128,364.

Equally illuminating is the growth of actual settlers located on free lands granted by the Dominion of Canada. Thirty years ago, or in 1877, 845 homestead entries were made, aggregating 135,200 acres (a homestead is 160 acres), but 54% of the entries were subsequently cancelled, the duties required under the Homestead Act not having been complied with and the land reverted to the Government. Five years later, in 1882, when the railway reached Brandon, the homestead entries were 7,483, representing 1,197,280 acres, with cancellations of 47%. Twenty years later, in 1902, the western country had passed the experimental stage, and the larger movement of settlers was in full swing. Then began what has often been called the "American invasion," and that year, in addition to hundreds of thousands of acres of land sold by land companies to actual settlers, 22,215 homestead entries, representing 3,554,400 acres have been made. The figures are as follows:

	Homestead Entries.	Average.
1903.....	32,682	5,229,120
1904.....	26,513	4,242,080
1905.....	34,645	5,643,200
1906.....	42,012	6,721,920
1907 (10 months).....	25,305	4,048,800

Up to the end of June, 1907, it may be conservatively estimated that over 30,000,000 acres of land have been granted by the Crown to legitimate settlers in Manitoba, Alberta and Saskatchewan. Add to this acreage the sales made by railway companies and land companies of approximately 20,000,000 acres, and it is not difficult to foresee that the Canadian West must soon become the bread basket for the world. The Surveyor-General of Canada estimates that in Saskatchewan and Alberta alone there is a total land area, after deducting 30,080,000 acres for water, of 324,125,440 acres, of which he says 106,240,000 acres are suitable for growing grain, the remainder being suitable for ranches and mixed farming. The influx of people and occupation of land have been coincident with railway expansion on the

prairie itself, to say nothing of what has been done elsewhere to serve the west. The Comptroller of Railway Statistics informs me that this year there are in Manitoba 2,823 miles of railway, and in Alberta and Saskatchewan 3,173, a total of 5,996, with hundreds of miles under construction.

The great expansion in immigration in 1902-3 was in a most remarkable degree coincident with the extension of the railway with which I am associated. The Canadian Northern claims no special credit for the phenomenal increase in immigration; but it cannot dispute the fact that the rapid development of the enterprise opened up a wide and fertile territory and made it possible for the great influx of new settlers to locate on free or cheap lands near to markets and general supplies.

I am not here to laud the particular enterprise to which I devote my working hours, or to defend it from criticism to which, in common with other systems, it is subjected. But as it is essentially a Canadian undertaking, projected and governed by typical Ontario men—may I localize it and say Toronto men—it is perhaps not unfitting that some note should be taken of what has actually been accomplished to meet such a situation as is embedded in the immigration and census figures I have just given. Besides enjoying the privilege, as I do, of being the first officer of the Company in the immediate charge of all its operations from the first day a wheel was turned I am able to speak from a personal knowledge of what has been done. I shall refer exclusively to the lines west of Lake Superior. Ten years ago, in 1897, we operated 100 miles of railway through a then unsettled country. Traffic was light and the train service limited. Our equipment consisted of three locomotives and some 80 cars all told, a working staff of less than 20 men altogether, and a pay-roll for the year under \$17,000. The gross revenue for the first year was under \$60,000, but it was more than sufficient to pay our debts. During that year we handled 25,700 tons of freight and carried 10,343 passengers. There is nothing particularly impressive in these figures. Today, or ten years afterwards, we are operating—or shall be, when, in a week or two, the last rails are laid on the Brandon-Regina line—3,345 miles. We have an equipment of 237 locomotives; 219 passenger cars, including 35 sleeping and dining cars; and about 8,500 freight cars of all kinds. These figures, of course, do not include the large number of locomotives and cars ordered and now in course of construction by the builders. The 20 men of 1897 have become 10,700 in 1907, with a pay-roll of over \$5,000,000 a year. And these figures do not include the large construction forces which at times run into thousands of men. The gross earnings are now on a basis of over \$10,000,000 a year; the freight handled for the past fiscal year was 1,822,220 tons; and we carried 703,988 passengers. We are accepting freight and passengers for 411 different points west of Port Arthur. If I were dealing with eastern as well as western lines I could tell you that the Canadian Northern has become the second largest railway in Canada. Only a chastened humility prevents me enlarging upon the fact that with 2,990 miles in the west actually in operation, 150 in Ontario, 531 in Quebec, and 431 in Nova Scotia, we have in all 4,059 miles in Canada, whereas the Grand Trunk Ry. has in the Dominion 3,829 miles. I will leave the comparison at that.

To me, however, the most fascinating result of the past ten years of western development is that the Canadian Northern system is responsible for the creation of over 150 townsites, of which at least 125 have been named by our officers and at least 70,000 persons (exclusive of Winnipeg and other large centres) have found homes tributary to that railway. I think it is reasonable to estimate

that at least one-third of the growth of Winnipeg in this century is directly due to the business opened up by the Canadian Northern. Let me repeat, we claim no special credit for that. But even railway men are not devoid of the instincts of citizenship and may be allowed to reflect without boasting that they have inaugurated communities wherein the institutions of a free, strong and intelligent people may mature.

The railways which connect Winnipeg with populous Eastern Canada are western lines, inasmuch as without them the west could not be served. They bind the east to the west and the west to the east as nothing else could. They are the abiding symbol of Canadian nationality, and, as they increase in number, they make the nationality the more abiding also. Geography has been liberal to us. It has laid a leviathan responsibility upon our shoulders. The lakes are the friend of the west in summer, but steel is its defence against the rigors of winter. The railways are more vital to the national prosperity than water; for rails can do without the help of navigation, but navigation, of itself, would be helpless against the forces that tend to an identity of interest between the Western United States and the Western Provinces.

The function of railway transportation in the west, then, is to keep open communication with the east. On purely commercial grounds, it is infinitely more important to the east than to the west that it should be so. May we not say that that is true, also, as a matter of sentiment? It is not necessary to argue that the present day prosperity of Eastern Canada is the fruit of transportation in the west. It is conceded, on the one hand, that the rural population of Ontario has declined. On the other hand the manufacturing population of Ontario has enlarged out of all proportion to the increase of Ontario's demand for Ontario-made goods; while the Winnipeg warehouses of eastern manufacturers tell an eloquent story of the origin of modern Canadian growth and pay tribute in the fullest sense to the wisdom of the rail connection with the east. The supreme importance, then, of transportation to this aspect of our national growth is too obvious to be recounted.

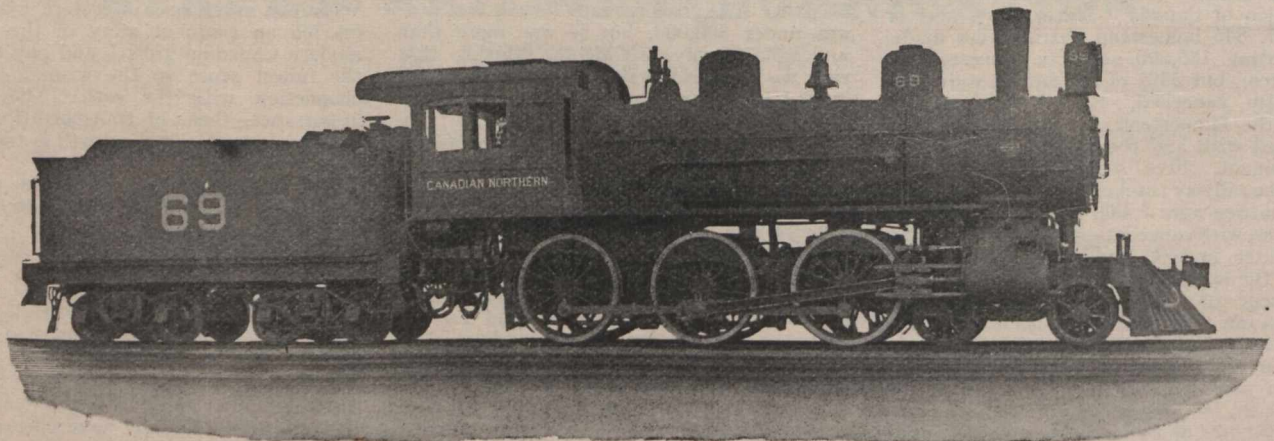
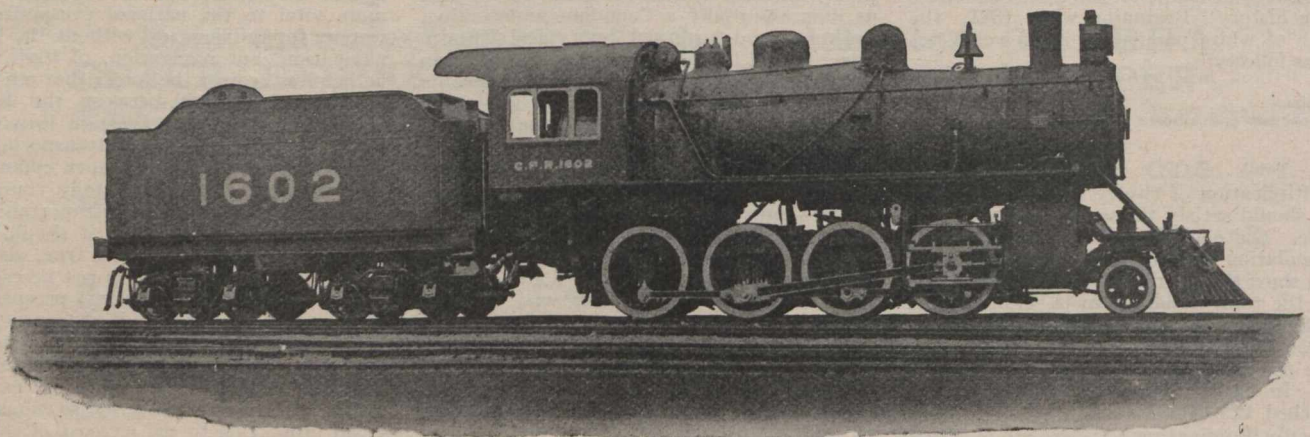
If it is true that for Canadian solidarity there must be more and still more communication to and from the west, the principle is equally important imperially. Around this board you habituate yourselves to think imperially. I venture to suggest to you that in the wise elucidation of transportation problems lies the premier aid to strengthening the ties that hold a loosely-compacted body politic together. While statesmen have discussed closer union by half-a-dozen means, the railways of Canada have opened up new country with which, within a decade, has afforded homes and new prospects to 400,000 British-born people, whose experience has doubly enriched the Empire through its reflex action upon the friends they left behind. There is room for millions more, thanks to the same pioneering agencies. It is not necessary to discuss the wisdom of "pumping them in" before you discern the immense worth, to the Empire as a whole, of the access that has been afforded the resources of the Dominion by the railways of the Dominion.

In the United Kingdom a great deal has been said of late years about the extreme need of having capable business men in public administrative positions. It would be impossible, I suppose, to run the Empire on the principle of strict accountability which governs transportation management. But, if governments made as good a job of dealing with new conditions as, on the whole, the railways do, I venture to believe there would be less complaining in the land, and fewer thorny and perplexing problems for members of empire clubs to ponder. The statesmen have the advantage of us every

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time. Governments who do your imperial will get all the money they need, and do not spend anxious nights trying to discover the relation of labor demands and of the increased cost of materials to net earnings. They produce pay-rolls, as the precocious youngster told his sister the Lord produced kittens—the Lord just says, "Let there be kittens, and there are kittens."

We are beset by so many trials that we have scarcely time to complain. Our managers' offices become the constant meccas of trainmen, trackmen, telegraphists, skilled and unskilled men, looking for more pay, and saying, "We can't be happy till we get it," while the hosts of men who serve the railways and, on the whole, serve them well, all the time desire to take more money from the till; the passengers, if two or three newspapers can be believed, want to put less in it. In the west there is a mile of railway for every 134 people. In Great Britain there is a mile for every 1,911 people, and perhaps 70% of the employes do not receive \$5 a week, yet we are asked to carry passengers at the same rate as the English railways. Really, gentlemen, I think the statesmen who have only to say "Let there be revenue," and there is revenue, are to be envied. But we have no time even to become envious, and are lucky to find the opportunity to tell part of the truth about ourselves. To-day I shall feel compensated for breaking out in an unfamiliar and dangerous role if I have assisted any of you to think more kindly of the railway enterprises that have brought some of the hidden treasures of the west to the generous hearths of the east, and to appreciate some of the difficulties that daily crowd upon them.

Index to Our 1907 Volume.

The four last pages of this issue contain an index to the RAILWAY AND MARINE WORLD from Jan. to Dec., 1907, both inclusive.

These pages can be detached from this issue for the purpose of binding with the issues for 1907.

This is the first index we have prepared, and it will doubtless prove of great value to the many subscribers who keep the paper for permanent reference.

A glance over the index will show the wide range of matter we publish and how thoroughly our paper covers its field.

A volume of 952 pages for the year is something that we feel proud of, and that we know our readers appreciate.

Intercolonial Railway Extension.

At the opening of this session of the Dominion Parliament Hon. H. R. Emmerson, ex-Minister of Railways, gave notice that he would move in the House of Commons as follows: "Resolved, that in the opinion of this House it is desirable in furtherance of the transportation interests of the Dominion that the sphere of influence of the Intercolonial Ry. as a Government-operated railway should be widened and extended by securing, by lease or otherwise, such of the branch lines of railway now connecting with the Intercolonial as will serve as direct and profitable feeders to the traffic of the said railway, and by providing for the extension of the Government operation of the said railway to the industrial centres of Western Canada, and to a point or points on the Great Lakes of Canada, either by construction of an extension of the same to such points, or by securing such running rights over existing lines as will enable the Intercolonial Ry. to extend its transportation facilities westward, with a view of stimulating and promoting internal and inter-provincial traffic and of facilitating import and export trade of the Dominion through Canadian channels."

The Work of the Freight Traffic Department.

By John Pullen, Assistant Freight Traffic Manager G.T.R.

The first portion of this article was published in our December, 1907, issue.

In this brief paper it is possible to mention only a few of the factors which enter into rate construction. Distance is one. The rate is the unit of compensation for the service performed. Obviously then, the rate should increase with the distance, but distance alone does not determine the rate. Oftentimes, the element of distance must be dropped as the result of competition, either of water or of a rival rail line. If there be two or more railways between two given points, and the distance by one is longer than by the other, the railway having the longer route must, of necessity, carry its freight between these two points at as low a rate as its rival, which may be fortunate enough to have the shorter line. If a railway parallels navigable waterways, then its rates must, of necessity, be kept down to the lowest possible figure, otherwise all the traffic would be attracted to the water routes. In both these cases the element of mileage must be eliminated—competition, not the railway, determines the rate. Rival trade centers, though some distance apart, keenly competing in certain territory for the same trade, must often be given the same freight rates, otherwise one flourishes and the other will languish. To do this, distance must be disregarded. It would be unfair to reply that this lower rate proves that the railway can carry freight at less than the ordinary rate. It does not make this lower rate because it can well afford to do so, but because it must do so or haul its trains empty. It accepts a partial instead of a total loss.

The cost of the service is another factor, but as the cost is sometimes difficult to ascertain with mathematical exactness, and as the cost may differ on competing lines, or in different sections of the country, it is not always a determining factor, but only a guide to fix the point below which one may not go. Here again, competition comes in to determine the maximum rate which can be charged. The value of the commodity carried is another important factor, because it determines the extent of the risk which the carrier is often obliged to assume under its bill of lading. Thus Cobalt silver ore, which, it is said, is sometimes worth \$50,000 a carload, ought to pay a higher freight rate than a carload of sand, which may not be worth \$50 a carload, though the weight carried and the length of the haul may be precisely the same. The average weight loaded per car is another factor taken into consideration for the purpose of securing a reasonable revenue for the service rendered. Thus, a higher charge per hundred pounds must be made on paper boxes, which are light and bulky, than on pig iron, which is very heavy.

In Canada there is a maximum tariff fixed by law. This tariff is constructed upon a mathematical scale starting with a certain rate per ton per mile for a certain class of traffic for a given distance. As the distance increases the rate per ton gradually diminishes, though the rate itself, expressed in cents per 100 lbs., naturally increases. Each class of traffic, of which there are 10 under the freight classification in use in Canada, has a fixed relation to each other class, and this relation is expressed in terms of percentages. For illustration—5th-class traffic may be the unit, or 100%, and each higher class takes a gradually increasing percentage until the first class is reached at 200%. The lower classes are similarly diminished. Much of the traffic is carried at rates considerably below those in the legal maximum tariff.

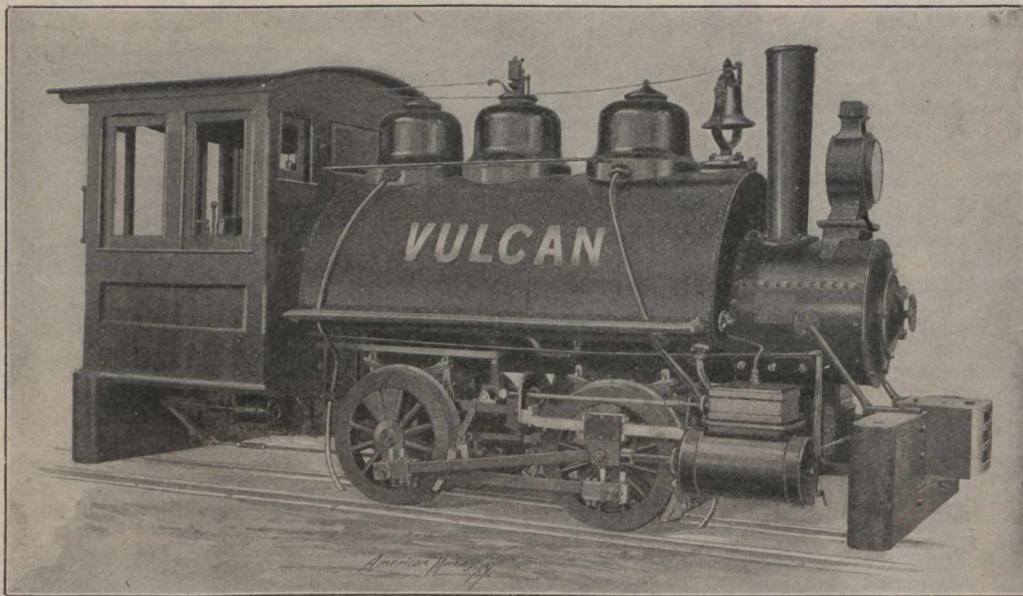
The duty of the freight department is to create traffic and not to prevent its movement. Whenever it is shown that the legal maximum rates are so high as to check the free movement of some particular commodity, it would be folly for the railways to refuse to reduce them. Then it is that the rates are made "only such as the traffic will bear." A manufacturer recently told me of his experience in trying to sell a certain article of commerce in China. He knew precisely what it cost him to produce his goods at the factory. He knew also what was the selling price in the world's market in China. The difference between the two was what he could afford to pay for the transportation. The railway company confirmed through its own agents in China the selling price there, and made its freight rate low enough to enable the manufacturer to market his product at a profit. That manufacturer was greatly benefited when the railway company fixed its rate on the principle of "what the traffic would bear." There is no possibility of the public being oppressed by such a method of rate-making as this, and yet we often find the railways ruthlessly condemned for exacting from the public "all the traffic will bear."

A well-known writer on railway economics, in describing the factors upon which rates depend, recently said: "Commercial conditions, the exigencies of business, the competition of one product with another product, the competition of one market with another market, the necessity as well as the privilege of developing the latent resources of the territory through which the line runs, or of promoting new industries and thereby increasing the wealth of several communities, these factors make the rates. So strong, indeed, is the force of these elements that a railway is generally compelled to charge very low rates, and in many cases, unreasonably low rates. Rates that will attract traffic and that will enable producers in the territory contiguous to a railway to reach their markets and increase their production must be accepted or the business will not move. That economic laws make railway rates would be a matter of common knowledge if well-known facts were applied."

A glance at the map will show that railway lines cross and recross each other in the thickly-settled parts, and oftentimes closely parallel each other in all sections of the country. The large mercantile centers enjoy the benefit of several railway lines, each eagerly competing for traffic. If all these competitors were to allow the fighting instinct to govern their actions, and if their rivalry was not conducted with some degree of fair play and a spirit of tolerance each towards the other, there would be an utter lack of rate stability and unjust discriminations as between shippers and as between localities would prevail. Merchants and manufacturers would be in a constant state of uncertainty as to what rates their rivals were getting, and prices would be unsettled throughout the entire country. Any reckless competition between carriers would also result in a rapid decline in freight rates, and sooner or later be followed by railway bankruptcy. To avoid such unfortunate occurrences the freight traffic officers have organized committees and associations, through the medium of which matters of common interest are discussed and agreements made which are in harmony with the laws governing common carriers. In some countries the public have become so alarmed at what is alleged to be combinations in restraint of trade that restrictive legislation forbids railway companies making agreements with each other for uniform rules and traffic regulations. Wisely, in Canada, this extreme legislation has not been adopted. Railway associations are here permitted to exist and they serve a

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useful purpose. The cardinal principle of the Railway Act of Canada is to forbid discrimination. Discrimination cannot be avoided where each railway pursues a policy of unrestrained competition regardless of the welfare of the country or of every other carrier. Much assistance has been given by the associations to the Board of Railway Commissioners in their efforts to justly administer the laws. And not only have these associations been thus helpful, but they have been helpful in disseminating among the members information of a practical character, and in exchanging experiences by railway officers from all sections of the country. Some of the most profitable knowledge which the railway officer gains is obtained in the discussions of railway problems at the meetings of these associations. The wiser legislators in the United States are rapidly reaching the conclusion that the laws there should be amended so as to permit this educational work to go on.

A paper of this kind would not appear complete without some further reference to the relations which ought to exist between the public and the railway. It is of the highest importance that friendly relations should always exist between the company and its patrons, because, after all, continued success can only be attained through the public good-will. The railway has transportation for sale, and the public will buy this transportation from that railway from which it receives the greatest amount of consideration in respect of the service, and service includes not only reasonable freight rates, but, what is perhaps more important, expedition in the movement and delivery of goods. The merchant who keeps an attractive store and employs courteous and talented salesmen to display and sell only the very best and most reliable of goods is the one who attracts and keeps customers, and so it is with the railway. Its stations and offices should be kept neat and attractive, its passenger trains equipped with the necessary comforts for travel and kept as punctually as possible on advertised time. Its freight train service should be operated on a schedule, and its employes everywhere should be polite and accommodating. If in any of these things it be deficient, to that extent the service is rendered unattractive to the public and the result is reflected in decreasing earnings. The reputation of a railway company is just as susceptible to damage as that of the merchant, if proper service be not given, and it is just as readily enhanced when the public is pleased. People delight in telling with pride of some remarkable achievement in railway management which has come under their observation, and are just as ready freely to condemn when their reasonable expectations are not realized. There is no other question which engages so much of the public attention to-day as railway transportation. The railway company is ever in the public eye. Every move of the railway is watched and praised or criticized. The officer and employe should, therefore, be ever alert to ascertain the public requirements, and as far as possible comply with them. He should be ready patiently to listen to every complaint, no matter how trivial it may seem, and make an honest effort to comply with the desire of the customer, or explain carefully why it is not possible to do so. The public is exacting and occasionally, perhaps, inclined to be unreasonable, but as a rule it is considerate of the railway company and makes due allowance for unavoidable failures. People do not always understand why the crops of the country cannot be moved to the market within a few weeks of the harvest, or why there should be any shortage of cars in a certain section at a time when the railway is putting forth almost superhuman efforts to take care of the crop of perishable freight

before winter weather destroys it. They do not always appreciate that terminals become congested with the enormously increasing traffic, while they themselves have withheld their co-operation by neglecting to increase their own "terminal" facilities at the factory or warehouse. Many merchants to-day are months behind in their orders because they have not increased their manufacturing and shipping and receiving facilities from year to year as their business has expanded. Many order at one time more goods than they can promptly take away from the railway tracks, thus causing serious detention to railway equipment, resulting in yard blockades and a further shortage of cars. The railways spend yearly a large part of their earnings in adding to their engine and car equipment and station and track facilities, and can be depended upon to do their share in preparing to handle the ever-increasing traffic of this rapidly-growing country.

For some time past there has been a growing demand from the public for cheaper and better transportation of both passengers and freight. As to cheaper freight rates, no doubt this demand is born of a desire to recover some of the diminishing profits which result from the demands of labor for increased compensation, and from the higher cost of material and supplies, rather than from any well-founded conviction that rates are in themselves too high for the service rendered. The public, and I fear also the railway commissions, sometimes lose sight of the fact that the great transportation companies equally feel the increased cost of labor and materials, as well as increased taxation, and are not only unable to make a corresponding increase in their freight rates and passenger fares, as every manufacturer or merchant may do in his prices, but are subject to the most serious enforced reductions in both. Is it reasonable or just to expect that the cost of everything else should rise, while at the same time the price of transportation should fall? It is obvious that with the diminishing unit of revenue and increasing expenses, the railways must slowly but surely reach the point when net earnings disappear, when their credit will be seriously impaired, and when they cannot raise in the financial markets of the world sufficient capital to carry on the work of improvement and expansion which the growth of the country requires. If they cannot guarantee investors that their money will yield fair returns, they cannot borrow. If they cannot borrow money they cannot spend, consequently, the country suffers from the unavoidable curtailment of railway expenditures. For every dollar which a railway earns from its traffic it pays back approximately 70c. to its employes for labor, to manufacturers and merchants for supplies, and to the country in taxes. If its rates are reduced by say 20%, it can only earn 80c. where formerly it earned \$1. It will, therefore, be able to spend only 56c. where it spent 70c. before. It must reduce its expenses in the same ratio as its earnings are cut down. This would involve possible deterioration in the physical condition of the track, rolling stock and of service and reduction in wages, which would inevitably result in strikes and all sorts of labor troubles. The public, which sells to the railways, will soon find that they are losing rapidly the business of their largest customers. Furthermore, the railways will be prevented from improving, as they wish to do, their transportation facilities, and from increasing their locomotive and car equipment, which the public demands as a necessity to meet the growing requirements of the country. It requires only an ordinary mind to grasp the truth that if the country is to prosper and expand it can only be done when the great carrying companies are permitted to prosper also.

The material interests of the country and the material interests of the railways are so closely interwoven that when one suffers the other suffers with it. When one prospers the other prospers also. The lesson to be learned from this may be summed up in the old adage—"Live and let live." Meantime, with the public demanding, and the legislatures enforcing, lower rates on the one hand, and anxious stockholders on the other, the lot of the present day railway administrator is not a happy nor an easy one by any means.

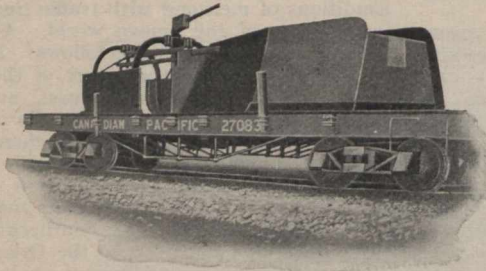
From the foregoing, some idea may be had of the scope of the work and the far-reaching outlook of the freight department, and I repeat that it is the best and most intensely interesting of any of the railway departments. Some railway work may be wearisome and monotonous, because unvaried; not so that of the freight work. One day's work of the freight traffic manager or the general freight agent brings him in touch with all sorts and conditions of men and with traffic questions in all parts of the known world. A day's work may run something as follows: It may be, first, a study of the report of the crop conditions of the coming season, and the question of when and how it is to be moved. Then he may suddenly have to change his point of observation to the orange traffic from California or bananas from South America or the West Indies; fruits and vegetables in their season from the Southern States; teas, silks, and curios from the Orient. A change in the iron market may result in the channels of trade being turned from America to Great Britain or Germany. Directions to subordinates must therefore be given. The paper and pulp mills suddenly find that they can change their markets to advantage, and suitable rate schedules must be arranged at once. Some competitor is reported as getting away with some of his traffic, and immediate steps must be taken to retain it. A caller, who is about to establish a mill, wishes to enlist his interest in getting a siding built the next day without fail. A sudden foreign demand for hay springs up and dealers cannot get cars quick enough—they are at the other end of the line. An ocean steamer is in the harbor awaiting a cargo of grain, which has only just been shipped from Lake Superior. It must be rushed to the seaboard. Some competitor, eager for more traffic, insists on breaking away from fixed schedules, and a sudden call comes to attend a meeting in Toronto, New York, or Chicago to take such steps as may seem advisable. The freight claim agent has an intricate claim, involving not only legal but policy questions, upon which he wishes instructions. The foreign freight agent finds that the competition of the lines via the Gulf of Mexico is preventing him from building up his business. How can he prevent it? The car service agent says that he has demands in a certain section to-day for 2,000 empty cars and has only 200 available; someone must go without and suffer. How shall he distribute the suffering so as to make it fall as lightly as possible? A merchant telephones that his goods ordered last week have not yet been delivered. The tracing staff is set to work. Every few minutes a telegram arrives and everything else must be dropped to prepare an answer. Every train and post mail brings to his desk communications from all parts of the country, some of which may be easy to dispose of, others requiring much consideration. Some are complaints, and some, which it is refreshing to receive, are commendatory, but all take time for perusal and answer. His office door must always be open to the public, whose wants must be attended to before anything else. He must handle his voluminous mail between incessant interruptions. Amid all he must exercise the virtue of patience and self-control. He must always appear to be cheerful and greet his callers with



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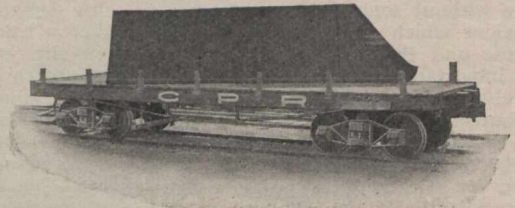


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a welcome smile no matter how heavily his problems are weighing on him. He must never appear bored or turn anxiously towards other duties when a visitor seems disposed to remain longer than necessary.

The end of the day arrives before he realizes it. He seems to have been busy all day long, but there is still the familiar and apparently never-decreasing accumulation of papers on his desk to start on the next morning. However, he goes home to enjoy a few hours with his family and such refreshing sleep as he can obtain after toil and anxieties such as the public little realizes.

The foregoing paper was read at a meeting of the Canadian Railway Club recently.

Canadian Northern Ry. Earnings, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1906-07, from July 1, 1907:

Earnings.	Expenses.	Net Earnings.	Increase or Decrease.
July.. \$1,024,300	\$ 662,300	\$ 362,000	\$420,500+
Aug.. 853,600	619,200	234,400	240,700+
Sept.. 758,300	549,200	209,100	133,900+
Oct... 931,200	621,300	309,900	116,100+
\$3,549,400	\$2,452,000	\$1,097,400	\$ 911,200+

Approximate earnings for Nov., \$957,400, against \$741,700 for Nov., 1906.

C.P.R. Earnings, Expenses, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1906-7, from July 1, 1907:

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July \$7,008,274.46	\$4,501,421.80	\$2,506,852.66	\$135,041.58+
Aug. 7,010,177.40	4,439,902.25	2,570,275.15	107,695.95+
Sept. 6,423,452.68	4,272,099.33	2,151,353.35	286,578.28-
Oct.. 7,071,047.59	4,390,729.95	2,680,317.64	104,509.87-
\$27,512,952.13	\$17,604,153.33	\$9,908,798.80	\$148,350.62-

Approximate earnings for Nov., \$6,811,000, against \$6,143,000 for Nov., 1906.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Oct., \$295,877.29; net earnings, \$54,698.00; against \$281,448.64 gross and \$84,518.99 net, for Oct., 1906. Net earnings for four months ended Oct. 31, \$354,205.74, against \$424,463.70 for same period 1906. Approximate earnings for Nov., \$269,425, against \$265,777 for Nov., 1906.

MINERAL RANGE RD.—Gross earnings for Oct., \$73,864.43; net earnings, \$10,681.58, against \$70,330.78 gross and \$25,284.50 net for Oct., 1906. Net earnings for four months ended Oct. 31, \$61,242.05 against \$85,384.50 for same period 1906. Approximate earnings for Nov., \$72,222, against \$67,668 for Nov., 1906.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Oct., \$1,420,546.31; net earnings, \$712,434.75; against \$1,347,853.75 gross and \$738,075.78 net for Oct., 1906. Net earnings for four months ended Oct. 31, \$1,887,770.27, against \$2,510,158.78 for same period 1906. Approximate earnings for Nov., \$1,104,517, against \$1,111,788 for Nov., 1906.

Grand Trunk Ry. Earnings, Expenses, etc.

The following figures give the earnings of the G.T.R., the C. A. R., the G. T. Western Ry., and the D. G. H. & M. Ry., separately, for Oct., as compared with Oct., 1906:

GRAND TRUNK RAILWAY.		
	1907	1906
Earnings.....	\$3,177,300	\$3,024,500
Expenses.....	2,254,200	2,086,200
Net earnings.....	\$ 923,100	\$ 938,300
CANADA ATLANTIC RAILWAY.		
Earnings.....	\$ 221,100	\$ 194,900
Expenses.....	206,000	175,900
Net earnings.....	\$ 15,100	\$ 19,000
GRAND TRUNK WESTERN RAILWAY.		
Earnings.....	\$ 614,100	\$ 546,000
Expenses.....	516,700	455,000
Net earnings.....	\$ 97,400	\$ 91,000
DETROIT, GRAND HAVEN & MILWAUKEE RY.		
Earnings.....	\$ 155,900	\$ 126,900
Expenses.....	133,700	107,900
Net earnings.....	\$ 22,200	\$ 19,000

Approximate earnings for Nov., \$3,934,548, against \$3,760,728 for Nov., 1906.

January Birthdays.

Many happy returns of the day to—
G. Bazzard, ex-Freight and Passenger Agent, Delaware, Lackawanna and Western Rd., Toronto, now of Hamilton, Ont., born at Westhite Court, Herefordshire, Eng., Jan. 3, 1838.

A. H. Bears, Master of Bridges and Buildings, C.P.R., Winnipeg, Man., born at Charlottetown, P.E.I., Jan. 6, 1857.

R. H. Bell, Commercial Agent, Canadian Northern Ry., Pittsburg, Pa., born at Toronto, Jan. 13, 1865.

G. McL. Brown, General Passenger Agent C.P.R. Atlantic Steamship Line, Montreal, born at Hamilton, Ont., Jan. 29, 1866.

P. W. Brown, Purchasing Agent, Duluth, South Shore and Atlantic Ry., and Mineral Range Rd., Marquette, Mich., born at Uxbridge, Worcester Co., Mass., Jan. 18, 1845.

E. L. Chudleigh, Assistant Superintendent C.P.R., Strathcona, Alta., born at Clinton, Ont., Jan. 3, 1873.

W. A. Cowan, Resident Engineer C.P.R., Toronto, born at Galt, Ont., Jan. 22, 1877.

Sir Sandford Fleming, K.C.M.G., Director C.P.R., born at Kirkcaldy, Scotland, Jan. 7, 1827.

T. A. Foque, Mechanical Superintendent Minneapolis, St. Paul and Sault Ste. Marie Ry., Minneapolis, Minn., born at Boston, Mass., Jan. 14, 1866.

H. V. Harris, ex-General Manager Midland Ry. of Nova Scotia, Truro, N.S., now of Louisville, Ky., born at Devonport, Devonshire, Eng., Jan. 16, 1857.

G. F. Hitchborn, Agent Great Eastern Fast Freight Line, New York City, born at Boston, Mass., Jan. 31, 1875.

Carl Howe, Manager Merchants Despatch and other fast freight lines at Buffalo, N.Y., born at Berrien Springs, Mich., Jan. 11, 1870.

W. J. Hunter, Division Freight Agent G.T. Pacific Ry. and Commercial Agent G.T.R., Winnipeg, born in Toronto, Jan. 10, 1864.

Jas. Kent, Manager C.P.R. Telegraphs, Montreal, Jan. 15, 1854.

A. Lichtenhein, Galena Signal Oil Co., New York, born there Jan. 15, 1855.

A. J. McGee, Secretary-Treasurer Temiskaming and Northern Ontario Ry. Commission, Toronto, born at Lachine, Que., Jan. 24, 1876.

G. Pepall, Canadian Agent Despatch, Great Eastern Line, Toronto, born at High Wycombe, Buckinghamshire, Eng., Jan. 15, 1849.

W. Phillips, General Eastern Agent Canadian Northern Ry., and General Freight and Passenger Agent, Canadian Northern Ontario Ry., Toronto, born at Toronto, Jan. 31, 1870.

J. Pullen, Assistant Freight Traffic Manager, G.T.R., Montreal, born at Shepton Mallet, Somersetshire, Eng., Jan. 23, 1863.

S. L. Shannon, Comptroller and Treasurer Intercolonial Ry., Moncton, N.B., born at Halifax, N.S., Jan. 18, 1862.

S. J. Sharp, Western Passenger Agent C.P.R. Atlantic Steamship Line, Toronto, born at London, Ont., Jan. 21, 1860.

J. R. Steele, Freight Claims Auditor C.P.R., Montreal, born at St. John's, Newfoundland, Jan. 14, 1856.

W. A. Trueman, Director, Secretary and Treasurer Albert Southern Ry., Albert, N.B., born at Wallace, N.S., Jan. 29, 1849.

S. G. Wagstaff, Commercial Agent G.T.R., Toledo, Ohio, born at Hamilton, Ont., Jan. 6, 1866.

F. J. Watson, Division Freight Agent G.T.R., Montreal, born at Toronto, Jan. 12, 1866.

G. H. Webster, C.E., President British Columbia Contract Co., Vancouver, B.C., born at Creemore, Ont., Jan. 31, 1858.

T. H. White, Chief Engineer of Construction, Mackenzie, Mann & Co.'s lines east of Port Arthur, Ont., Toronto, born at St. Thomas, Ont., Jan. 27, 1848.

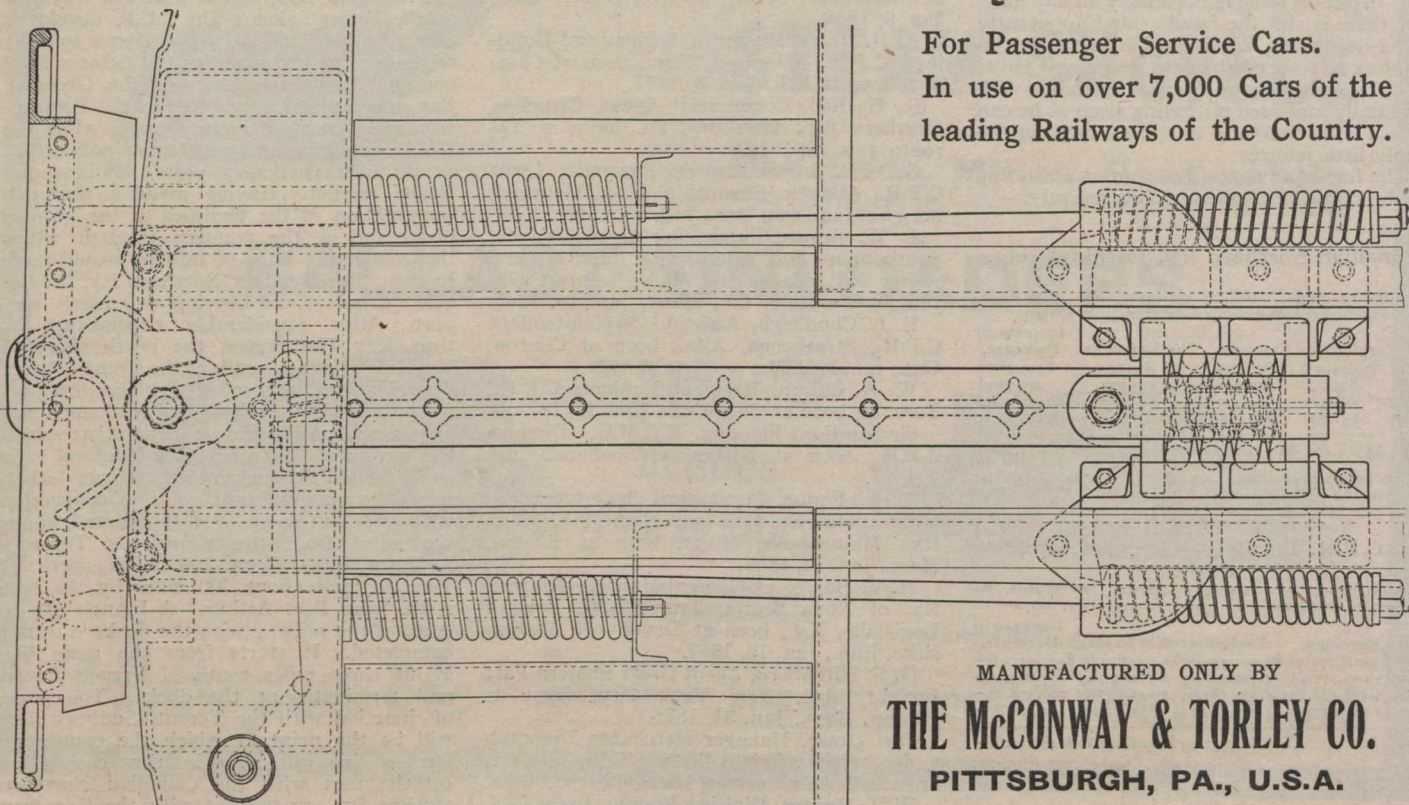
A Canadian Northern Ry. Lake Port.

One of the most interesting features in connection with the development of the Canadian Northern Ry. as a transcontinental line, is the opening up of a new port on the Georgian Bay, as the southern terminus on the Upper Lakes. The C.P.R. developed Owen Sound, and is taking steps to take advantage of the facilities of Victoria Harbor, by the construction of the Georgian Bay and Seaboard Ry., to join the Toronto-Montreal line near Peterborough, while the G.T.R. touching at a number of points has, as its own particular ports, Midland and Depot Harbor. Having made a thorough examination of the facilities of the various ports, and of the country through which the connecting lines of railway would have to run, the Canadian Northern Ry. Co. decided to select and develop an entirely new port. After considerable expenditure of time Key Harbor, on the north shore of Key Inlet, at the mouth of the French River, Georgian Bay, was selected. The new port is considerably north of Parry Sound, and from its situation near the point at which the projected Georgian Bay-Montreal ship canal would debouch into the Upper Lakes, would be an important point in connection with that enterprise. It is situated about six miles from the company's Toronto-Sudbury line, about 200 miles north of Toronto, and about 500 miles by the lake route from Port Arthur. A branch line to connect the railway with the docks is nearly completed. It starts from the main line about three miles south of French River, and terminates at the docks. The point of junction with the Toronto-Sudbury line will be the point at which the company's Ottawa line will come in, thus connecting up the port with the Canadian Northern Quebec Ry., as well as with the Canadian Northern Ontario Ry. Pending the construction of the line from Sudbury to Port Arthur, the lake route from Key Harbor to Port Arthur will form the connection with the Canadian Northern Ry.

The railway at Key Harbor ends in a trestle, about a mile long, which is to be constructed during the winter. On this trestle, trainloads of ore will be elevated so that their contents may be dumped into pockets and transferred to a rubber belt conveyer running through a tunnel cut out of the rock, and then elevated on another belt to a trestle 60 ft. above water level, where it will be held ready to be shot into the steamers lying alongside. The capacity of the dock plant will be 8,000 tons per day of 10 hours. The power-house is almost finished. Coal docks will also be built, and the transhipment of mineral alone should make Key Harbor a port of considerable importance. The iron ore, which will be the principal shipment from the port when it is opened in the spring, will be brought from the Moose Mountain mines, about 30 miles north of Sudbury, to which point the company's line is practically completed. The mines are already well developed, and large quantities of ore are being piled up ready for shipment. The mines are situated about the same distance from navigable water as the iron ranges back of Duluth, Minn., but are 500 miles nearer coal. This, with the high percentage of iron in the ore, will give the output of the Moose Mountain mines a favorable position on the markets. At the dockside at Key Harbor there is 24 ft. of water—more than sufficient to carry the largest boats on the lakes. The draught of the Sault Ste. Marie Canal and the St. Clair River is only 20 ft. 6 in. Key Harbor will markedly affect business with Port Arthur. The biggest vessels will be able to take wheat to Key Harbor from Port Arthur; carry ore to Cleveland, and load coal there for Port Arthur and the west.

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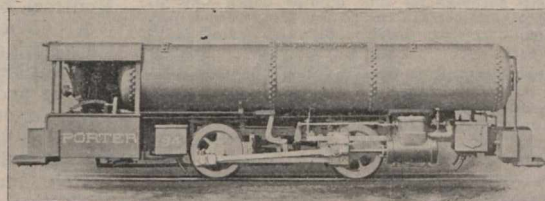
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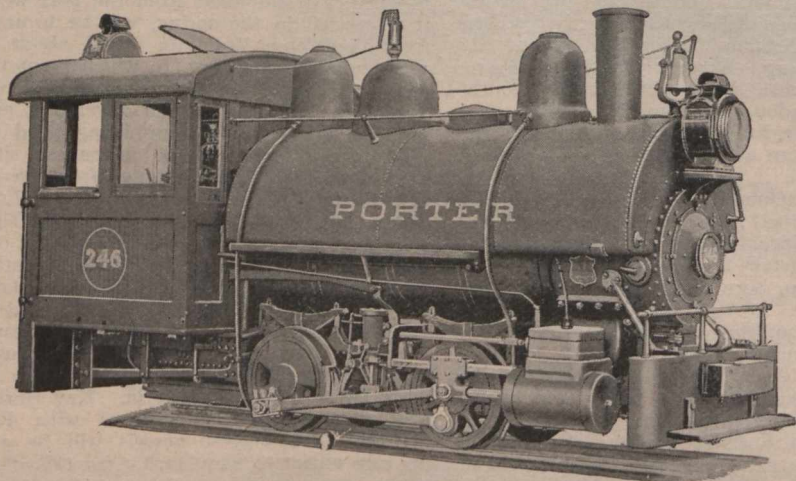
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LOGGING, MINE AND INDUSTRIAL LOCOMOTIVES.

The Dominion Government steamboat Bayfield has completed the survey work for the harbor and its approaches. The entrance from Georgian Bay will be quite simple, only four ranges for the guidance of vessels being necessary, the last running straight into the dock. The buoys and lights are ready to be placed in position. The whole of the construction of the docks is in charge of R. M. Pratt, who was in charge of the construction of the grain elevators and coal docks at Port Arthur for the company.

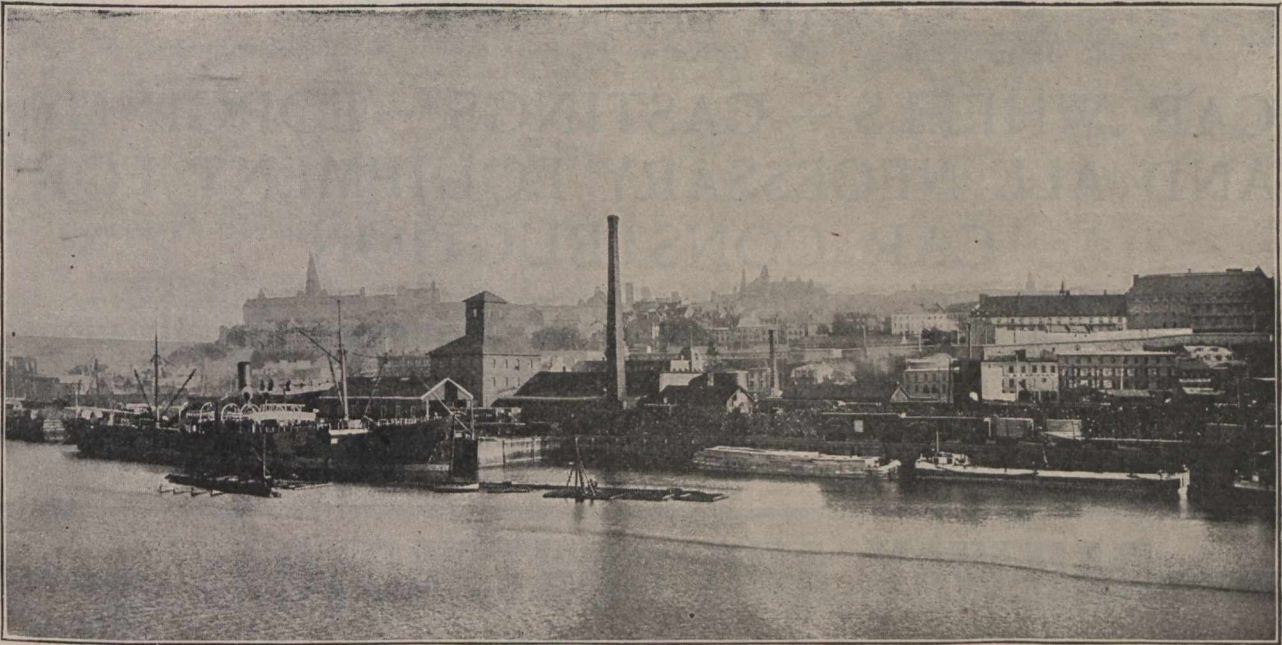
Canadian Northern Terminals at Quebec.

The recent acquisition by the Canadian Northern Ry. interests of the control of Quebec and Lake St. John Ry. stock puts

dian Northern million bushel elevator adjoining the Custom House. On the north side of the River St. Charles, at Limoilou Jct., the company owns, within a few hundred feet of its city terminus, 53 acres of very valuable level ground, which it is intended to utilize for machine shops, car works, shunting grounds, car storage and the live stock trade. At the western end of this ground the Canadian Northern Quebec Ry.'s new line, which will be the shortest route between Quebec and Montreal, diverges, and running west reaches Cap Rouge and the northern approach to the cantilever bridge under construction across the St. Lawrence, and passing under the G.T. Pacific Ry., continues from Cap Rouge westward to Grand Mere, Shawinigan, Joliette and Montreal.

large locomotive water tanks of 40,000 galls. capacity each have been erected. The contractor was Joseph Paquet, Levis, Que., who sublet a portion to O'Brien and Fowler; the steel bridges were constructed by the Dominion Bridge Co., Lachine, Que. A. E. Doucet, Chief Engineer of the company, had general charge of construction, M. Jacquemart being resident engineer.

G. Lemoine, Vice-President of the company, occupied the chair at the public dinner with which the opening was celebrated, and referred to the absence of the President, D. B. Hanna, which was occasioned by that gentleman desiring to leave the proceedings in the hands of the old directors, who had planned and arranged for the construction of the branch. The toast list in-



CANADIAN NORTHERN QUEBEC RAILWAY TERMINALS AT QUEBEC.

the C.N.R. in possession of the best and largest terminals in the city of Quebec, and of a system of docks and deep water shipping facilities which could not be duplicated without an enormous expenditure of money. The terminal property is situated in the heart of the city, near to the Chateau Frontenac, and to the residential quarter, and at the same time in proximity to the banks, wholesale houses, grain elevators and docks of the commercial section. It extends from the gas works on the River St. Charles towards the Custom House on the St. Lawrence River front, contains an area of 370,000 ft. of the most valuable property in the centre of the business portion of the city, and has a frontage of over 1,200 ft. on the Princess Louise Dock. A deep water wharf with a depth of 29 ft. at low tide covers a portion of this frontage, so that the largest ocean steamers load and unload cargoes opposite to the railway station. The rails for the eastern section of the National Transcontinental Ry. are unloaded at this dock and thence forwarded by rail to La Tuque, Hervey Jct., and other points where tracklaying is in progress. The rest of the frontage of the property is covered by a new wharf which gives accommodation to propellers from the Upper Lakes, and to a great fleet of canal boats which carry pulpwood and sawn lumber to the United States. Tracks lead from the terminal property to all points on the Louise docks, the C.P.R. Empress steamers' docks, the Quebec Terminal Co.'s grain elevator, and to the Cana-

Quebec and Lake St. John Ry.

The official opening of the La Tuque branch took place Nov. 30, when a special train carried a party of directors, officers, members of Parliament and business men from Quebec to the St. Maurice River Falls at La Tuque. The branch leaves the main line at La Tuque Jct., at mileage 78, a little north of Miguick station on the Batiscan River, and runs to La Tuque, the head of navigation of the St. Maurice River, 40 miles. The line crosses the Batiscan River, and runs up the Jeannotte River, one of its tributaries, thence crossing to Lake Wayagamack, and follows the discharge of that lake to the St. Maurice River at La Tuque. At the point of departure from the main line the elevation above tide water is 890 ft., the elevation of the summit is 1,186 ft., and at the terminus the height is 560 ft. The line has been constructed in a most substantial manner, the embankments being 16 ft. wide and the cuttings 22 ft., the steel bridges being built to the highest Dominion Government specifications. The maximum gradient going west is 1%, and coming east 1.25%, while the sharpest curve is 80°. The quantity of rock excavation was approximately 370,000 cubic yards, and the earth excavation approximately 1,200,000 cubic yards. The line is heavily ballasted throughout. A commodious station and freight sheds have been built at La Tuque; way stations and section houses at four other points, while three

cluded the Provincial Government, by which the company had been liberally aided, the Q. and L. St. J. Ry. officers and directors, the Chief Engineer, the contractor, the Canadian Northern Ry. Co., which now controls the Q. & L. St. J. Ry., and the Quebec and St. Maurice Industrial Co., which is developing the resources of the district through which the branch passes.

The St. Maurice River is navigable from La Tuque southward to Grand Piles, about 70 miles; but from that point to Three Rivers, where the St. Lawrence is reached, the river is broken up by numerous rapids and falls, making navigation impossible. Several steamboats at present trade on the river, but it is intended to put on some larger ones and to develop the tourist business. The La Tuque Falls are 90 ft. high, and it is estimated that from 90,000 to 100,000 h.p. can be developed by their utilization. The Quebec and St. Maurice Industrial Co. has been formed to develop the power, and has entered into a contract with the Provincial Government to expend \$500,000 upon the work within three years. A pulpwood industry has already been started and a contract has been entered into by which the railway is to receive 4,000 carloads of freight annually at La Tuque for nine years. The construction of the Eastern Division of the Transcontinental Ry., east and west from La Tuque, is providing considerable freight, and will do so for another couple of years. (Nov., 1907, pg. 831.)

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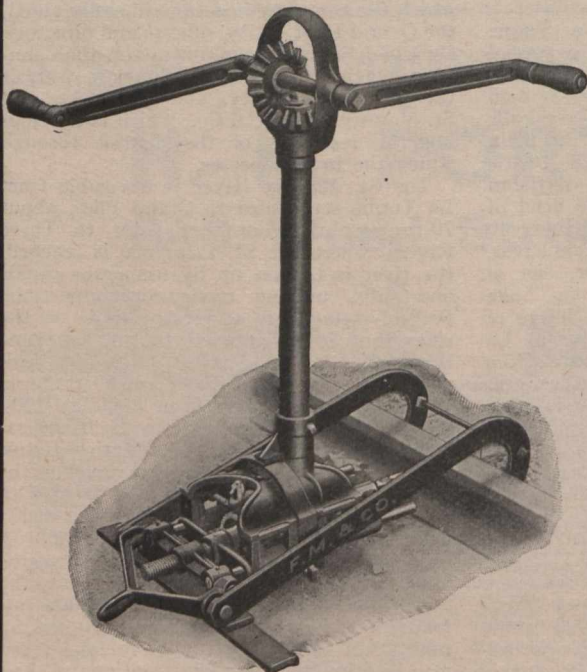
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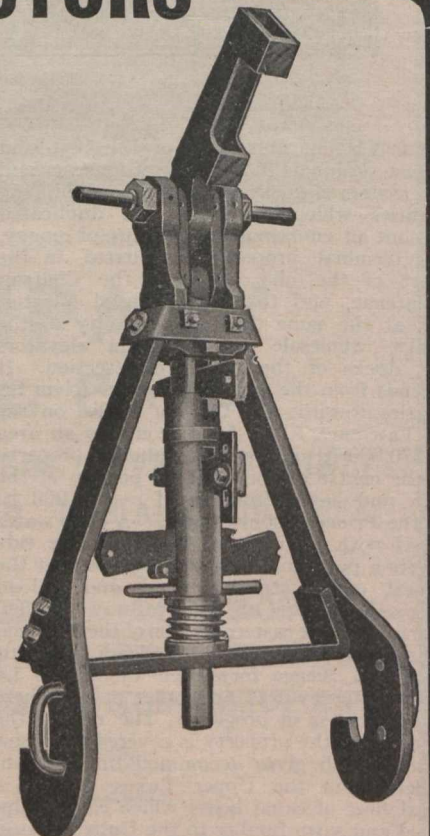


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THE CANADIAN FAIRBANKS CO., LIMITED

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Orders by the Railway Commissioners.

3916. Nov. 12—Authorizing the C.P.R. to construct a branch line along the north bank of the Lachine Canal to the Simplex Railway Appliance Co.'s premises, Lachine parish, Que.
3917. Oct. 30—Authorizing the City of Hamilton, Ont., to construct a sewer under T. H. & B. R. tracks.
3918. Nov. 12—Authorizing G.T.R. to construct a spur to J. Gow's premises, Fergus, Ont.
3919. Oct. 30—Authorizing the City of Hamilton to construct Trolley St. across the T.H. & B.R. spur line tracks at rail level.
3920. Nov. 14—Approving the Quebec, Montreal and Southern Ry.'s location from its junction with the G.T.R. to a connection with the Napierville Jct. Ry. near St. Constant, Que.
3921. Nov. 15—Authorizing C.P.R. to take a lot in Renfrew, Ont.
3922. Nov. 16—Extending to Nov. 25, 1907, the time in the order granting the Can. Nor. Ont. Ry. permission to cross C.P.R. tracks near Wahnapitae station, Ont.
3923. Nov. 15—Approving revised location of Can. Nor. Ont. Ry. through tps. 17, ranges 17, 18 and 19, west 2nd mer., mileage 183.1 to 198.6, Sask.
3924. Nov. 15—Authorizing Algoma Central and Hudson Bay Ry. to build a bridge over south branch of Chippewa River.
3925. Nov. 13—Requiring that the freight tariffs of tolls referred to in order 3258, dated July 6, 1907, come into force from points in Canada not later than Jan. 1, 1908. (See Dec. issue, pg. 907).
3926. Nov. 14—Authorizing Quebec, Montreal and Southern Ry. to cross and connect with the Lotbiniere and Megantic Ry. near St. Philomene, Que.
3927. Nov. 15—Authorizing G.T. Pacific Ry. to construct bridge over Assiniboine River east of Portage la Prairie, Man.
3928. Nov. 14—Authorizing Can. Nor. Que. Ry. to open for traffic the portion of its line from the Gt. Northern Ry. near St. Jerome, Que., to a junction with the Montford division near St. Sauveur, 15.2 miles.
3929. Oct. 16—Prohibiting the use of combination car 4 and passenger car 1 upon the New Brunswick Southern Ry.; and ordering that van 99 be not used until fitted with automatic couplers.
3930. Nov. 14—Authorizing Bell Telephone Co. to place its wires across C.P.R. tracks at Kildonan Ave., Winnipeg.
3931. Nov. 15—Authorizing Q.M. & S. Ry. to divert the highway at station 1762+37, and to carry its line across Notre Dame St., Nicolet, Que.
3932. Nov. 4—Granting the C.P.R.'s application to recommend to the Governor-in-Council the sanction of a lease of the Joliette & Brandon Ry. to the C.P.R., and recommending the lease to the Governor-in-Council for sanction.
3933. Nov. 18—Authorizing the Town of Lachine, Que., to lay a drain and sewer under G.T.R. tracks.
3934. Nov. 15—Authorizing C.P.R. to construct spurs to the Mount Royal Spinning Co.'s premises, Montreal.
3935. Nov. 16—Authorizing C.P.R. to construct bridge over Coldwater River, mileage 11.5, Georgian Bay and Seaboard Ry.
3936. Nov. 16—Authorizing C.P.R. to construct a spur through W. F. Vilas's property, Dunham tp., Que.
3937. Nov. 18—Authorizing C.P.R. to construct bridge over the Sturgeon River, mileage 6, Georgian Bay and Seaboard Ry.
3938. Nov. 18—Authorizing C.P.R. to construct bridge at third crossing of Sawga River, on its Nonoming extension.
3939. Nov. 19—Authorizing Bell Telephone Co. to place its wires across the Can. Nor. Ry. at Dacotah siding, Man.
3940. Nov. 19—Approving revised location of Can. Nor. Ry. through secs. 2, 3 and 10, tp. 21, r. 28, w.p.m., and through Russell, Man.
3941. Nov. 12—Approving 64 highway crossings of G.T. Pacific Ry. from sec. 18, tp. 17 north, r. 28, west 1st mer., to sec. 34, tp. 21 north, r. 4, west 2nd mer., districts of Shoal Lake and Assiniboia.
3942. Oct. 4—Approving location of 7 stations of G.T. Pacific Ry. in Manitoba, mileage 0 to 62.82.
3943. Nov. 18—Authorizing Dunnville Consolidated Telephone Co. to place its wires across M.C.R. tracks at Moulton station, Ont.
3944. Nov. 18—Authorizing C.P.R. to construct a spur from its Phoenix branch near Eholt, B.C.
3945. Nov. 18—Authorizing City of Toronto to lay waterpipes under G.T.R. tracks on Queen St. East.
3946. Nov. 18—Authorizing C.P.R. to reconstruct Marion St. subway, Parry Sound, Ont.
3947. Oct. 26—Forbidding Salisbury & Harvey Ry. to use the ordinary railway box car or cars heretofore used by it for the carriage of baggage.
3948. Nov. 18—Authorizing the Town of Simcoe to lay water mains under G.T.R. tracks.
3949. Nov. 25—Authorizing G.T.R. to reconstruct bridge near Belœil, Que.
3950. Nov. 16—Authorizing C.P.R. to construct two branch lines on the n.e. $\frac{1}{4}$ of sec. 25, tp. 24, r. 9, west of the 5th mer.
3951. Nov. 21—Ordering G.T.R. to change its tariff C.R.C. E-425 so that the tolls to be charged upon the class of paper covered by that tariff for carriage from Merritton, St. Catharines or Thorold to Montreal shall not be greater than the rates charged from Brantford to Montreal; that in any future change of tariffs upon such paper, the rates from Merritton, St. Catharines and Thorold to Montreal shall not be greater than those from Brantford to Montreal; and that the new rates provided in this order shall come into force not later than Nov. 28, 1907.
3952. Nov. 21—Authorizing C.P.R. to construct a spur to Merrick, Anderson & Co.'s premises, Winnipeg.
3953. Nov. 20—Authorizing Winnipeg Elec. Ry. to cross the C.P.R. spur leading from the Griffin Pork Packing Co., Elmwood, Winnipeg.
3954. Nov. 20—Authorizing G.T. Pacific Ry. temporarily to connect its track with the Can. Nor. Ry. track east of Portage la Prairie, Man.
3955. Nov. 21—Authorizing the Town of Waterloo, Ont., to lay sewerage pipes under G.T.R. tracks.
3956. Nov. 21—Authorizing C.P.R. to construct a spur to the Calgary Gas Co.'s premises, Calgary, Alta.
3957. Nov. 21—Authorizing W. G. Trettheway of Weston, Ont., to lay a waterpipe under G.T.R. tracks in York, tp. Ont.
3958. Nov. 21—Authorizing Erie Telephone Co. to place its wires across G.T.R. tracks at Hagersville, Ont.
3961. Nov. 22—Authorizing Can. Nor. Ont. Ry. Co. to operate its trains on the C.P.R. tracks, near Wahnapitae station, Ont.
3959. Nov. 14—Authorizing Consumers' Gas Co. to lay a main under G.T.R. tracks at Logan Ave., Toronto.
3960. Nov. 21—Authorizing C.P.R. Co. to construct a spur from a point to the J. I. Case Threshing Machine Co.'s premises, Calgary, Alta.
3962. Nov. 19—Authorizing Bell Telephone Co. to place its wires across the M.C.R. tracks near Southwold station, Ont.
3963. Nov. 18—Authorizing C.P.R. to construct a spur in Lethbridge, Alta.
3964. Nov. 19—Approving Hamilton Radial Electric Railway Co.'s by-laws.
3965. Nov. 18—Authorizing C.P.R. to open for traffic that portion of the double track of its main line between Ft. William and Winnipeg, viz., mileage 133 to 142, Ignace section, and mileage 0 to 3, Fort William section.
3966. Nov. 19—Approving Brantford & Hamilton Electric Ry. Co.'s by-laws.
3967. Nov. 12—Authorizing C.P.R. to make connection between its line and the G.T.R. at Galt, Ont.
3968. Nov. 13—Extending till Jan. 1, 1908, the time for the installation of derailing and interlocking plant where the G.T. Pacific Ry. crosses the C.P.R. in sec. 1, tp. 12, r. 11, w. 1st mer., Manitoba.
3969. Nov. 15—Authorizing the C.P.R. and G.T.R. to construct a highway across their respective lines at the east end of Dennison Ave., Weston, Ont.
3970. Nov. 19—Authorizing Brantford and Hamilton Elec. Ry. to construct its line across stone road, Ancaster, Ont.
3971. Nov. 21—Authorizing C.P.R. to construct two spurs on the s.e. $\frac{1}{4}$ sec. 36, tp. 7, r. 3, w. of 5th mer., Alberta, owned by Canadian Metal Co.
3972. Nov. 23—Amending order 3334, dated July 23, 1907, authorizing the Water, Light and Tel. Commissioners of Ft. William, Ont., to erect a temporary pole line across C.P.R. tracks.
3973. Nov. 23—Authorizing Can. Nor. Que. Ry. to connect its track with the Quebec and Lake St. John Ry. track at Hedleyville, Que.
3974. Nov. 23—Authorizing Can. Nor. Ont. Ry. Co. to place its telegraph wires across the C.P.R. Sudbury-Kleinburg branch tracks near Elbow Creek.
3975. Nov. 25—Authorizing C.P.R. to open for traffic the portion of its Pheasant Hills branch from Nokomis to Lanigan, mileage 125.5 to 148.7.
3976. Nov. 22—Approving Central Ontario Ry. local standard passenger tariff C.R.C. 172.
3977. Oct. 30—Authorizing G.T.R. to construct an additional track on Ferguson Ave., Hamilton, Ont., crossing Barton St., and the Hamilton St. Ry. tracks, to the G.T.R. Co.'s property north of Murray St.; together with two spurs therefrom.
3978. Oct. 30—Dismissing application of E. Vanallen, of Hamilton, Ont., for an order rescinding order 635, dated Sept. 1, 1905, authorizing the Hamilton, Galt and Guelph Ry. Co. to operate its railway along certain streets.
3979. Nov. 19—Authorizing townships of Neelon and Garson, Ont., to construct a highway across C.P.R. tracks.
3980. Nov. 14—Authorizing Consumers' Gas Co. to lay a pipe under G.T.R. tracks at Eastern Ave., Toronto.
3981. Nov. 22—Temporarily approving shipping receipts, contracts, etc., of United States and Northern Express Cos., until Mar. 1, 1908.
3982. Nov. 25—Authorizing London Tp. Telephone Co. to place wires across G.T.R. tracks at Ilderton, Ont.
3983. Oct. 30—Dismissing application of E. Vanallen of Hamilton, Ont., for an order

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rescinding order 631 of Sept. 1, 1905, authorizing Brantford and Hamilton Elec. Ry. Co. to operate its railway along certain streets in Hamilton.

3984. Nov. 19—Approving supplement 11 to C.P.R. local standard passenger tariff C.R.C. W-8, providing for a rate of 3c. per mile between Nokomis and Lanigan, Sask.

3985. Nov. 22—Temporarily approving shipping receipts, contracts, etc., of National and American Express Cos., until Mar. 1, 1908.

3986. Oct. 15—Authorizing James Bay Ry. to construct its line across certain public roads in the Georgina tps, Ont., mileage 48.75 to 57.64 from Toronto north.

3987. Oct. 29—Amending order 2508, of Oct. 13, 1904, granting leave to London St. Ry. to cross the London and Port Stanley Ry. at South St., London, Ont.

3988. Nov. 22—Authorizing the V.V. and E. Ry. to take more ample space through portion of the s.e. $\frac{1}{4}$ sec. 10, and the n.e. $\frac{1}{4}$ sec. 3, tp. 16, New Westminster District, B.C., on its branch from Abbotsford to Huntingdon.

3989. Oct. 30—Amending order 3149 of June 11, 1907, approving location of Brantford and Hamilton Elec. Ry. from the east limit of Brantford to the east side of Murray St.

3990. Nov. 26—Authorizing Pere Marquette Ry. to operate its trains on its tracks crossing the W.E. and L.S.R. Ry. tracks at Pelton, Ont.

3991. Nov. 26—Approving location of B.C. Southern Ry. branch line from mileage 0, on its main line, about 2 miles n.w. from Michel station, B.C., thence n.w. and n.e. for 1.7 miles.

3992. Nov. 26—Authorizing C.P.R. Co. to construct a spur to R. C. Thomas' premises, Calgary, Alta.

3993. Nov. 26—Approving location of Esquimalt and Nanaimo Ry. from Wellington, B.C., at mileage 77.5 from Victoria, to mileage 87.5.

3994. Nov. 26—Authorizing West Garrafraxa Telephone Co-operative Assn. to place wires across the C.P.R. Elora branch.

3995. Nov. 26—Authorizing C.P.R. to construct a spur to W. F. Lee's premises Winnipeg.

3996. Nov. 26—Authorizing Can. Nor. Ont. Ry. to construct its line across certain public roads in Neelon and Garson tps., Ont.

3997. Nov. 26—Approving location of C.P.R. from its Pheasant Hills branch, sec. 2, tp. 29, r. 28, west of 3rd mer., to its Moose Jaw branch in sec. 14, tp. 33, r. 22, west of 3rd mer.

3998. Nov. 26—Authorizing C.P.R. to construct a bridge over a highway crossing its tracks on proposed deviation of the line over the St. John River, N.B.

3999 to 4001. Nov. 26—Authorizing Bell Telephone Co. to place wires across G.T.R. tracks near Morrisburg station, Ont., and at Grand Ligne, Que., and across C.P.R. tracks near Campbell's Bay station, Que.

4002. Oct. 30—Authorizing Guelph and Goderich Ry. to take possession of certain G.T.R. lands in Goderich, Ont.

4003. Nov. 28—Authorizing Walkerton & Lucknow Ry. to cross G.T.R. track by an overhead timber trestle, near Hanover, Ont.

4004, 4005. Nov. 27—Authorizing Can. Nor. Que. Ry. to construct a bridge over Portneuf and Jacques Cartier Rivers, Que.

4006. Nov. 26—Authorizing G.T.R. to construct a branch line in Meaford, Ont.

4007. Nov. 26—Approving revised location of G.T. Pacific Ry. through unsurveyed territory, mileage 90 to 128.837, from Rocky River to Yellowhead Pass, Alta.

4008. Nov. 26—Authorizing C.P.R. to construct its Sudbury-Kleinburg branch across streets in Parry Sound, Ont.

4009. Nov. 12—Authorizing G.T.R. to operate its trains on its track crossing the C.P.R. track in Yarmouth tp., Ont.

4010. Nov. 30—Authorizing Can. Nor. Ont. Ry. to connect its track with the line of the C.P.R. track in Sudbury, Ont.

4011. Nov. 28—Authorizing C.P.R. to construct spurs from the Middlesboro Colliery Co. and the Diamond Vale Colliery Co., in Yale-district, B.C.

4012. Nov. 27—Directing A. F. Dillinger, Operating Assistant to Chief Traffic Officer, to inquire into the Independent Lumber Co.'s complaint regarding demurrage charged by C.P.R.

4013. Nov. 15—Authorizing G.T.R. to construct a spur to the People's Specialty Co.'s premises, Grand Ligne, Que.

4014, 4015. Nov. 20—Authorizing the C.P.R. to build its track across highways in Elma and Mornington tps., Ont.

4016. May 5—Authorizing that Dougall Road be carried under the Canada Southern Ry. main line near Windsor, Ont., by a subway; and that the C.S.R. cross the road with two side tracks by subways, where the main line crosses the road.

4017. Nov. 28—Authorizing Bell Telephone Co. to place its wires across G.T.R. tracks at Canfield station, Ont.

4018 to 4024. Nov. 16—Authorizing G.T. Pacific Ry. to build its railway across highways in the Province of Saskatchewan.

4025. Oct. 21—Authorizing the G.T. Pacific Ry. to build its line across the highways in Brandon, Neepawa, and Shoal Lake districts, Man.

4026. Nov. 15—Authorizing G.T. Pacific Ry. to build its line across highways in the Province of Saskatchewan.

4027. Dec. 3—Authorizing G.T. Pacific Ry. to construct a bridge over Assiniboine River near St. Lazare, Man.

4028. Nov. 30—Authorizing C.P.R. to build a spur to the Sudbury Brewing & Malt- ing Co.'s premises, Sudbury, Ont.

4029. Nov. 29—Approving Canadian Northern Express Co.'s by-law appointing Scott Griffin, or such other officer as he may designate, to prepare and issue tariffs of tolls.

4030. Nov. 30—Authorizing C.P.R. to build a spur to T. A. Lytle & Co.'s premises, Toronto.

4031. Nov. 30—Authorizing C.P.R. to build a spur line on the Watson Mfg. Co.'s premises, Toronto.

4032. Dec. 3—Authorizing N. Watson, Mull, Ont., to place telephone wires across the M.C.R. tracks near Mull station, Ont.

4033. Nov. 30—Authorizing Bell Telephone Co. to place its wires across G.T.R. tracks near Delhi station, Ont.

4034. Dec. 3—Authorizing Gananoque Bolt Co. to lay a water main under the Thousand Island Ry. tracks at Gananoque, Ont.

4035. Nov. 30—Authorizing the Town of Lindsay, Ont., to lay a sewer pipe under G.T.R. track.

4036. Nov. 12—Directing A. F. Dillinger, Operating Assistant to Chief Traffic Officer, to make inquiry into the Dominion Millers' Association complaint, that the C.P.R. unjustly discriminates in the methods of dealing with shipments of grain and flour from Ft. William and Owen Sound, Ont., against the millers in the east.

4037 to 4039. Dec. 4—Authorizing Walkerton & Lucknow Ry. to build its railway across public roads in Bentinck tp., Ont.

4040. Dec. 4—Authorizing C.P.R. to construct several spurs to the City of Toronto's

premises, to the City asphalt plant, and to the Alexander Brown Milling Co.'s premises, Toronto.

4041. Dec. 4—Authorizing C.P.R. to construct a spur in Port Moody, B.C.

4042. Dec. 4—Authorizing C.P.R. to open for traffic the portions of its main line second track between Ft. William and Winnipeg, from Dryden, mileage 63.5 to 71; and from Ingolf, mileage 31.2 to Dagero, mileage 39.5.

4043. Dec. 4—Authorizing Atlantic & Northwestern Ry. to open for traffic the deviation of its main line at Magog, Que.

4044. Dec. 3—Authorizing T.H. & B. Ry. to build a spur line to the Banwell-Hoxie Wire Co.'s premises, Hamilton, Ont.

4045. Dec. 4—Authorizing Can. Nor. Ry. to open for freight traffic the portion of its Brandon-Regina branch from mileage 0 to 206.

4046. Dec. 4—Approving location of C.P.R. from 20 miles northwesterly from Nominuingue, to 36 miles northwesterly from Nominuingue, at Rapide de L'Orignal, Que.

4047, 4048. Dec. 4—Authorizing Bell Telephone Co. to place its wires across M.C.R. tracks.

4049 to 4055. Dec. 5—Authorizing Bell Telephone Co. to place its wires across C.P.R. tracks at different points.

4056. Dec. 4—Rescinding order 3177, of June 14, and authorizing Bell Telephone Co. to place its wires across C.P.R. tracks in Woodstock, Ont.

4057. Aug. 15—Authorizing Chief Commissioner to examine upon oath any witness who may be produced to give evidence material to the Portage la Prairie Board of Trade's application for an order disallowing the C.P.R. special freight tariffs W-1000, C.R.C. W-644 and W-1006, C.R.C. W-652, as being illegal.

4058. Nov. 5—Amending order 3877, of Nov. 11, dismissing application of Town of Claresholm, Alta, for an order directing the C.P.R. to construct a highway crossing in said town.

4059. Oct. 29—Authorizing that the Little Creek drain be carried across the G.T.R. right-of-way and under its track in Rochester tp., Ont.

4060. Nov. 26—Authorizing the Town of Brampton, Ont., to lay a sewer pipe under G.T.R. tracks.

4061. Nov. 26—Authorizing Town of Brampton, Ont., to lay a sewer pipe under C.P.R. tracks.

4062. Nov. 4—Ordering G.T.R. to reduce its rate from Rouse's Point to Coteau Jct. and St. Polycarpe, on its Canada Atlantic branch, to 80c. per gross ton on anthracite coal, and 70c. per gross ton on bituminous coal, said rates to become effective not later than Feb. 1, 1908.

4063. Aug. 6—Authorizing V.W. & Y. Ry. to carry its track across the B.C. Elec. Ry. track at Westminster Ave., Vancouver, B.C.

4064. Dec. 6—Authorizing C.P.R. Co. to construct a subway crossing under its track at First St., West, Calgary, Alta.

4065, 4066. Dec. 5—Authorizing Bell Telephone Co. to place its wires across Can. Nor. Que. Ry. tracks.

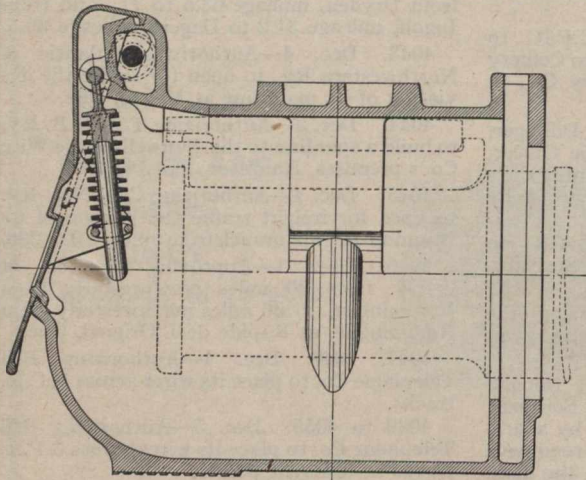
4067. Nov. 27—Amending order 3083, of May 20, directing Lake Erie & Detroit River Ry. to instal and maintain an interlocking plant where its track crosses the G.T.R. in Chatham, Ont.

4068. Nov. 19—Authorizing the G.T. Pacific Ry. to construct its railway under the highway between sections 12 and 13, tp. 52-53, west of the 4th p. m., Alberta.

4069. Nov. 19—Authorizing G.T. Pacific Ry. to construct and maintain an overhead crossing where its railway crosses the highway between sections 10 and 11, in tp. 12, r. 17, w.p.m., Manitoba.

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4070. Dec. 3—Authorizing Q.M. & S. Ry. to cross at rail level highways in the Parish of Ste. Sophie de Levrard, and to divert highway in Parish of St. Pierre les Becquets, Que.

4071. Dec. 4—Amending order 3850, of Oct. 21, authorizing the Toronto and Niagara Power Co. to place its wires across certain railway tracks.

4072. Dec. 2—Authorizing Q.M. & S. Ry. to cross highways in St. Pierre les Becquets parish, Que.

4073. Dec. 6—Authorizing G.T. Pacific Ry. to operate trains on its track crossing the Can. Nor. Ry. Carberry branch, without being brought to a stop.

4074, 4075. Dec. 6—Authorizing G.T. Pacific Ry. to operate trains on track crossing the C.P.R. Brookdale and Miniota branches without being brought to a stop.

4076. Dec. 6—Authorizing Erie Telephone Co. to place its wires across M.C.R. tracks in Hagersville, Ont.

4077. Dec. 10—Authorizing the Manitoba Department of Railways, Telephones and Telegraphs to place its wires under the Winnipeg Transfer Ry. tracks on Notre Dame St., Winnipeg.

4078. Dec. 10—Authorizing Bell Telephone Co. to place its wires across C.P.R. tracks near Magog, Que.

4079. Nov. 29—Dismissing application of A. K. S. McA. Robertson, of London, Eng., for an order rescinding order 3272, of July 15, 1907, which authorized the Chatham, Wallaceburg & Lake Erie Ry. to construct its railways along Queen St., Chatham, Ont.

4080. Dec. 10—Authorizing G.T.R. to instal gates at its crossing with the Montreal Street Ry. at junction of St. Ferdinand and Notre Dame Sts., St. Henri Montreal.

4081. Nov. 19—Authorizing Manitoba Department of Railways, Telephones and Telegraphs to place its wires under Winnipeg Transfer Ry. tracks, at corner of Higgins and May Sts., Winnipeg.

4082, 4083. Dec. 12—Sanctioning closing of part of Harbour Lane, Goderich, Ont., north of Harbour St., and opening an extension of Water Lane in substitution of the part of Harbour Lane so closed; also sanctioning closing of parts of Ship Terrace, Water Lane, Beach St., and Harbour Lane, lying south of Harbour St.

4084. Dec. 12—Approving Michigan Central Railroad standard passenger tariff C.R.C. 750.

4085. Dec. 12—Authorizing Town of Galt, Ont., to lay a sewer cellar drain and storm drain under G.T.R. track at Kerr St.

4086. Dec. 12—Approving U.S. Express Co.'s by-law authorizing the company's Superintendent of Traffic to prepare and issue tariffs of tolls.

4087. Dec. 12—Authorizing G.T.R. Co. to construct an additional track across St. Germain St., Plessisville, Que.

4088. Dec. 12—Authorizing Can. Nor. Ont. Ry. to connect its tracks with C.P.R. tracks in Sudbury, Ont.

4089. Dec. 12—Authorizing G.T.R. to construct a culvert under its line in Bertie tp., Ont.

4090. Dec. 12—Authorizing G.T. Pacific Ry. to cross C.P.R. Pheasant Hills branch tracks, sec. 27, tp. 29, r. 22, w. 2nd mer., Saskatchewan.

4091. Nov. 10—Authorizing Montreal Park & Island Ry. to operate branch lines in Notre Dame de Grace, Que.

4092. Dec. 10—Authorizing Bell Telephone Co. to place its wires across C.P.R. tracks at St. Jerome, Que.

4093. Dec. 10—Authorizing Innerkip Rural Telephone Association to place its wires across G.T.R. tracks in East Zorra tp., Ont.

4094. Dec. 3—Authorizing Guelph & Goderich Ry. Co. to take, without the consent of the owner, Mrs. E. Hawley's property, the easterly half of lot 104, Goderich, Ont., 1-10 of an acre.

4095. Dec. 4—Authorizing C.P.R. to construct a subway crossing under its track on Second St. East, Calgary, Alta.

4096. Dec. 4—Authorizing the Village of Montmorency, Que., to lay a pipe under Quebec Ry., Light and Power Co.'s tracks.

4097. Dec. 16—Authorizing C.P.R. to open for carriage of traffic the portion of a diversion of the Medicine Hat section of its line at Cummings, Sask.

4098. Nov. 20—Authorizing Guelph and Goderich Ry. to cross at rail level 12 highways in Wellesley tp., Ont.

4099 to 4104. Dec. 16—Authorizing Bell Telephone Co. to carry its wires across C.P.R. tracks at various points.

4105. Dec. 16—Authorizing C.P.R. to cross, at grade, the Winnipeg, Selkirk and Lake Winnipeg Ry. track near Selkirk, Man.

4106. Dec. 16—Authorizing Crow's Nest Southern Ry. to place its telegraph wires across the C.P.R. at Hosmer, B.C.

4107. Dec. 16—Approving location of Grand Valley Ry. at Brantford, Ont., from mileage 0 to 24, near the north limit of Simcoe, and from mileage 26, near the south limit of Simcoe, to mileage 33.5 in Port Dover.

4108. Dec. 16—Authorizing C.P.R. to instal an interlocking plant where it crosses the G.T.R. near the Asylum, London, Ont.

4109. Dec. 16—Authorizing B. & H. E. Ry. to open for traffic the portion of its railway from Hamilton to Ancaster, Ont.

4110. Dec. 16—Approving plans of new work in connection with bridge on C.P.R. Edmundston Branch, Grand Falls, N.B., and rescinding order 3352 of July 26, 1907.

4111. Dec. 17—Authorizing Montreal Park and Island Ry. to construct a branch line from its main line to the Blue Bonnets Jockey Club, Montreal.

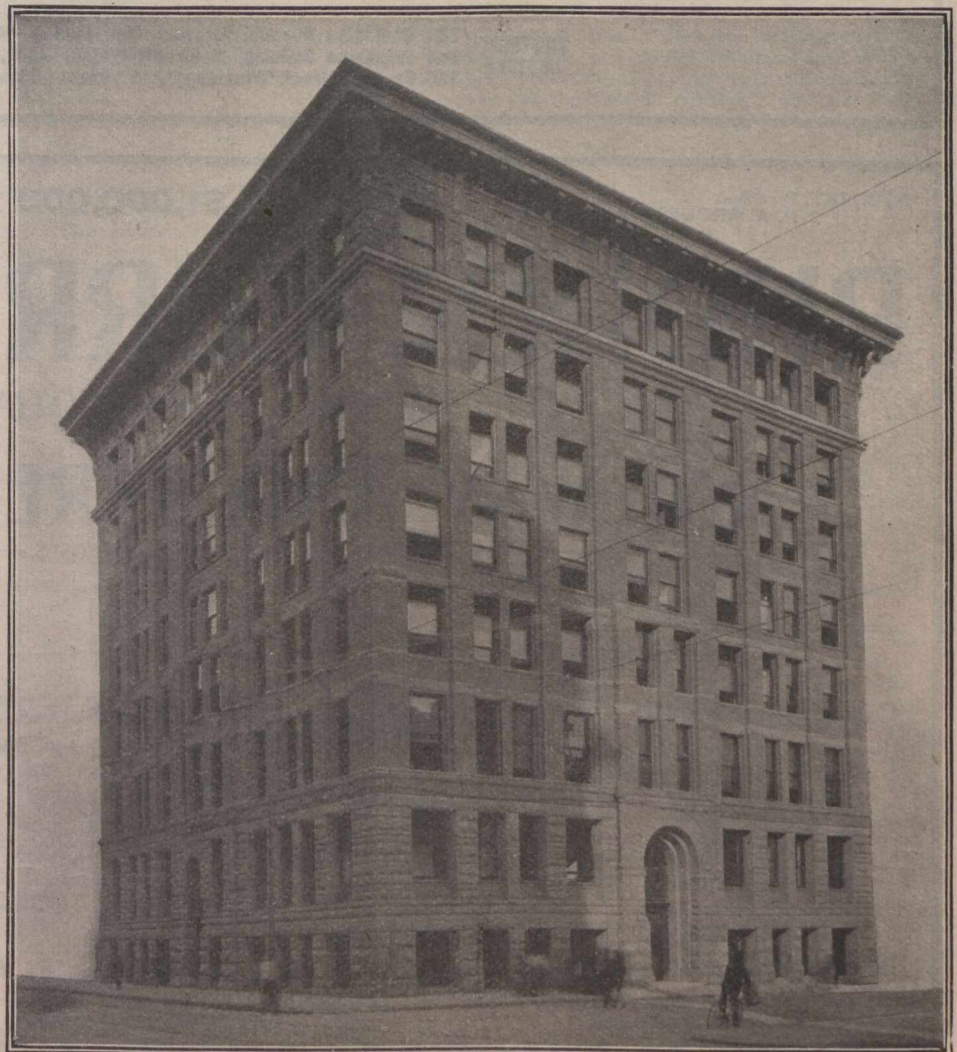
4112. Dec. 17—Authorizing Montreal Terminal Ry. to construct a branch line from its main line to the Mount Royal Cemetery, Montreal.

4113. Dec. 17—Approving Pacific Express Co.'s contract forms, and allowing the said company to use them until Mar. 1, 1908.

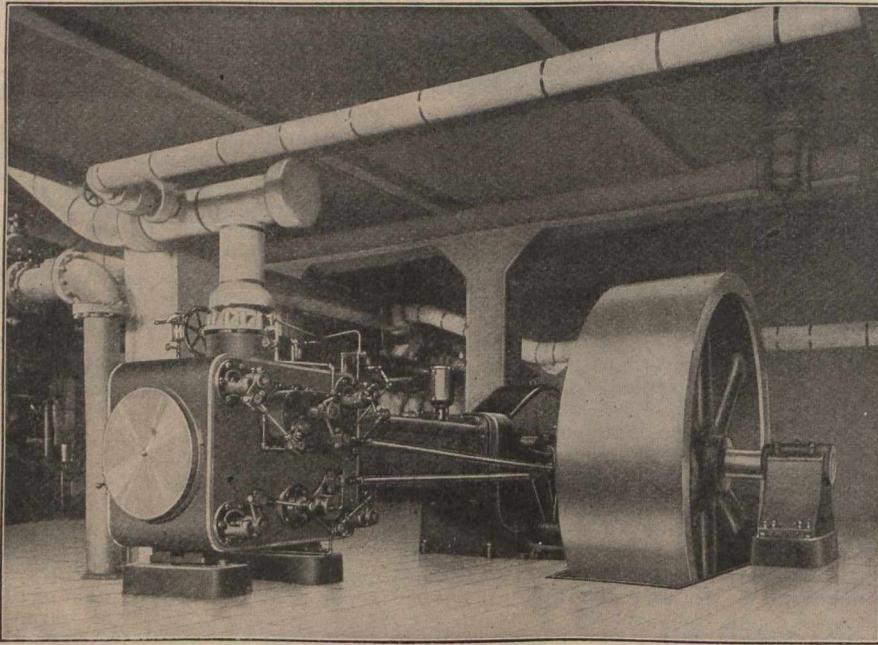
4114. Dec. 17—Authorizing G.T.R. to construct two spurs in Brantford, Ont., to the Brantford Box Co., and to the Ham & Nott Co.'s premises.

4115. Dec. 17—Authorizing G.T.R. to construct a spur line in Aylmer, Ont., to the Canadian Condensed Milk Co.'s property.

The G.T.R. has made application to the Board of Railway Commissioners to give a ruling as to the interpretation of the Lord's Day Observance Act, with regard to the right of the railways to switch and break up freight trains on Sundays. Pending the issue of this ruling the case against the G.T.R. for operating freight trains at Toronto in contravention of the Act has been dropped.



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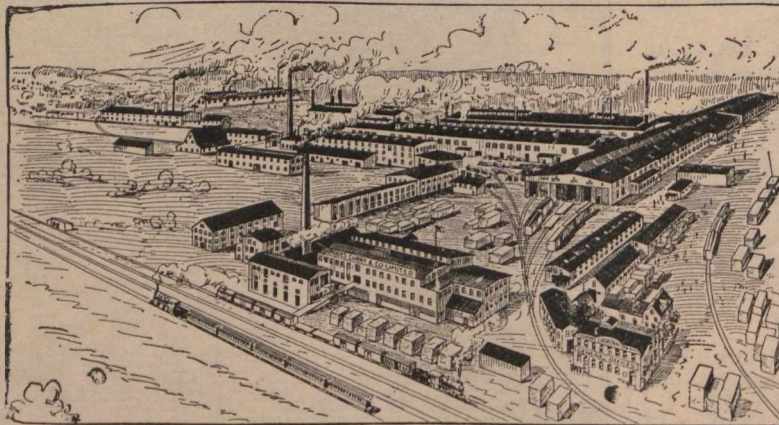
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Alberta Northwestern Ry.—Application will be made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from the Calgary and Edmonton Ry. between Olds and Red Deer, Alta., northwesterly along the valley of the Red Deer, Raven and Clearwater rivers to near Rocky Mountain House on the North Saskatchewan River, thence westerly along the valley of that river to the Kootenay Plains, in the Rocky Mountains; and from the North Saskatchewan River valley between Big Horn and Sheep rivers, to Brazeau River, and along the MacLeod River to the G.T. Pacific Ry.

Alberta Oil, Coal and Wheat Ry.—A by-law guaranteeing the bonds of the company to the extent of \$25,000 was voted on by the residents of Pincher Creek, Alta., Dec. 10. The company agrees to construct a railway from the C.P.R. to Pincher Creek within a year.

Bangor and Aroostook Ry.—The annual report shows that the company operates 482 miles, against 456 in 1906. It has at present four terminal points at the International boundary along the valley of the St. John River, viz., at Fort Fairfield, Me., where it effects a junction with the Aroostook branch of the C.P.R.; Limestone, Me.; Van Buren, Me., opposite St. Leonards, a station on the C.P.R., and the terminus of the International Ry. of New Brunswick, now under construction from Campbellton, N.B.; Fort Kent, Me., opposite Clair, N.B., a station on the Temiscouata Ry. The report states that construction was begun in the spring of 1907 on a cut-off from South Lagrange, north to the main line between Schodie and Seboois, Me., and it was expected to have a train service in operation over it at an early date. It is a shorter route with lower gradients than the old line via Brownville. A line known as the Allagath Line is projected north through the wilderness about Mount Katahdin, to a connection with the Temiscouata Ry. at its eastern terminus—Connors, N.B., on the St. John River.

Belleville and North Hastings Ry.—The House of Commons has made an order for the production of all papers, writings and letters between the Government and the Belleville and North Hastings Ry., or the G.T.R., or any other railway, or any one on behalf of any railway, relating to the granting and payment of the subsidies to the B. and N.H. Ry., under 48-49 Vict., cap. 59, and 49 Vict., cap. 10, including the agreement executed by the company under which the subsidy was paid and the cheque given in payment.

The Belleville and North Hastings Ry. Co. was incorporated by an act passed by the Ontario Legislature in 1874, and subsidy contracts were entered into with the company by the Dominion Government under chap. 59 of 48 and 49 Vict., and chap. 10, 49 Vict. The first of these subsidies was for a line from Madoc to the junction with the Central Ontario Ry. not exceeding \$1,500 a mile, or not exceeding in the whole \$10,500; and the second was for seven miles of railway from the village of Madoc to the junction with the Central Ontario Ry. at Eldorado in addition to the first mentioned subsidy, not exceeding \$1,700 a mile, or not exceeding in the whole \$11,900. The report of the Department of Railways and Canals for the financial period ended Mar. 31, 1907, shows the mileage constructed to that date to have been 6.48 miles, and the subsidy earned and paid \$20,888. The line con-

structed extended from Madoc, the terminus of a branch of the G.T.R. running northward from Belleville, crossing the C.P.R. at Ivanhoe, to Eldorado, on the Central Ontario Ry. From Madoc a branch line was also constructed to Bridgewater or Actinolite, as the post office is called. The lines to Eldorado and Bridgewater were constructed to accommodate the traffic which it was expected would result from the development of the mineral resources of the district. The mines were not developed and the lines have not been operated by the G.T.R. for some years. The line from Belleville to Madoc, however, is being operated.

Bracebridge and Trading Lake Ry.—An action arising out of the application for the renewal of the Dominion subsidy for the construction of this projected railway is before the Ontario courts. The plaintiff is E. A. C. Pew, a contractor, of Toronto, and formerly of St. Catharines, Ont. who is seeking to recover \$1,000 from F. C. Norris, a promoter residing in Detroit, Mich. The case for the plaintiff is that Norris employed him in 1904 to go to Ottawa for the purpose of interviewing members of the Government and members of Parliament with a view of securing the revote of the subsidy originally granted in 1900. A cheque for \$100 was given Pew for expenses, and Norris in a letter said: "If the results of our mutual efforts prove successful, there is \$1,000 more for you and your helpful friends at Ottawa." The subsidy was revoted, and Pew claims the \$1,000. Norris denies that the revote was obtained by the aid of Pew, and asks for an accounting of the \$100. The matter is before the Master in Chambers on examination for discovery, and several points have been reserved for consideration.

Bruce Mines and Algoma Ry.—A survey party recently returned to Bruce Mines, Ont., after having completed a survey of a route for a line to connect Bruce Mines with the C.P.R. transcontinental line, about 125 miles. The Bruce Mines and Algoma Ry. has already been constructed from the lake shore, through Bruce Mines, to the Rock Lake Copper Mines, 16.62 miles, and the company has a charter to extend the line to the C.P.R. The present survey, it is reported, has been made by interests connected with the B.M. and A. Ry. Co., and the Ontario Government, and the party was in charge of Major G. K. Eddy, Quebec; J. H. Teare, MacLennan, Ont., and J. McCreight, Ontario Government lumber agent at Thessalon, Ont. Reports have been prepared and will be considered by the interests affected. It is stated that an excellent route has been found, following the river valleys for the greater part of the distance, and presenting very few engineering difficulties. The route outlined follows the west side of the Mississauga River all the way. About 20 miles from Bruce Mines are the Grand Falls of 50 ft., and about 25 miles further on are the Aubrey Falls of 150 ft., which it is suggested could be profitably developed to operate the line by electricity, as well as to supply power for manufacturing purposes. There is a large quantity of pine along the valleys, with some good hardwood ridges about ten miles out from Bruce Mines, and good agricultural land extends from that point to about ten miles south of the C.P.R. The point of junction with this line it is suggested would be near Rideout.

Canadian-Minnesota Bridge Co.—The construction of the piers and abutments for the bridge over the Rainy River, to connect up the Duluth, Rainy Lake and Winnipeg Ry., and the Canadian Northern Ry., has been completed, and the steel superstructure is being put in place. It was expected to have

the bridge ready by Dec. 31. The Canadian Northern Ry. is constructing a spur line of 1½ miles to connect its main line at Fort Frances, Ont., with the bridge, the Ontario end of which is at Pither's Point. As soon as the work is completed trains will be run through between Duluth, Minn.; Winnipeg, Man., and Port Arthur, Ont. The bridge was built by the Canadian Minnesota Bridge Co., which is composed of representatives of the Canadian Northern Ry., and of the Duluth, Rainy Lake and Winnipeg Ry. (See Duluth, Rainy Lake and Winnipeg Ry., Nov. 1907, pg. 829.)

Central Ontario Railway.—The extension from Bancroft northerly to Whitney has been opened for traffic to Maynooth, 15 miles, and about eight miles of grading has been done beyond Maynooth. We were advised Dec. 9 that the contract for the extension to Whitney had not been let. (Dec., 1907, pg. 923.)

Crow's Nest Southern Ry.—The line under construction from Fernie to Michel, B.C., is an extension of the line at present in operation from the International boundary, where a connection is made with a branch of the Great Northern Ry., U.S. The extension follows the valley of the Elk River to the mouth of Michel Creek, then follows the valley of this creek to the town of Michel, a distance of 21 miles. The maximum gradient is 0.8%, and the maximum curvature 3°30'. The total rise is 600 ft., and there is no adverse gradient; there are in all 11 curves, and the longest tangent is 6.72 miles. In general, the valley followed is a broad, flat one, and presents no very difficult engineering features. The Elk River winding across it has to be crossed four times and its channel changed once. This was probably the most difficult task, but was accomplished without much trouble. The bridges are of the ordinary Howe truss type, two spans of 150 ft. each at each crossing, and two spans of 125 ft. each at the crossing of Michel Creek. P. E. Thian, who has charge of the Great Northern Ry. construction in Canada, is Chief Engineer, and D. Taylor, Fernie, B.C., is Division Engineer in charge of construction. (Dec., 1907, pg. 889.)

Crow's Nest Pass to Grave Creek.—Application will be made next session of the British Columbia Legislature for an act incorporating a company for the purpose of constructing a railway from near Crow's Nest Pass on the C.P.R., to the summit of the divide between the north fork of Michel Creek and the waters of Grave Creek, via the west side of the north fork of Michel Creek to the confluence of the two north branches of the same; with power to construct branches not to exceed in any one case 50 miles. E. V. Bodwell, Vancouver, B.C., is solicitor for the applicants.

Detroit River Tunnel.—The second section of the tunnel was laid in the river between Detroit, Mich., and Windsor, Ont., Nov. 25, and joined up to the section previously laid. These sections have been laid on the bed of the river at the Detroit side. No further sections will be laid during the winter. The construction of the approaches to the submarine portion of the tunnel are being pushed on both sides of the river, and will be continued during the winter. (Nov., 1907, pg. 829.)

Dominion Atlantic Ry.—Application will be made at the current session of the Dominion Parliament for an act authorizing the company to construct a line from between Kentville and Canning, N.S., westerly to between Berwick and Middleton, or to some point between the company's main line and North Mountain.

Eastern British Columbia Ry.—Application will be made next session of the B.C.

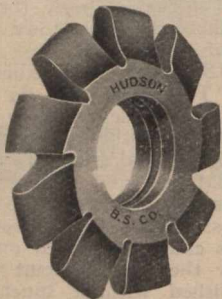
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Legislature for an act incorporating a company with this title for the purpose of constructing a railway to be operated by steam, electricity or other motive power from The Loop, or the South Fork of Michel Creek, on the C.P.R. Crow's Nest branch, southerly up the creek to the East Fork, easterly and southerly along the East Fork to the summit between the creek and Flathead River, thence southerly to the Flathead River and along its valley to the International boundary, a distance altogether of about 50 miles. Harvey, McCarter and Macdonald, Cranbrook, B.C., are solicitors for the applicants.

Edmonton to Dawson.—Dr. Thompson, M.P. for Yukon, in a recent interview at Toronto, said what the Yukon wanted, and what he would urge on the Government to do, was to assist in the construction of a railway from Edmonton, Alta., to Dawson, a distance of about 1,400 miles. Of this distance it was known that 600 miles would be through the rich wheat lands of the Peace River district. The remaining 800 miles would be through a district which had not been thoroughly surveyed, but it was fair to suppose that it was as rich in minerals as were some of the lands lying near to it. (Oct., 1907, pg. 743.)

Ha Ha Ry.—Application will be made next session of the Quebec Legislature for an act incorporating a company with the title of La Compagnie de Chemin de Fer de la Baie des Ha Ha for the purpose of constructing a railway from between Jonquiere and Chicoutimi, on the Quebec and Lake St. John Ry. to Ha Ha Bay.

Halifax and Southwestern Ry.—C. W. Spencer, General Mnaager, has completed a trip of inspection over the line. He states that it is in excellent shape, and that a number of new industries are springing up at various points. E. V. Johnston, one of the inspecting engineers of the Department of Railways, has also completed an inspection of the line.

A survey is being made with a view of extending the branch of the old Nova Scotia Central Ry., now terminating at Caledonia, to Bear River, N.S. The municipalities through which the line would pass are reported to be preparing to offer subsidies in aid of the construction. Bear River is situated a few miles from Digby, and the construction of the line would bring the H. and S.W.R. to the tidal water of the Bay of Fundy at an additional point to Victoria Beach, the terminus of the company's Middleton and Victoria Beach line. (Sep., 1907, pg. 663.)

A large wharf has been constructed by the company at Lunenburg, N.S., for the shipment of lumber. The wharf at Port Wade, the terminus of the Middleton and Victoria Beach branch on the Bay of Fundy, has been completed by the Dominion Government. There is a depth of 30 ft. of water at the end of the wharf at low tide. The port is well sheltered, and will be used by the railway for passenger and freight trade to U.S. points.

Howe Sound, Pemberton and Northern Ry.—An announcement was made at Vancouver, B.C., Dec. 3, to the effect that arrangements had been completed for making an early start on the construction of this railway. Reconnaissance surveys have been completed from Squamish, at the head of Howe Sound, to Anderson Lake, 92 miles, and it was expected that the surveys for location would be started by Dec. 31. It is proposed to operate the line by steam at the outset, but as there are some water powers on the Squamish River, it is proposed to develop electricity at convenient points and utilize it on the line, as there will be some heavy gradients back of Howe Sound. The company was incorporated last session of the B.C. Legislature.

Hudson Bay.—Notice of motion was given Dec. 3, by Mr. Knowles, in the House of Commons, that he would move a resolution to the effect that the Government should, on account of the rapid development of Western Canada and the continued inadequacy of existing transportation facilities, take early action towards the construction of a railway to Fort Churchill, Hudson Bay.

Intercolonial Ry.—A contract has been let to D. Sutherland, for the construction of a spur from the I.C.R. tracks at North Sydney, N.S., to the mouth of the McKay colliery. It was expected to be completed by Dec. 31. (Dec., 1907, pg. 889.)

Tenders are under consideration for the construction of a locomotive house at Newcastle, N.B.

Surveys have been made for the construction of a branch line to connect the Drummond Mining Co's iron mine in New Brunswick with the main line. Two routes have been surveyed, the shorter, 11 miles long, would entail the construction of a bridge across the Nepisiguit River. The second route is 15 miles long, and could be constructed without any bridges.

The Minister of Railways in a recent speech stated that a large amount of money is being expended upon improvements of the road. The new concrete shops and terminals under construction at Moncton, N.B., were large enough to accommodate the G.T. Pacific Ry., as well as the Intercolonial Ry. A contract for a gas-producer plant for the supply of power and light had been let; doubletracking had been started between Moncton and Halifax; and new and heavier bridges were being put in on the old Canada Eastern Ry., which was now part of the I.C.R.

Kemptville Junction to South Indian, Ont.—Several meetings have been held at Metcalfe and Russell, Ont., for the purpose of promoting the construction of a railway through Russell Tp.; the suggested route being from either Kemptville Jct., or Mountain, across country to the G.T.R. near South Indian. It has been decided to organize a company to secure a charter for the construction of such a line.

Kettle Valley Lines.—Reports from Grand Forks, B.C., state that it is intended to commence work on the extension of the Spokane and British Columbia Ry. from Republic to Spokane, Wash. The right-of-way through the Colville Indian reserve has been secured. The route of the extension follows the San Poil River valley from Republic, to its junction with the Columbia River. The southern bank of this river is followed down toward the east, to the mouth of the Spokane River and thence into Spokane. It is said that construction will be started at Spokane. The line is being operated between Grand Forks, B.C., and Republic, Wash., and an extension is under construction up the north fork of the Kettle River. H. W. Warrington, Grand Forks, B.C., is Chief Engineer and Superintendent.

Nova Scotia Steel and Coal Co.'s Ry.—A branch line of about 2.25 miles has been completed at no. 4 colliery, North Sydney, N.S., for this company. D. Sutherland was the contractor.

Ottawa Terminals Ry. Co.—It is expected that tenders will be asked early in Jan. for the construction of the projected new terminal station at Ottawa. A model of the station and hotel building was expected to be ready for exhibition Dec. 31. (Nov., 1907, pg. 801.)

Owen Sound and Meaford Ry.—Application will be made at the current session of the Dominion Parliament for an act granting an extension of time for the construction of a railway between Owen Sound and Meaford, Ont. (Nov., 1907, pg. 831.)

Pere Marquette Rd.—The turntable at the London, Ont., roundhouse has been lengthened and strengthened so as to accommodate the larger locomotives now being used on the line. (Dec., 1907, pg. 889.)

A conference between the officials of the Pere Marquette Rd. and the G.T.R. respecting terminal facilities in London, Ont., took place Dec. 6, and General Manager Cotter subsequently interviewed G.T.R. officials in Toronto and Montreal in reference to the matter. At present the terminal facilities used by the Pere Marquette Rd. in London are utterly inadequate, and the roundhouse is not sufficiently large to accommodate the freight locomotives. (Dec., 1907, pg. 889.)

Pontiac Central Ry.—Application will be made at the current session of the Dominion Parliament for an act declaring the P.C. Ry. to be a work for the general advantage of Canada, and to authorize the company to extend its railway to James Bay along the valley of the Nottaway River, and also southerly to near Brockville, Ont. (Dec., 1907, pg. 923.)

Port Simpson and Eastern Ry.—D. B. May, formerly connected with the U.S. Government service in Alaska, is one of the promoters of this railway. He states that a company of U.S. and British capitalists has been organized to construct the line, which would be 1,450 miles long, and extend from Port Simpson, B.C., to Fort Churchill on Hudson Bay. Terminal facilities had been acquired at both places by the company. The summit of the Rocky Mountains at which the line would cross is 2,400 ft. above sea level. He had been over the whole of the ground and found that the climatic conditions were much more favorable than were generally supposed. The line would open up for development 500,000 square miles of land capable of growing wheat. (See Northwest Pacific Ry., Nov., 1907, pg. 831.)

Port Simpson to North Skeena Passage.—The British Columbia Legislature will be asked next session to pass an act incorporating a company with power to construct a railway from Port Simpson to the North Skeena Passage, B.C. C. J. Prior, Victoria, B.C., is acting for the applicants.

Quebec and New Brunswick Ry.—Application will be made at the current session of the Dominion Parliament for an act authorizing the construction of a railway from near St. Charles Junction, St. Anselme or Chaudiere Junction, Que., to the boundary line between Quebec Province and the State of Maine, in the 13th township of that state, and with authority to make connection with any railways in the state. It is also desired to have power to lease any such railway in Maine, or for obtaining running rights over any such railway; or to aid in the construction and operation of any such railway. The Q. and N.B.R. was originally incorporated with the object of constructing a short line of railway between Quebec city and Edmundston, N.B., and some construction was done at this latter point in 1902-03. The company has secured amendments to its charter from time to time, as to the route of the projected railway as well as in the way of extensions of time for construction. Hon. J. Costigan is President of the company. (Sept., 1907, pg. 665.)

Quebec Bridge and Ry. Co.—In his speech at the opening of the current session of Parliament the Governor-General said: "The sudden and unexpected collapse of the great cantilever bridge in course of construction across the St. Lawrence in the vicinity of Quebec, may be regarded as a national calamity, and the event has evoked much sorrow for the lives which were lost on that occasion. A Commission has been appointed to inquire into the causes which led to the disaster. When received, the report

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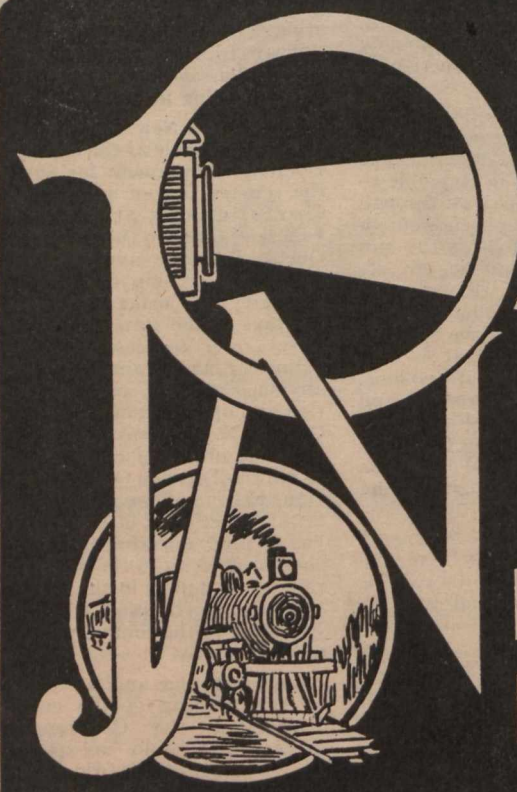
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of the Commission will be laid before you. It will be necessary to devise means for the completion of the bridge within a reasonable time."

H. Holgate, Montreal, Chairman of the Commission, stated, Dec. 3, that he expected the report would be ready by the end of the month. Some further evidence was required to be taken in New York to clear up some points. "The evidence," Mr. Holgate is reported to have said, "makes it pretty clear where the blame for the collapse of the bridge rests, and the report will probably place the responsibility definitely."

Quebec, Montreal and Southern Ry.—During the past season considerable work has been done on the line between St. Lambert and Pierreville, Que., straightening out curves, raising the roadbed, and putting in additional ballast. As a result the standard of the roadbed has been materially improved. Upon the extension from Pierreville towards Quebec Bridge, for 48 miles of which a contract was let to O'Brien & Mullarkey, considerable progress has been made. Grading is well advanced over the whole distance covered by the contract, the substructures of the bridges at Nicolet, Becancour, and Gentilly, as well as the culverts, are all practically completed, and the steel for the superstructures has nearly all been delivered. It was reported Dec. 1 that four miles of steel, 80-lbs. to the yard, had been laid eastwards from Pierreville. The extension follows the south shore of the St. Lawrence River practically all the way, and has easy curves and gradients. It is expected that the contract for the remaining 41 miles, which will carry the line to Levis, will be let during the winter. With the exception of the bridge over the Grand River, Deschene, which will be about 1,400 ft. long and 135 ft. above high water mark, the additional distance presents few engineering difficulties, and it is hoped that the whole extension will be completed by the end of the year.

Reid Newfoundland Ry.—As a result of the heavy storm of Dec. 2, there was a washout on the Newfoundland Ry., about 20 miles from Port Aux Basques. Repairs were made, and traffic was resumed within a week.

St. Mary's and Western Ontario Ry.—We are advised that the section of this railway between St. Mary's and Embro, Ont., is now nearly ready for tracklaying, and that this work will be gone on with at once. The C.P.R. is constructing a short piece of line from the main line at Embro station, to connect with the St. M. and W.O. Ry. near Embro village. The grading of this piece of line is well advanced, and it is expected that the line between St. Mary's and Embro will be ready for operation in June. A survey is being made for the extension of the line from St. Mary's to Sarnia. The route has been approved by the Minister of Railways and it is the intention of the company to locate the line during the winter. The route, after passing under the G.T.R. Sarnia branch at St. Mary's, will probably pass through Kirkton and Exeter, and thence to Sarnia, traversing a fine line of country at present only very partially served by railways. The survey is in charge of G. E. Hyde, under the direction of J. G. Macklin, Chief Engineer.

Sydney and Louisburg Ry.—Grading is being gone on with upon the branch to the coal mine which is being opened in the Victoria District, N.S., by the Dominion Coal Co. The branch starts from the main line near Grand Lake and proceeding along the valley of the Northwest Brook, joins the old location made some years ago. The contract for clearing, grading, etc., was let to the Lindsay Construction Co. We are advised that the clearing is well advanced and about half a mile from the junction with the main line has been graded

Temiskaming and Northern Ontario Ry.—A report is said to have been made to the T. and N.O.R. Commission by A. True, C.E., upon the question of lowering the gradient from 1.5% to 0.5%. The report gives plans and profiles of the first 21 miles of line from North Bay, and shows that the reduction of the gradient can only be accomplished by lengthening the line seven miles. The Commissioners have the report under consideration.

Vancouver Island and Eastern Ry.—The question of the proposed application to the Dominion Parliament for an act incorporating a company with this title to construct a railway from Victoria to Seymour Narrows, and from the mainland side of the Narrows to Edmonton, Alta., with a ferry across the Narrows, was discussed at a recent meeting of the Victoria Board of Trade. An opinion was expressed in general terms favorable to the construction of such a railway, and the proposal was referred to the railway committee for consideration and report (Dec., 1907, pg. 889).

Vancouver, Westminster and Yukon Ry.—J. Hendry, President, submitted an agreement to the Vancouver, B.C., City Council, Dec. 4, respecting the construction of terminals in that city. The suggested agreement proposed to change the reservation of sections of the False Creek foreshore, as at present proposed for specific railways, to a general reservation. Mr. Hendrie said it was the present intention to allow the Northern Pacific Ry. to acquire the location for its Vancouver yards. The consideration of the matter was adjourned to permit of a thorough examination of the agreement and plans. (Oct., 1907, pg. 743.)

White Pass and Yukon Ry.—A. L. Berdoo, General Manager, according to a Seattle, Wash., despatch of Dec. 4, said there were about 500,000 tons of copper ore in sight at the mines which would be reached by the branch line which it is proposed to construct. It is hoped to start the construction early in the spring. The company also proposed to erect bunkers at Skagway, Alaska, having a capacity of 5,000 tons for the storage of ore. The ore will be shipped from Skagway to the smelters on Puget Sound. (Nov., 1907, pg. 829.)

Winnipeg City Power Plant.—The Winnipeg Board of Control has granted the William Newman Co., the contractors for the grading of the 23 miles for the tramway from Lac du Bonnet to Pointe du Bois Falls, an extension of time to May 31. The original contract called for the completion of the work by Dec. 31, 1907. About seven miles of grading has been completed, and considerable work has been done on the remaining 16 miles. (Dec., 1907, pg. 889).

The Saskatchewan Government decided, Dec. 19, to appeal against the C.P.R.'s exemption from taxation in that Province.

C. M. Hays, W. Wainwright and W. H. Biggar, of the G.T.R., and C. Drinkwater of the C.P.R., had an interview with the Dominion Minister of Railways, Dec. 16, when they presented their objections to the proposed amendments to the Railway Act, providing for reciprocal demurrage, which they contended would be impracticable, as under it railway companies would be held responsible for delay in furnishing cars, notwithstanding any extraordinary traffic conditions over which they had no control. In this connection, the Canadian Manufacturers' Association transportation department recently resolved to petition the Dominion Government to press forward legislation dealing with reciprocal demurrage. This follows the Board of Railway Commissioners' expression of opinion that it had no power to impose regulations of that nature on the railway companies.

Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry.—At the current session of the Dominion Parliament application will be made for an act authorizing the construction of a branch line from St. Jerome to St. Eustache, Que., and a line from Ottawa, via Hawkesbury, Ont., to Montreal, branching on Montreal Island to enter Montreal from the north-east and south-west.

Canadian Northern Ontario Ry.—Application will be made at the current session of the Dominion Parliament for an act authorizing the construction of a branch line from the company's authorized line between Udney and Rathburn, to Orillia, Ont.

Canadian Northern Ry.—The Dominion Parliament will be asked at its current session for an act authorizing an extension of time for the construction of the following previously authorized lines: From between Port Arthur and Fort Frances, Ont., easterly to Quebec, with branches to Port Arthur, Ottawa and Montreal; from north of the line between Winnipeg and Ste. Ann, Man., to the International boundary; from Regina to Humbolt, and via the Carrot River to Pas Mission, Sask.; and between Humbolt and the South Saskatchewan River to the crossing of that river south of Prince Albert; from Battleford westerly to the Brazeau River, Sask. In the same act power will also be asked to construct the following additional branch lines: From south of Neepawa, Man., to the main line crossing of the South Saskatchewan River; from Russell, Man., via Yorkton, to the authorized line near Goose Lake, Sask.; an extension of the Brandon-Regina line near the west boundary of Manitoba westerly to Lethbridge, Alta.; from Regina southwesterly to the International boundary; from Humbolt, Sask., southwesterly to Calgary, Alta.; from North Battleford, Sask., northwesterly to Athabasca Landing, Alta., with a branch to Green Lake; from Edmonton to the McLeod and Brazeau rivers; from Strathcona, southerly to Calgary, Alta., with a branch to connect with the authorized line from Regina to Red Deer River, Alta.

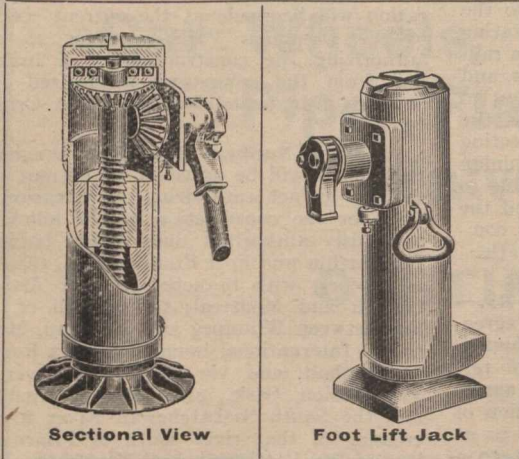
D. D. Mann, Vice-President, recently completed a trip of inspection over the company's lines. He said that about 300 miles in all would represent the construction work during the season of 1907. The work on the proposed extension to Goose Lake had been temporarily held up on account of a difference between the company and the Saskatoon council as to the route through that town. The new shops at Fort Rouge, Winnipeg, were expected to be completed at an early date, and the work on the joint terminals was progressing and would be pushed on as fast as possible.

The extension of the line from Brandon, Man., to Regina, Sask., was completed Dec. 11, and a special passenger train was run through. A freight service is being operated over the line, and a passenger service will be put in operation as soon as the ballasting and other work has been completed. The distance between the two points is 219 miles, and the line includes the branch running westerly from Brandon, which crosses the Hartney-Virden line at Agnew. At Regina connection is made with the Qu'Appelle, Long Lake and Saskatchewan Ry., now operated as part of the C.N.R. system, so that the C.N.R. has junctions with it at Regina, Saskatoon and Prince Albert.

A deputation from the Goose Lake district of Saskatchewan arrived at Ottawa, Dec. 9, to urge on the Government the importance of the construction of the line from Saskatoon to Delisle. Grading has been done on about 30 miles of the distance,

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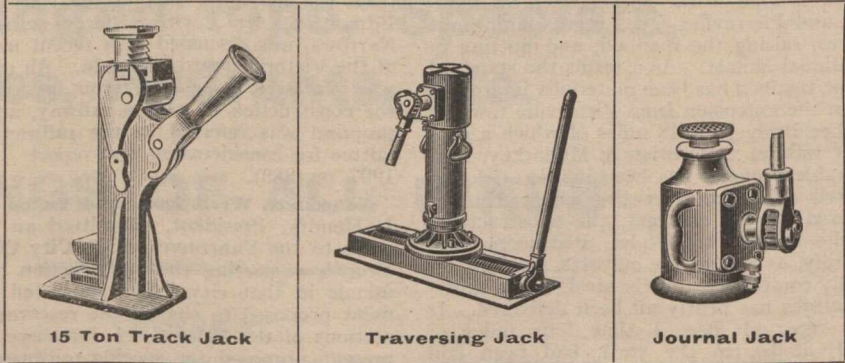
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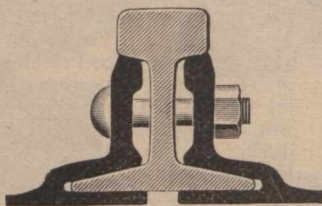
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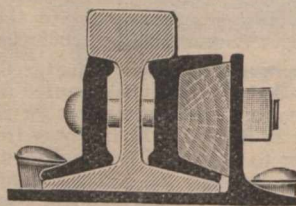
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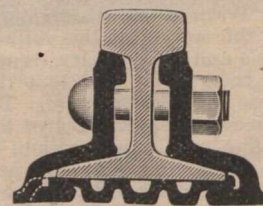
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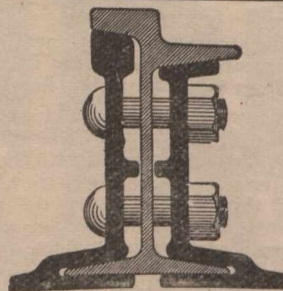
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and the deputation asked that the rails be laid and the branch completed as fast as possible.

The construction of locomotive and car repair shops at Edmonton, Alta., to give employment to about 200 men, is reported to be contemplated in the spring. (Dec., 1907, pg. 897.)

Edmonton, Yukon and Pacific Ry.—The Dominion Parliament will be asked at its current session for an act authorizing the construction of a branch line from some point on the previously authorized line to Vancouver, B.C., and a branch or branches to the headquarters of the McLeod and Brazeau rivers. An extension of time will also be asked for the construction of the previously authorized line either to the Yellow Head Pass or the Peace River Pass, and thence to a port in British Columbia, or to connect with the authorized line of the British Pacific Ry. Co.

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

Proposed Atlantic Terminus.—C.P.R. engineers are said to have been busy for some time past in the vicinity of L'Etang, N.B., and local reports state that it is the intention of the company to develop the port of L'Etang as the terminus for its trans-Atlantic steamship business. An act was passed last session of the New Brunswick Legislature providing for the formation of the Canada Atlantic Terminal Ry., to construct a railway from the St. Croix River to L'Etang harbor; to construct piers, wharves, docks, etc., there, and to operate steam and other vessels.

Montreal Cattle Market.—An agreement has been entered into between the C.P.R. and the Montreal City Council, which settles the differences respecting the east end cattle market. The C.P.R. undertakes to spend \$180,000 on rebuilding the market and to have it ready for use by May 1. The city is to pay the C.P.R. \$3,000 a year for market accommodation and to have the right of collecting all market fees.

Westmount Station.—The new station at Westmount, Que., which was opened for business Dec. 1, is situated at the corner of Victoria Ave. and St. Catherine St., and is on the Westmount side of the tracks. It is a combination cement and brick structure, and is considerably larger than the old station at the foot of Abbott St., which has been abandoned.

Northern Colonization Ry.—It is reported that one of the new pieces of line upon which construction will be started in the spring is the extension of the Northern Colonization Ry. from its present terminus at Nominique, Que., to a junction with the old Gatineau Valley Ry. (the Ottawa and North-Western Ry.) at Maniwaki, Que. The extension will be about 40 miles long. A contract for the extension of this line from 10 miles northwest of Nominique, for 25 miles further to Rapide l'Original, has been let to the Toronto Construction Co., the contract including grading, tracklaying and ballasting. The Toronto Construction Co. will also lay tracks on the 10 miles from Nominique northwesterly, which was graded by the Orillia Construction Co.

Vaudreuil-Smith's Falls Second Track.—A considerable amount of work was done during the summer and fall of 1907 in connection with the construction of a second track between Vaudreuil, Que., and Smith's Falls, Ont. The work done includes the reduction of the gradients, and increasing the radius of the curves, so that better speed may be made and heavier loads drawn. A local report states that progress on the work has been so satisfactory during the past season that the whole distance between Vaudreuil and Smith's Falls will be ready for the rails in the near future.

Smith's Falls-Toronto Second Track.—Reports state that the work of constructing a second track on the Ontario Division between Smith's Falls and Toronto will be gone on with early in the season, and that it is expected to have it completed by the end of the year.

Walkerton and Lucknow Ry.—Construction on this line is reported to have been suspended for the season.

Guelph and Goderich Ry.—Track is reported laid on the Listowel branch as far as the Carthage side road, and the grading gang is at work at the boundary of Elmer and Mornington townships.

Port Arthur Station, etc.—The new station was opened for public use Nov. 28. A description of the building was given in our June, 1907, issue. It is expected that a new dock for the accommodation of the passenger business of the company's lake steamships will be constructed at Port Arthur during the coming season.

Fort William-Winnipeg Second Track.—About 300 miles of the second track construction between Fort William, Ont., and Winnipeg has been completed, and is being utilized for traffic. The remainder of the work is well advanced, as it is expected the second track for the whole distance will be available for traffic by the fall.

Saskatoon Easterly.—Tracklaying has been completed easterly from Saskatoon, Sask., to Lanigan, the point of junction between the Pheasant Hills branch, from Kirkella, and the Manitoba and North-Western Ry. A special train ran over the Pheasant Hills branch into Saskatoon, Dec. 10.

Strathcona-Edmonton High Level Bridge.—In connection with the project to construct a high level railway and general traffic bridge across the Saskatchewan River, to connect Strathcona and Edmonton, Alta., no definite plans have been prepared. The civic authorities of Edmonton and Strathcona entered into communication with the C.P.R. with a view to the provision of a roadway for general traffic upon the bridge which that company proposed to erect to carry the extension of the Calgary and Edmonton Ry. into Edmonton. As a result of the negotiations an agreement has been reached as to the proportion of the cost of the bridge to be borne by the municipalities, and they are now arranging the financial question between themselves. The estimated cost of the bridge is between \$650,000 and \$750,000, and we were advised, Dec. 10, that the city officials were hopeful that the agreement would be successfully carried through.

The bridge which it is hoped to have erected will be a double-decked structure, the steam railway tracks being carried under the traffic floor, on which will be provided tracks for the electric railway. The bridge will be 260 ft. above water level. The landing on the Edmonton side of the river will be near the site of the Provincial Legislature building. Jasper Ave. will be crossed overhead with a 60-ft. subway.

Kootenay Branch Electrification.—We are officially advised that there is no truth whatever in the press reports referred to in our last issue that the Kootenay branch of the Columbia Western Ry. would be operated by electricity.

Kootenay Central Ry.—Reports from Golden, B.C., state that there are about 20 engineers engaged on survey work upon the route of this projected railway between Golden and Fort Steele, and that a construction train has been sent out from Revelstoke in connection with the starting of grading. It is further stated that a large part of the railway will be under construction at a very early period, and the whole line pushed through to completion as soon as possible.

Esquimalt and Nanaimo Ry.—The rearrangement of the terminal facilities in Victoria, B.C., it is reported, will be undertaken at an early date. The site at present occupied by the Albion Iron Works is to be included in the new yard area, and this has to be cleared before actual work can be commenced.

R. Marpole, General Executive Assistant, returned to Vancouver, Dec. 1, after a trip over the route of the projected extension from Wellington to New Alberni. He says the clearing of the right-of-way will be completed this winter, and the construction of the line taken in hand as soon thereafter as possible.

Surveys are also being made, it is reported, for the construction of a line to the Campbell River.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—U.S. press despatches state that the company is reported to have announced its intention of constructing the Duluth and Thunder Bay Rd. to connect its new Duluth (Minn.) line with the C.P.R. at Fort William, Ont., about 200 miles. About half the distance is now covered by logging roads, which will be used as part of the through line. (Dec., 1907, pg. 909.)

The C. P. R. and the Bay of Quinte Ry.

Local press reports state that C.P.R. officials made a trip of inspection over the Bay of Quinte Ry. Dec. 12, with a view of taking it over. The B. of Q.R. is at present owned by the Rathburn Co. interests, and has a length of 93.37 miles. It extends from Deseronto to Bannockburn, 76 miles; Deseronto westward, 2 miles; Deseronto to Deseronto Junction, 4 miles, and Yarker to Sydenham, 11.37 miles. The line is laid with 56 and 70 lb. steel rails, and there are 11.30 miles of sidings. It owns eight locomotives; six first-class cars; two combination passenger, baggage and express cars; three baggage, mail and express cars; 18 cattle and box cars; 129 platform cars, 20 coal cars; two conductors' vans, one snow plow, and two flangers. Of these 160 are fitted with air brakes and automatic couplers. The operation for the year ended June 30, 1906, showed: Gross earnings, \$267,471.15; operating expenses, \$182,138.46; net earnings, \$85,332.69; train mileage, 224,552 miles of mixed trains; engine mileage, 224,552 miles; passengers carried, 101,661; freight carried, 311,164 tons. Financial statement: Capital stock—authorized, \$1,500,000, subscribed and paid up, \$930,000; preferred stock, subscribed and paid up, \$465,000; 5% bonds, authorized, \$1,000,000, subscribed and paid up, \$930,000; subsidies—Dominion Government, \$69,120 and \$208,732.80; Ontario, \$84,000; municipal, \$197,990.43; total capital subscribed and paid up, \$2,884,843.23. Cost of railway and equipment, \$2,980,174.57. Floating debt, \$68,297.73 at 6%.

The Canadian Northern Ry. has put into operation a uniform passenger rate of 3 cents a mile on its lines in Saskatchewan and Alberta.

The American Railway Association's committee on car efficiency, in a bulletin covering car surpluses and shortages on Nov. 13 and 27, says: "It will be noted that the shortages, which amounted to over 90,000 on Oct. 30, have been practically wiped out. The principal remaining shortages are in the New England, New York, New Jersey, Delaware, Maryland and Eastern Pennsylvania groups and the Canadian lines." The total figures for 159 lines on Nov. 27 are surpluses, 40,448; shortages, 17,964. For the Canadian lines the surpluses are 163, and the shortages 4,702.

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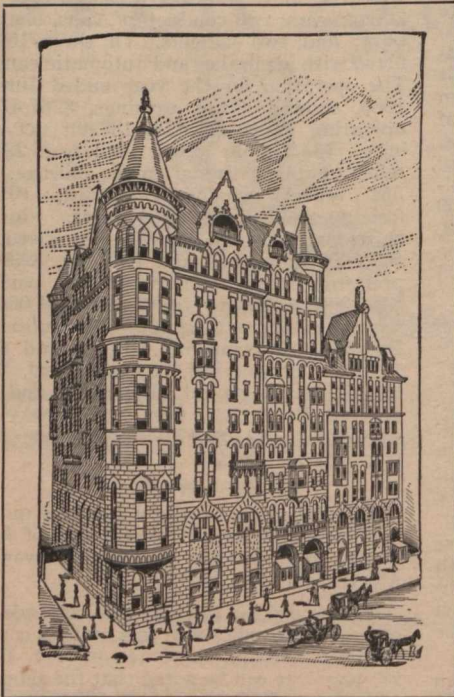
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MAINLY ABOUT PEOPLE.

Mrs. Galt, wife of John Galt, consulting engineer, Toronto, died at Vernon, B.C., Dec. 7.

Hon. J. S. Hendrie, M.P.P., Hamilton, Ont., has been appointed a Commander of the Royal Victorian Order.

F. H. McGuigan, formerly Fourth Vice-President G.T.R., and Mrs. McGuigan, are spending the winter in California.

J. Rathwell, who served in the G.T.R. Brigade during the Fenian raid in 1866, died at Brockville, Ont., Dec. 17, aged 79.

L. Gorman, of the Richelieu and Ontario Navigation Co.'s local office at Montreal, died there after a lengthened illness, Dec. 13.

C. E. Lambert, since 1887 General Passenger Agent West Shore Rd., died at his home, Thiells, N.Y., from pneumonia, Dec. 10.

Sir H. Montagu Allan, C. R. Hosmer, H. A. Allan, C. M. Hays, and T. Long, have been re-elected directors of the Merchants Bank of Canada.

The engagement is announced of N. Waldie, son of the late John Waldie, Toronto, President of the Victoria Lumber Co., to Miss F. E. Heron.

G. L. Reid, at one time Chief Engineer of the Great Western Ry. of Canada, now the G.T.R., Hamilton, Ont., died at Brighton, Eng., Dec. 7, aged 79.

G. Cheer, Superintendent of Bridges and Buildings, G.T.R., Northern Division, Allandale, Ont., was injured at Glencairn, Ont., by a crowbar falling on him, Nov. 23.

Sir Robt. G. Reid, President of the Reid-Newfoundland Co., has been elected a director of the Lake-of-the-Woods Milling Co., in place of the late F. H. Mathewson.

Hon. G. P. Graham, Minister of Railways and Canals, was the principal guest at a dinner at Brockville, Ont., Nov. 26, promoted by the local Board of Trade.

D. M. Burchell, Mayor of Glace Bay, N.S., and formerly superintendent of stores for the Dominion Coal Co., was committed for trial on a charge of embezzlement, Dec. 15.

R. T. Dass, formerly train dispatcher, G.T.R., Stratford, Ont., has been appointed to the Northern Pacific Rd. dispatching staff, and stationed at Livingstone, Mont.

J. S. Blanchet has been elected to discharge the duties of Secretary of the Quebec Transportation Club during the absence from the city of the secretary, A. H. Davis.

E. O. Grundy, General Freight and Passenger Agent, Quebec Central Ry., Sherbrooke, Que., has been elected an honorary member of the Quebec Transportation Club.

Dr. Rachel R. Todd, daughter of T. W. Todd, Agent Canadian Ex. Co., Parkdale, Toronto, has been appointed a resident physician of the Evening Dispensary, Baltimore, Md.

His Honor Jas. Dunsmuir, Lieut.-Governor of British Columbia, has purchased the Hatley property of 250 acres on Esquimalt Lagoon, B.C., and will build a residence there.

W. Ainsworth was presented with a purse of money by the residents of Mille Roches, Que., Dec. 3, on the occasion of his leaving that place, where he had been G.T.R. agent for 37 years.

H. R. Charlton, G.T.R. Advertising Agent, has received a silver cigar box from the party of British newspaper men whom he accompanied during their trip through Ontario recently.

O. W. Murray, who died at Merrifield, Sask., recently, was a son of Jas. Murray, who was one of the C.P.R. staff taken to Winnipeg by Sir Wm. C. Van Horne and J. M. Egan in 1882.

E. W. Spence was presented with a silver tea service recently on leaving Qu'Appelle, Sask., where he was C.P.R. station agent, to fill a position in the company's claims department at Winnipeg.

G. A. Grant, Secretary of the Quebec Cartage and Transfer Co., was presented with a silver fruit dish by the staff, on the occasion of his recent marriage to Miss Thompson in Montreal.

Miss K. Harty, only daughter of W. Harty, M.P., President Canadian Locomotive Works, was married at Kingston, Ont., recently, to H. Osler, of Winnipeg, son of E. B. Osler, M.P., Toronto.

Lord Strathcona was recently presented with a silver centrepiece by Canadian residents in Great Britain. The presentation was made by the Duke of Argyll, a former Governor-General of Canada.

Major A. E. Hodgins, who recently resigned his appointment as Divisional Engineer at Kenora, Ont., under the Transcontinental Ry. Commission, has taken up his residence temporarily in Victoria, B.C.

T. Skinner, a C.P.R. director, presided at a dinner of the Canada Club in London, Eng., Dec. 4, the guests including Sir H. Montagu Allan, Montreal, and F. Ward, General Manager of the Commercial Cable Co.

A. H. Anderson, Purchasing Agent and Cashier, Quebec Central Ry., Sherbrooke, Que., was arrested recently on a charge of embezzlement, to which he pleaded guilty and received a sentence of five years in the penitentiary.

David Halstead, formerly excursion clerk C.P.R., Toronto, and subsequently travelling passenger agent, C.P.R., Calgary, Alta., died there recently of consumption. He was a brother of J. Halstead, Assistant General Freight Agent, Western Division, C.P.R.

R. R. Jamieson, General Superintendent C.P.R., was presented with a gold-headed ebony cane, a signet ring and a silver tea and coffee service, by the business men of Calgary, Alta., Nov. 30, on the occasion of his transfer from the Western to the Central Division.

Sir Thos. G. Shaughnessy, President C.P.R., has been elected a director of the Bank of Montreal. Lord Strathcona, Sir R. G. Reid, President of the Reid Newfoundland Co., and R. B. Angus, Director C.P.R., have been re-elected directors of the bank.

F. W. Myers, who was connected with the C.P.R. accounting department at Winnipeg during the construction period, and later was connected with the Illinois Central Rd. passenger department, was found dead in his room in an hotel at Minneapolis, Minn., Nov. 29.

The claim of H. E. Vautelet, formerly on the C.P.R. engineering staff, for \$49,343.40, from the Dominion Government for the preparation of plans for the construction of steel sheds at Montreal Harbor, has been heard by the Exchequer Court and judgment reserved.

G. Gordon and Mrs. Gordon, Aylmer, Ont., whose recollections date back to the old trans-Atlantic vessel St. Lawrence, in 1844, celebrated the 60th anniversary of their marriage, Dec. 10. Mr. Gordon was engaged in the survey for the first railway line between Toronto and Hamilton, Ont.

E. D. Nash, heretofore Superintendent Central Vermont Ry., New London, Conn., has been appointed General Superintendent of the Chauquinola Ry., which is located in the northerly section of the republic of Panama, and is being constructed by the United Fruit Co. Its principal traffic will be bananas.

It is semi-officially announced at Ottawa that after pending legislation to increase the personnel of the Board of Railway Commissioners has passed, one of the new commissionerships will be offered to W. Whyte,

Second Vice-President C.P.R. In railway circles it is not believed that Mr. Whyte would accept such an offer.

A. C. Shaw, General Agent C.P.R., Chicago, and his staff; C. L. Williams, City Passenger Agent, Chicago; C. W. Smith, T.P.A., Chicago; A. J. Blaisdell, C.P.A., St. Louis; W. S. Merchant, T.P.A., St. Louis; and E. Merchant, T.P.A., Kansas City, have sent out a unique Christmas card, illustrating the origin of the Union Jack.

A. Piers, Manager of the C.P.R. Steamship Lines, was the principal guest at a dinner at the Forest and Stream Club, Dorval, Que., given by the officials of the company's steamship department, Montreal, prior to his sailing by the Empress of Ireland, Nov. 29, for Liverpool, Eng., where his office will be located in future.

W. Hamilton, who was recently appointed locomotive foreman G.T.R., Palmerston, Ont., was at one time railway assistant engine tester in the company's shops at Stratford, Ont., where he was subsequently made engine tester. Later on he was transferred to the Central Vermont Ry. as road foreman of locomotives, and remained with that company until appointed to his present position.

R. H. L'Hommedieu, General Manager; S. W. Brown, General Superintendent; M. B. Snow, Superintendent Western and Joliet Divisions; H. H. Adams, Superintendent Canadian and Michigan Middle Divisions, and G. H. Webb, Chief Engineer, Michigan Central Rd., were on a special train which collided with a light engine near Chelsea Green, Ont., Nov. 27. No one was injured by the collision, but both engines were considerable damaged.

Hon. J. I. Tarte, Minister of Public Works from 1896 to 1903, died at Montreal, Dec. 18, aged 60, after a comparatively short illness, though he had not been in good health for several years. During his term of office many improvements relating to transportation were carried through, and others of far-reaching importance inaugurated. Notable among these is the general improvement of the St. Lawrence route, including the Montreal Harbor. Since his retirement from active politics in 1903, he devoted himself almost entirely to journalism.

On W. Kennedy, Master Mechanic G.T.R., Toronto, leaving that position recently to become Superintendent of Motive Power of the Central Vermont Ry., the officials and employes of the mechanical department on the G.T.R. middle and southern divisions subscribed \$780; of this \$500 was given Mr. Kennedy in gold, together with a handsome diamond ring and an illuminated address. Owing to Mr. Kennedy's recent bereavement it was decided not to have a public presentation, so C. L. Worth, chief clerk Master Mechanic's Office, Toronto, went to St. Albans, Vt., and made the presentation informally.

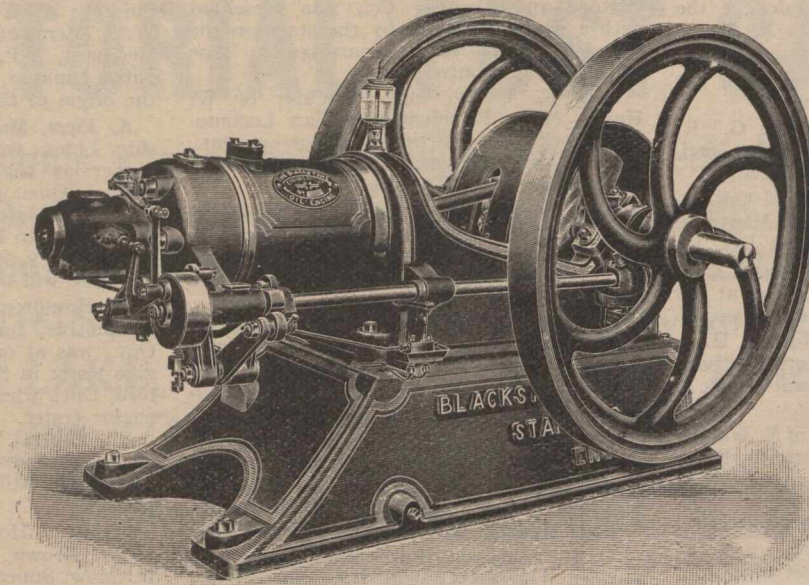
A. J. Gorrie, who recently resigned his position as General Superintendent of the Canadian Northern Quebec Ry., sailed from St. John, N.B., Dec. 27, with Mrs. Gorrie, to spend a couple of months in Great Britain. After his return he will on Mar. 1 become Managing Director of the Geo. Hall Coal Co., of Canada, Ltd., which has been incorporated recently with \$200,000 capital. It has leased from the Dominion Government property on the Wellington Basin, Montreal, on which it is erecting an up-to-date coal handling plant. Last time Mr. Gorrie went to Great Britain he was on the S.S. Labrador when she was wrecked Mar. 1, 1899.

E. H. Boynton, who has been appointed New England Passenger Agent G.T.R., Boston, Mass., was born Sept. 22, 1864, at Oxford, Me., at which point his father had been station agent from 1861 to 1884.

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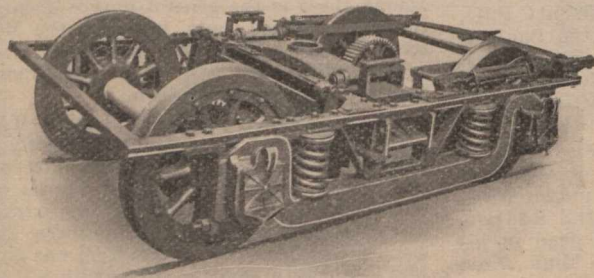
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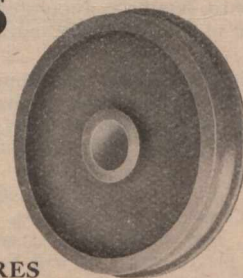
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He entered railway service in 1878 as assistant to his father, and succeeded him as station agent in 1884, remaining at Oxford until 1893, since which his record has been: Nov., 1893, to Aug., 1897, general agent G.T.R., Yarmouth and Yarmouth Junction, Me.; Aug., 1897, to Jan., 1902, general agent G.T.R., and agent Canadian Ex. Co., Berlin, N.H.; Jan., 1902, to Nov., 1907, general agent G.T.R., Lewiston and Auburn, Me.

W. H. Robertson, who has been appointed Assistant General Freight Agent C.P.R., Winnipeg, was born Feb. 14, 1870, and entered railway service 1889, his record being: 1889 to 1892, telegraph operator and agent, Chicago, Burlington and Quincy Rd.; 1892 to 1895, telegraph operator and Superintendent's chief clerk, same road; 1895 to 1896, telegraph department Illinois Central Rd.; 1896 to 1898, train dispatcher Chicago and Northwestern Rd.; 1898 to 1902, rate clerk General Freight Office, Minneapolis, St. Paul and Sault Ste. Marie Ry.; 1902 to April, 1903, tariff and rate clerk, Great Northern Ry., Seattle, Wash.; April, 1903, to Nov., 1907, chief clerk to Assistant Freight Traffic Manager, C.P.R.

D. A. Story, who has been appointed General Freight Agent, Intercolonial Ry., at Moncton, N.B., was born at Halifax, N.S., Oct. 26, 1853, and entered railway service May 26, 1869, in the Commissioner's office, Nova Scotia Ry., Halifax, N.S., and was successively clerk in Audit office, telegraph auditor, train dispatcher and secretary to the Superintendent. After the amalgamation of the Nova Scotia Ry. with the Intercolonial Ry., he was clerk in the General Freight Agent's office, Moncton, and was subsequently freight agent and accountant at Halifax station. He was appointed acting agent at Halifax, July 1, 1894; Divisional Freight Agent, Northern Division, Oct. 19, 1898, and General Freight Agent, Sept. 1, 1907.

J. H. Morley, who died in Winnipeg Dec. 13, aged 44, of paralysis, was formerly in the railway service and was well known to the older railway men. He commenced his railway service as assistant to T. W. Jones, ticket agent of the old Great Western Ry. on York St., Toronto, and then went to the Erie Rd.'s passenger department in Buffalo. From 1882 to 1892 he was Canadian Passenger Agent of the Chicago and Northwestern Ry. at Toronto, and then General Passenger Agent of the Richelieu and Ontario Navigation Co. at Montreal for about two years, afterwards going into real estate business in Montreal. In 1902 he removed to Winnipeg, where he also engaged in real estate business. He was buried in Toronto, where his brother, F. G. Morley, is Secretary of the Board of Trade.

Sir W. Thompson, Baron Kelvin, the well-known electrical scientist, died Dec. 17, aged 83. Of the great many inventions associated with his name, perhaps the mariners' compass may be placed first, though his mechanism for deep sea sounding, mirror galvanometer and syphon recorder for submarine telegraphy, are also of considerable importance to mariners generally. Lord Kelvin acted as electrician for the Atlantic cable from 1857 to 1866, on the successful completion of which he was knighted, and for the French Atlantic cable in 1869; the Brazilian-River Plate cable, 1873; West Indies cable, 1875; and the Mackay Atlantic cables in 1879. For his services in the interests of science, he was created a peer in 1892. He visited Canada in 1897 with the members of the British Association, of which he was President.

R. R. Jamieson, who has been appointed General Superintendent Central Division, C.P.R., Winnipeg, was born at Westover,

Ont., Dec. 12, 1856, and entered railway service 1873, his record being: 1873 to 1874, telegraph operator Great Western Ry.; 1874 to 1878, telegraph operator G.T.R.; 1878 to 1880, on construction in Indiana with the Delphi and Chicago Ry.; 1880 to 1883, agent and train dispatcher Credit Valley Ry.; 1883 to 1884, on construction C.P.R. in the Northwest Territories; 1884 to 1890, train dispatcher C.P.R., Toronto; 1890 to 1892, Assistant Superintendent C.P.R., Toronto; 1892 to 1896, Assistant Superintendent C.P.R., Smith's Falls, Ont.; 1896 to 1902, Superintendent C.P.R., Farnham, Que.; 1902 to 1903, Superintendent, C.P.R. Cranbrook, B.C.; 1903 to Dec., 1907, General Superintendent C.P.R., Calgary, Alta.

L. O. Armstrong, who has been appointed Industrial Agent, C.P.R., Montreal, is a son of a former Chief Justice of St. Lucia and Tobago Islands, in the West Indies, but was born in Canada, where the family came with the U.E. Loyalists in 1783, settling first at Gaspé, and subsequently moving to Lake Brandon, Que. Mr. Armstrong entered railway service in May, 1868, with the Ohio and Mississippi Rd., and in 1880 was appointed Land Commissioner for the Manitoba South-Western Rd. On this line being acquired by the C.P.R. in 1881, was appointed right-of-way agent for that company, becoming colonization agent in 1883. This position he retained to the date of his present appointment, the duties of tourist and sportsmen agent being added in 1902. It is proposed that he now be relieved gradually of the duties respecting colonization, tourists and sportsmen, so as to devote his entire attention to industrial matters.

Alfred Price, who has been appointed General Superintendent, Western Division, C.P.R., at Calgary, Alta., was born in Toronto, Dec. 6, 1861, and entered railway service Sept., 1879, since which he has been consecutively to 1881, operator, messenger and clerk Credit Valley Ry.; 1881 to 1882, car accountant, same road, Toronto; 1882 to 1884, operator and relief dispatcher C.P.R., Toronto; 1884 to July, 1888, train dispatcher, same road, Toronto; July, 1888, to May, 1896, car distributor, same road, Toronto; May, 1896, to Aug., 1898, car distributor and Chief Train Dispatcher, same road, Toronto; Aug., 1898, to May, 1901, Superintendent, same road, Toronto; May, 1901, to Sept., 1902, Superintendent districts 8 and 9, same road, Toronto; Sept., 1902, to May, 1903, Superintendent districts 10 and 11, same road, Toronto; May, 1903, to 1905, Superintendent, same road, Fort William, Ont.; 1905, to Feb., 1907, Superintendent of Transportation, C.P.R. Western Lines, Winnipeg; Feb. to Dec., 1907, General Superintendent Central Division, C.P.R., Winnipeg.

D. Blythe Hanna, whose portrait appears on the first page of this issue, was born Dec. 20, 1858, at Thornliebank, Renfrewshire, Scotland, and his railway service is as follows: 1874 to 1879, clerk and ticket agent with the Glasgow, Barrhead and Kilmarnock Ry. of Scotland, at Kinnishead, Pollokshaws and Barrhead stations; 1879 to 1882, cashier, Stobercross station, Glasgow, Caledonian Ry. of Scotland; 1882 to 1884, clerk in Auditor's office, and Travelling Auditor, G.T.R., Montreal; 1884 to 1886, clerk General Auditor's office, New York, West Shore & Buffalo Ry., at New York, N.Y.; 1886 to 1892, Chief Accountant, Manitoba & North-Western Ry., at Winnipeg; 1892 to 1896, Treasurer, and 1893 to 1896, also Land Commissioner, same road; 1896 to Nov., 1902, General Superintendent Lake Manitoba Ry. and Canal Co., and Canadian Northern Ry., Winnipeg; Nov., 1902, to date, Third Vice-President Canadian Northern Ry., Toronto. He is also President of the Canadian Northern Quebec

Ry., Quebec and Lake St. John Ry., Third Vice-President Halifax and Southwestern Ry., and Canadian Northern Ontario Ry., and a director of the Winnipeg Electric Ry., Western Canada Flour Mills Co., British America Assurance Co., Western Assurance Co., Manufacturers Life Assurance Co., and London and Canadian Loan and Agency Co.

R. F. Tate, resident engineer for Mackenzie, Mann & Co., Limited, died somewhat unexpectedly at the Western Hospital, Toronto, Nov. 28, from blood-poisoning, following an operation for a tumorous growth on the shoulder. The operation was performed Nov. 16, and Mr. Tate appeared to be getting on very well for about the first week, when symptoms of blood-poisoning set in, and he was removed to the hospital, where he died on the morning of Nov. 28, aged 52. He was a son of the late J. W. Tate, who was an engineer in charge of construction on the G.T.R. in the vicinity of Belleville. He entered railway service as rodman on surveys and construction of the Midland Ry., now part of the G.T.R., and was Chief Engineer for five years ending 1881. He was subsequently resident engineer in charge of double-track construction and a branch to the Sarnia tunnel for the G.T.R., and was with the C.P.R. during the construction of the line between Farnham, Que., and Mattawamkeag, Me.; the Smith's Falls extension in Ont., and the Crow's Nest Pass Line, as well as being engaged on survey and other work. In 1900 he went to Mackenzie, Mann & Co., Ltd., as resident engineer, and remained with that company until his death. He was First Vice-President Engineers' Club of Toronto, 1904-05, and President in 1905-06.

W. P. Chapman, who has been appointed Resident Engineer for Mackenzie, Mann & Co., Ltd., at Toronto, was born at Abbotsley, Huntingdonshire, Eng., Mar. 9, 1857, and educated at Bedford County College. He came to Canada in 1882, and entered railway service in 1883, since when his record has been: 1883 to 1885, rodman, Ontario and Quebec Ry.; 1885-86, rodman and subsequently assistant engineer on construction, Northern and Pacific Jct. Ry.; 1886 to 1887, assistant engineer in charge of construction, C.P.R., London, Ont.; 1887-88, assistant engineer in charge of section location and construction of Guelph Jct. Ry.; Aug., 1888, to 1889, assistant engineer, permanent way, north and north-west divisions, G.T.R., Toronto; 1889-92, same position, G.T.R., Allandale; 1892-96, assistant engineer, permanent way, Great Western Division, G.T.R., Hamilton, Ont.; 1896-97, assistant engineer in charge of maintenance and engineering expenditure, Northern Division, G.T.R., Allandale, Ont.; 1897-1905, assistant engineer in charge of permanent bridge renewals, etc., in Ontario west of Toronto; this included the renewal of the International Bridge, Fort Erie (1900-01), rebuilding of Jordan Viaduct (1901-02); 1905-06, division engineer James Bay Ry., Parry Sound, Ont.; 1906-07, engineer in charge of construction for Province of Quebec, Mackenzie, Mann & Co.'s railway system, and latterly maintenance engineer at Montreal.

D. I. Roberts, who has been appointed General Canadian Freight and Passenger Agent Delaware and Hudson Co., Montreal, was born at Waynesburg, Pa., June 27, 1853, and entered railway service April, 1873, since which his record has been: April, 1873, to Mar., 1874, clerk General Freight Agent's office, Pittsburg, Cincinnati and St. Louis Rd., Pittsburg, Pa.; Mar., 1874, to Feb., 1876, chief clerk car service department, same road; July to Oct., 1877, travelling freight agent, same road; Oct., 1877, to June, 1884, freight and ticket agent, same road, at Washington, Pa.; June, 1884, to May, 1885, travelling passenger agent,

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When inward mail steamers at Halifax do not connect with the regular train, the Maritime Express, west-bound, special train, with through sleeping and dining cars attached, for passengers, baggage and mail, will leave Halifax for Quebec and Montreal, connecting with trains for Ottawa, Toronto and all points west.

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Pennsylvania lines; May, 1885, to April, 1886, District Passenger Agent, Pittsburg, Cincinnati and St. Louis Rd., and Chicago, St. Louis and Pittsburg Rd., Columbus, Ohio; April, 1886, to Oct., 1890, Assistant General Passenger Agent, Pennsylvania lines west of Pittsburg, at Cincinnati, Ohio; Oct., 1890, to Dec., 1891, Assistant General Passenger Agent, New York, Lake Erie and Western Rd., Chicago, Ill., in charge of all passenger business west of Buffalo and Salamanca, N.Y., including the Chicago and Erie Rd.; Dec. 7, 1891, to 1901, general passenger agent, New York, Lake Erie and Western Rd., and its successor the Erie Rd.; 1901 to 1905, Vice-President Little Kanawha Rd., and President Marietta, Columbus and Cleveland Rd.; from 1905 to the date of present appointment, Mr. Roberts has not been in railway service.

Geo. G. Odell, C.E., who died at Berkeley House, Ryde, Isle of Wight, Dec. 2, was a son of Chas. Odell, a pioneer engineer of Canada. He spent years 1879 to 1887 in the C.P.R. service. The following six years were spent on various engineering works in the U.S., mainly in the Southern States, and he then went to the United States of Colombia, South America, where he was appointed Chief Engineer of the Republic. After spending four years near the equator, he returned to Canada and spent one season on the C.P.R. Crow's Nest Pass branch, and then went to Bogota, Colombia, where he became chief engineer of an English company which had undertaken the construction of a number of the Republic's public works. In Nov., 1900, Mr. Odell married Miss Julia Goodwin, an English woman who was then visiting at the British Legation to Colombia. A year ago while visiting in England he became interested in some Canadian railway projects, and intended to return to Canada in the near future, but just before his proposed departure he and his wife were both stricken with diseases resulting from their long sojourn in the equator's unhealthy climate. After lingering for some eight months, both died within a few days of each other, leaving a daughter aged five. He was a cousin of C. M. Odell, Resident Engineer Dominion Coal Co., and Sydney & Louisburg Ry., Glace Bay N.S. Their fathers, Chas. & Jas. Odell, were both engineers on the G.T.R., C. M. Odell's father having lived in Toronto for a number of years.

The Canadian Northern Ry. has made a reduction in freight rates on coarse grains, viz., oats and barley, from Manitoba stations to Port Arthur, Ont., to its wheat rates, which means a reduction of from 1c. to 2c. per 100 lbs. For instance, the rate on wheat from Winnipeg to Port Arthur is 10c. per 100 lbs., and the old rate on oats and barley was 12c.

TRADE AND SUPPLY NOTES.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers to distinctly understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

J. C. McMynn has resigned his connection with Robt. W. Hunt & Co., engineers, Bureau of Inspection, Tests, etc., Chicago, Ill.

The General Electric Review is a monthly magazine, describing and illustrating electrical machinery and appliances, issued by the General Electric Co., Schenectady, N.Y.

The businesses of the late Homer Taylor and John Taylor, both long established in Montreal as merchants in railway materials and supplies, have been united under the name of Taylor and Arnold, the partners being John Taylor and Thos. Arnold.

The Canadian Westinghouse Co., Ltd., has issued circulars nos. 1096, 1130 and 1146, describing its oil switches and circuit breakers, electrostatic volt meters, and electrolytic lightning arresters, with illustrations and diagrams of their use in various systems.

Kilgore-Peteler Co., Minneapolis, Minn., has issued catalogue 5 of its Peteler industrial and mine cars, coal and ore handling machinery, Peteler chilled car wheels and narrow gauge industrial railways. This company is represented in Winnipeg by the Dominion Supply Co.

The Rail Joint Co., which is the sole maker of the base supported rail joints, has been awarded the contract for the supply of rail joints for the Panama Rd., which is to connect the two oceans by rail across the isthmus. It is estimated that the rail joints supplied by the company to all parts is sufficient to equip a railway which would more than encircle the globe.

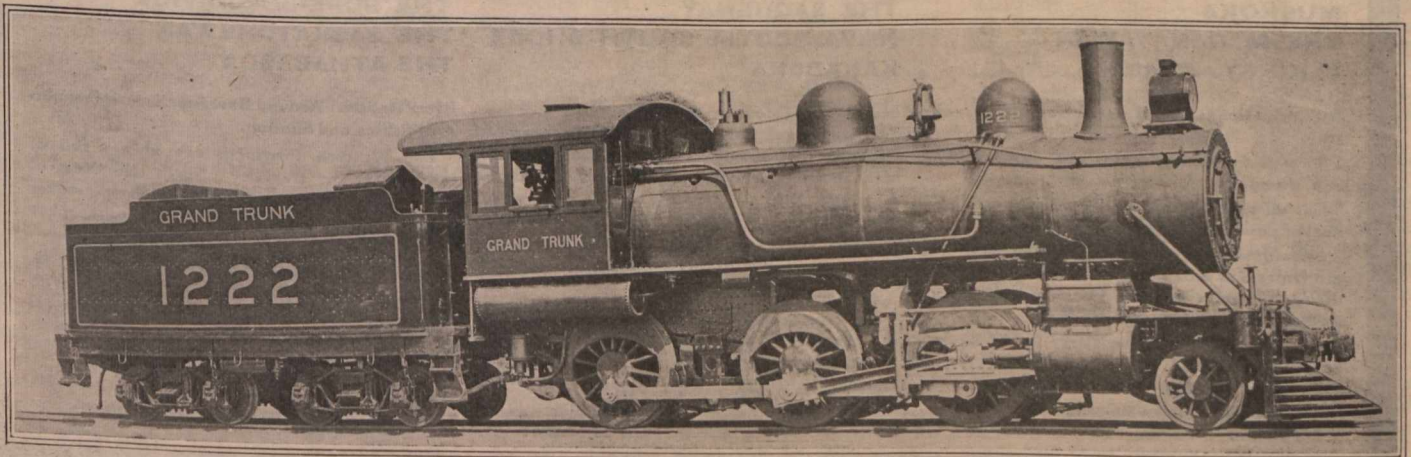
The Inverness Ry. and Coal Co. recently welded by the Thermit process the heavy steel frame of a locomotive which was in its shops at Inverness, N.S., for repairs, the work being done under the superintendence of D. Bell, foreman of the Dominion Coal Co.'s foundry at Glace Bay, N.S., that company using the process for repairing machinery. W. Abbott, Montreal, is agent for the process.

The B. Greening Wire Co. has issued its calendar for 1908, which contains an illustration of the company's works at Hamilton, Ont. A new weaving mill, 260 by 130 ft., and a new warehouse were added in 1907. The company has not issued a new general catalogue during the year, but has separate catalogues for each branch of its business, such as wire rope, wire cloth, perforated metals.

G.T.R. Mogul Locomotives.

The G.T.R. received recently 15 Mogul type locomotives, which were built by the Baldwin Locomotive Works, Philadelphia, Pa., to drawings furnished by the railway company. These engines can exert a tractive power of 28,070 lbs. Four similar locomotives have also been built for the Detroit and Toledo Shore Line. These locomotives are examples of a type which, for many years, has been doing efficient work in freight service. The design is compact and readily accessible, and a large proportion of the total weight available for adhesion. For general freight service, where the demands for steam are not too exacting, the Mogul type is particularly suitable. The cylinders are single expansion, equipped with balanced slide valves. Link motion is employed, and the rock shafts are connected directly to the link blocks. Cast steel is used for the engine frames, crossheads, driving-boxes, and main wheel centres. The front and back wheel centres are of cast iron, as are also the crosshead shoes, which are tinned. The guides are of the two bar type, of wrought iron, case hardened. The equalization system is arranged with all springs underhung. The equalizing beams and frame supports rest directly on top of the springs, and are held in place by pins. The forward equalizing beam rests directly on top of a transverse equalizer, which is carried on the forward driving springs. The boiler is of the wagon top type with a relatively long fire-box and short tubes. The longitudinal seams in the barrel are butt-jointed and sextuple-riveted. The fire-box is radially stayed, and a sufficiently deep throat is obtained by sloping the engine frames downward between the main and rear driving-wheels. The principal features of the design are shown in the accompanying illustration. The general specifications are as follows:

Cylinder.....	20 x 26 ins.
Valve.....	Balanced.
BOILER.—Type.....	Wagon top.
" Material.....	Steel.
" Diameter.....	.62 ins.
" Thickness of sheets.....	.21/32 ins.
" Working pressure.....	200 lbs.
" Fuel.....	Soft coal.
" Staying.....	Radial.
FIRE-BOX.—Material.....	Steel.
" Length.....	120 ins.
" Width.....	40 3/4 ins.
" Depth, front.....	.76 3/4 ins.
" Depth, back.....	.65 ins.
" Thickness of sheets, sides.....	5/16 in.
" " " back.....	3/8 in.
" " " crown.....	3/8 in.
" " " tube.....	1/2 in.
WATER SPACE.—Front.....	4 ins.
" Sides.....	3 1/2 ins.
" Back.....	4 ins.
TUBES.—Material.....	Iron.
" Thickness.....	3/8 in.
" Number.....	283.
" Diameter.....	.2 ins.
" Length.....	11 ft. 11 ins.



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THE MAGANATAWAN
LAKE ST. JOHN**

¶ Anticipation is almost as pleasurable as realization.

¶ This winter you can enjoy next summer's holiday, if you know where you want to go.

¶ Canadian Northern Lines are opening up a great deal of new holiday territory.

¶ Lake Muskoka is crossed by the Canadian Northern Ontario at Bala Park. The trains are run on the pier at Lake Joseph. There are stations on Sparrow Lake and the Severn River.

¶ Next year the line from Parry Sound to Sudbury will be opened. It enters delightful boating, fishing and hunting country, and crosses the Maganatawan, Still, Key and French Rivers.

¶ The Canadian Northern Quebec traverses the

**THE SAGUENAY
NOVA SCOTIA SOUTH SHORE
KAKABEKA**

best sporting country in that ancient province. The Quebec & Lake St. John, also a Canadian Northern line, reaches Lake St. John, the home of the ouananiche, and the famous Saguenay River.

¶ The South Coast of Nova Scotia, skirted by the Halifax and South Western Railway, is the best possible refuge from summer heat, and its waters furnish the finest salt and fresh water fishing, as well as the safest sailing.

¶ Between Port Arthur and Winnipeg the Canadian Northern follows the historic and picturesque Dawson route to the prairies through the West Ontario Lakelands. Fort Frances and Rainy River are delightful localities. The Lake of the Woods is a few miles' pleasant sail from Rainy

**THE SUPERIOR DIVIDE
THE SASKATCHEWAN
THE ATHABASCA**

River station. Around Banning there is magnificent fishing and hunting.

¶ The Western Provinces are always full of interest for the traveller. North and West of Edmonton, and beyond the Saskatchewan River generally, are ideal regions for the searcher after change from long-accustomed conditions.

¶ Enquire of any of the following: Winnipeg—G. H. Shaw, Scott Building, Main St.; Toronto—Wm. Phillips, Canadian Northern Building; Montreal—Guy Tombs, Canadian Northern Quebec Offices, St. James St.; Quebec—Alex. Hardy, Quebec and Lake St. John Railway Offices; Halifax—P. Mooney, 124 Hollis St.; St. Paul—R. Creelman, 166 East Third St.

HEATING SURFACE.—Fire-box.....	188.1	sq. ft.
“ “ Tubes.....	1,753.3	sq. ft.
“ “ Total.....	1,941.4	sq. ft.
“ “ Grate Area.....	33.43	sq. ft.
DRIVING WHEELS.—Diameter, outside.....	.63	ins.
“ “ “ centre.....	.56	ins.
“ “ Journals.....	9½	ins. x 12 ins.
ENGINE TRUCK WHEELS.—Diameter.....	.38	ins.
“ “ Journals.....	6½	x 10½ ins.
WHEEL BASE.—Driving.....	15 ft. 8 ins.	
“ “ Rigid.....	15 ft. 8 ins.	
“ “ Total engine.....	24 ft. 3 ins.	
“ “ Total engine and tender.....	51 ft. 1 in.	
WEIGHT.—On driving wheels.....	146,260	lbs.
“ On truck.....	22,900	lbs.
“ Total engine.....	169,160	lbs.
“ Total engine and tender, about	290,000	lbs.
TENDER.—Wheels, number.....	8.	
“ “ diameter.....	.34	ins.
“ “ Journals.....	5½	x 10 ins.
“ “ Tank capacity.....	6,000	gals.
“ “ Fuel capacity.....	10	tons.
“ “ Service.....	Freight.	

G.T.R. Betterments, Construction, Etc.

Maintenance of Way.—Press reports stated that at a conference of heads of departments connected with the maintenance of way department held at Toronto, Dec. 2, the question of improving the roadbed was discussed, and added that under the direction of M. S. Blaiklock, Engineer of Maintenance of Way, the company intended during the coming summer to spend a large amount of money on improvements to the roadbed. We are advised that the improvements for 1908 was not the subject under discussion at the recent meeting held in Toronto.

Montreal Track Elevation.—At a meeting of the level crossings committee of the Montreal City Council held Dec. 12, W. Wainwright, Fourth Vice-President, G.T.R., stated that the company had plans in hand for a complete reorganization of the passenger tracks at Bonaventure station, and was only awaiting the outcome of the negotiations on the level crossings question before proceeding to carry them out. A letter was read from the company stating that the elevation of the tracks for passenger service and freight station and tracks would bring the cost of the work to an amount which would really make the same impracticable, and, therefore, the company would be glad to have the committee consider whether it would be not more desirable to leave the tracks on the level of such streets as are necessary to approach the freight stations and passenger yard, and to take care of the intersecting streets by means of viaducts. The idea of the company is that the tracks elevated from the city limits shall proceed down an incline to the level as from Guy St. to the Bonaventure station. After some discussion it was agreed that one or two engineers to be appointed by the council should meet representatives of the company and prepare plans for getting rid of level crossings in the city, either by elevated or underground tracks, and submit the same by Mar. 1.

Freight Terminals at St. Lambert.—We are advised that the company has secured a strip of land about 400 ft. wide and two miles long, on the north side of the right-of-way at St. Lambert, Que., to be used for putting in sorting and switching yards, work upon which will be begun as soon as the weather will permit in the spring. The matter came before the Board of Railway Commissioners at a sitting at St. Lambert Dec. 9, at which considerable opposition was manifested to the company's plans. It was contended that the yards and sidings would destroy the best residential section of the town. The Commissioners viewed the site of the proposed yard, and reserved judgment.

Car Shops for Barrie.—A deputation from Barrie, Ont., has been informed that by including all G.T.R. property, present and to be acquired, in a fixed assessment of \$35,000, the company will erect car repair

shops for the Northern Division there. Information was promised as to the size of the shops and the number of men to be employed, to enable the council to reach a decision.

Port Huron Shops.—Plans are being prepared for the erection of some additional buildings at the locomotive shops at Port Huron, Mich. At the car shops good progress is being made with the new buildings. The second of the new structures, 40 by 400 ft., it is expected will be started early in Jan.

Kalamazoo, Mich.—Land has been purchased at Kalamazoo, Mich., for terminals, and it is stated that a branch from the main line will be constructed in the spring to connect it up. Another report states that the Chicago and Kalamazoo Terminal Ry. has been transferred to the G.T.R., and will be used in connection with the projected branch from the main line to Kalamazoo. (Dec., 1907, pg. 897.)

National Transcontinental Railway.

The Governor-General in the speech from the throne at the opening of the current session of the Dominion Parliament referred to the construction of this line. He said a gratifying result of the expansion of trade was that the revenue of the last fiscal period of nine months, ended Mar. 30, 1907, was more than sufficient to meet expenses on Consolidated Fund, National Transcontinental Ry. capital and special outlays, all expenses of the Dominion of every kind, and leave a balance of over \$3,000,000 to be applied in reduction of the public debt. The difficulty of obtaining labor and materials at a time of great business activity has somewhat retarded the construction of the N.T.R., but notwithstanding that great progress has been made on the Eastern Division and on the Prairie Section of the Western Division under construction by the G.T. Pacific Ry. Co. A section of the latter of about 250 miles has been available for handling the freight traffic of the present season. Contracts for the portion of the Prairie Section west of Edmonton are about to be let, and immediate steps will be taken for the commencement of work at both the eastern and western ends of the Mountain Division. Thus, in a very short time, the whole work from Moncton to the Pacific Ocean will be under vigorous construction.

The report of the Commissioners of the N.T.R. for the year ended June 30, 1906, dated Ottawa, Oct. 9, 1906, has been laid before the House of Commons. A report for the nine months ended Mar. 30, 1907, was laid on the table of the House of Commons Nov. 29. The total expenditure amounts to \$5,537,867, of which the Purchasing Department expended \$224,880 for supplies. The greater portion of the expenditure was on account of surveys and payments to contractors on progress estimates. The expenses at the headquarters in Ottawa totalled \$166,191. The total expenditure from Sept., 1904, to March 31, 1907, was \$8,147,494. Of the \$224,880 expended on supplies all was spent in Canada, except \$1,833 for goods from Great Britain, and \$444 for purchases from the U.S.

H. D. Lumsden, Chief Engineer, states that the first location from Moncton, N.B., to St. Boniface, Man., is practically completed, and that 852 miles are under construction. The total distance from Moncton to St. Jean Chrysostome will be 453 miles, a saving of only 34 miles as compared with the Intercolonial Ry. The entire distance to Winnipeg is 1,817, as against 1,890 originally estimated. During the year contracts for supplying 80-lb. steel rails were awarded to the Dominion Iron & Steel Co. and the Algoma Steel Co. at \$34 a ton.

Spliced bars were ordered from the Nova Scotia Steel Co. for \$47.04, from the Hamilton Steel & Iron Co. at \$43.68; bolts and nuts from the Toronto Bolt and Forge Co. at \$3.60 per 100 lbs., at \$3.41 from the Gananoque Forge Co., and at \$3.57 from the Montreal Rolling Mills Co.; spikes from the Peck Rolling Mills Co. at \$2.50 per 100 lbs., and from the Montreal Rolling Mills, the Toronto Bolt and Forge Co., and the Hamilton Steel Co. at \$2.55 per 100 lbs. Tie contracts were awarded to J. G. Hearn, of Quebec, at prices varying from 44 to 50 cents each, and to R. Bates, of Kenora, at 35 and 40 cents. In connection with the supply of ties for the section immediately east of Winnipeg, Mr. Lumsden complained that several tenderers were not able to fulfil their contracts by reason of the refusal of the Ontario Government to grant permits to cut. The price to be paid for bridge superstructures varies from \$4.04 to \$4.18 per pound to the Locomotive and Machine Co. of Montreal, and \$3.95 to \$4.23 to the Dominion Bridge Co., Montreal. For the inspection of material and workmanship of bridges, an inspection company was paid at the rate of 45 cents a ton, and for fastenings at 20 cents a ton. The inspection of rails costs 5 cents a ton.

The reports of the district engineers are appended. G. C. Dunn, Fredericton, N.B., expresses the opinion that the selection of the Central route through New Brunswick will mean the passenger time between Quebec and Moncton about an hour and for freight train two hours less than the time which would have been required if the river route had been selected. A. E. Doucet, Quebec, reports that good progress is being made with construction work. At the close of March the contractors had 3,297 men at work.

A. N. Molesworth reports that on section C there has been good progress on surveys as far as the Gatineau River, and S. R. Poulin of district D states that his surveys have been nearly completed. On district E, which runs to the height of land, Engineer Armstrong reports good country. There will be 36 bridges on this section. A. E. Hodgins, who had supervision of the section west of Superior Jct., reports that the contractors have been embarrassed by scarcity of labor, but that the sub-letting of contract by J. D. McArthur, Ltd., has had beneficial results. There has been trouble with illicit whiskey sellers. Seventeen men have been killed and 26 injured in the work owing to recklessness in handling dynamite.

A return has been ordered by the House of Commons at the request of Mr. Schell, M.P., showing the quantities used by the N.T.R. Commission for arriving at the moneyed values of the tenders for the construction of the 50 miles, more or less, from Moncton westerly; the 62 miles, more or less, from Grand Falls westerly; from the south side of the St. Lawrence River easterly 150 miles; for the 45 miles, more or less, westerly from near La Tuque; and for the 150 miles easterly from near Abitibi; the prices placed opposite the several items by each tenderer, and the total amount so ascertained of each tender.

The final location for the first 12 miles southeasterly from the Quebec Bridge has been definitely decided upon, and a plan, together with a book of reference, has been deposited with the Registrar of Deeds for the County of Levis. The line has already been fenced and considerable trestle work and excavating done. Operations have ceased for the season.

Replying to a question in the House of Commons Dec. 4, the Minister of Railways stated that 800 miles of the G.T. Pacific Ry. were under construction west of Winnipeg, but there was no construction west of

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Edmonton. East of Winnipeg there were 860 miles under construction. The estimated cost of grading, tracklaying and ballasting, including cost of ties and rails, on the portions let between Winnipeg and Edmonton, was \$18,400,000; between Edmonton and the coast \$60,700,000; and between Winnipeg and Moncton, \$41,946,258; this amount includes engineering and contingencies. The mileage from Moncton to Winnipeg was 1,807.4; from Winnipeg to Edmonton, 800; and from Edmonton to the coast, 940 miles. The mileage from Edmonton to the coast has not been submitted to the Department by the G.T. Pacific Ry., so that the mileage on that section is approximate, being merely from the preliminary surveys.

GRAND TRUNK PACIFIC RY.

The annual meeting of shareholders was held in Montreal Dec. 5, having been adjourned from the third Wednesday in Sept., the official date for holding the meeting. The directors elected are: Sir C. Rivers Wilson, A. W. Smithers, Lord Welby, J. A. Clutton-Brock, Sir W. L. Young, representing the G.T.R., the three latter taking the place of Col. Firebrace, Sir H. M. Jackson, and Hon. C. Rothschild, it being the practice of the G.T.R. directors to serve in rotation on the G.T. Pacific Ry. Board. C. M. Hays, F. W. Morse, W. Wainwright, E. H. Fitzhugh, W. H. Biggar, H. A. Allan, E. B. Greenshields, Hon. G. A. Cox, E. R. Wood, J. R. Booth, are the Canadian directors. The report of the directors, which is stated to have been made for the purpose of record and not for public distribution, showed that there were 994 miles of line under contract, the construction of which is in charge of the company. This embraces the line from Winnipeg to Edmonton, and also the Lake Superior branch. On the main line of the Eastern Division there is at present 846 miles under contract, the construction of which is in charge of the National Transcontinental Ry. Commissioners, making a total mileage under contract of 1,840 miles, on all of which construction is in progress. Tracklaying is proceeding on the Prairie Section from Portage la Prairie westerly to about 280 miles, and easterly from Saskatoon, and it is expected that the rails will be laid between these two points during the winter. The grading is very nearly completed from Winnipeg as far west as Edmonton, and the season of 1908 will in all probability see this section completed. The authorized mileage of the company for its main line and branches was stated by the President to be approximately 7,900 miles.

The substructure of the bridge across the South Saskatchewan River at Saskatoon is completed and the steel superstructure is now being erected, which, it is expected, will be completed so that tracklaying can proceed from Saskatoon westerly 200 miles to Battle River with the opening of the work next spring, the grading over this portion of the line being now completed. At the latter point a large bridge across Battle River is under construction. This point is 118 miles east of Edmonton, to which place construction will also be prosecuted vigorously next season. Tenders have been asked for the construction of additional mileage from Edmonton westerly about 120 miles. Over such portions of the line as have now been constructed every facility is being extended for the accommodation of the farmers and settlers living along the line that is practicable during construction of the railway prior to its official opening.

The officers of the company were re-elected as follows: President, C. M. Hays; Vice-President and General Manager, F. W. Morse; Second Vice-President, W. Wainwright; Secretary, H. Phillips.

F. W. Morse, Vice-President and General Manager, returned to Montreal Nov. 28, after a three months' trip over the lines under construction west of Winnipeg. He said in an interview that he was thoroughly satisfied with the progress that was being made with construction at different points. The company had no reason to be disappointed with the results so far obtained.

The grading into Saskatoon, Sask., was completed Nov. 25. Tracklaying from the Portage la Prairie end is being carried on, but was suspended, Dec. 9, by the gang working easterly from Saskatoon. At the time of the suspension of work, steel had been laid for 55 miles. It was stated that the cause for the suspension of work was the shortage of material.

Tenders have been asked for the supply of 600,000 ties to be delivered at various points during the winter between Saskatoon and Edmonton. Tenders have also been asked for the grading of 120 miles westerly from Edmonton, and it is expected to call for tenders during the winter for the other 125 miles necessary to carry the line to the Yellow Head Pass.

We are advised that the progress of the work upon the location of the G.T. Pacific Ry. in British Columbia is still at a stage where it is considered advisable to keep the information as the private property of the company, consequently recent press reports purporting to give the route decided upon west of the Yellow Head Pass are in no way to be accepted as definite. One of the papers mentioning the route referred to G. O. Leask as the Assistant Chief Engineer of the company. We are advised that Mr. Leask is one of the company's locating engineers.

J. W. Stewart, of Foley Bros. and Larson, states that good progress is being made by the firm on its contract for the line between Kitimaat and Kitsilas Canyon, B.C., 45 miles.

Contracts are reported to have been let for the clearing of 2,000 acres of land at Prince Rupert for the company. The contract price is said to be \$220,000.

The G.T. Pacific Branch Lines Co. will apply at the current session of the Dominion Parliament for an act extending the time for the construction of the various lines which it is authorized to lay out and operate as branch lines of the G.T. Pacific Ry., on the Eastern as well as on the Western Division. (Dec., 1907, pg. 907.)

The Reid-Newfoundland Co.'s Case.

In the charge laid against the company by the Attorney-General of Newfoundland, it was set forth that the company, as contractor for the operation of the Newfoundland Ry. was, and now is, under the obligation to furnish to the Newfoundland Colonial Secretary half-yearly returns for the three years prior to Jan. 4, 1907, of (a) goods inward; (b) goods outward; and (c) passengers inward and outward, at Blaketown Siding on the Newfoundland Ry. The company denied that it is under any obligation to furnish such returns. The judgment, as delivered by Chief Justice Howard, is as follows:

"Sec. 21 of the Act of 1901, c. 6, entitled 'An Act to amend the Newfoundland Railway Act, 1898, and for other purposes,' provides that the contractor shall annually prepare, to be furnished to the Colonial Secretary, returns in accordance with schedule E to the Act, showing his capital, traffic and working expenditure; with other information indicated in the schedule. Such annual returns relate to the 12 months previous to June 30 each year. Par. 4, s. 21, is as follows: '(4) The contractor shall also, in addition to the information required to be furnished to the Colonial Secretary

as indicated in said schedule E, furnish such other information and returns as are, from time to time, required by the Colonial Secretary.' The section further provides that if the contractor makes default in furnishing returns in accordance with the section, he incurs a penalty not exceeding \$10 for every day during which such default continues. The usual returns up to the end of June, 1906, having been furnished, the Colonial Secretary on Jan. 4, 1907, required the defendants to furnish 'half-yearly returns' for the three years then past of (a) goods inward; (b) goods outward; (c) passengers inward and outward at Blaketown Siding on the Newfoundland Ry. On Jan. 8, the defendants refused then to make such returns, and have not since made them. In these circumstances the Attorney-General claims the penalty. The defendants contend (a) that the information shows no cause of action; and (b) that they were not, on Jan. 4, or at any other time, under obligation to furnish the returns demanded. No witnesses were called, but correspondence between the Government and the defendant company was put in; and we are left to determine, on a proper construction of the Act, whether the contention of the Attorney-General or that of the company is correct. In this proceeding for a penalty, the onus of establishing the affirmative lies strictly on the plaintiff. The questions for determination are: Has the company failed in any duty created by this Act? Was it incumbent on it at the time claimed in the information, to furnish these half-yearly returns for the three years preceding Jan. 4, 1907? The primary object of s. 21 is that the contractor shall prepare annual returns, to be furnished in duplicate before the end of Sept. each year. It proceeds to provide that other information in addition to, but ejusdem generis with that indicated in schedule E, may from time to time be asked for. The Imperial Acts 34 and 35 Vict., c. 78, and the Railway and Canal Traffic Act of 1898, (s. 32), out of which c. 6 was drafted, are instructive in the consideration of the present case. Cap. 6 omits to provide power to the Government to alter the periods at which returns are to be furnished, a power expressly given to the Board of Trade by the Imperial Act of 1888. Our statute does not declare that the additional information shall be furnished from time to time when called for. The phrase 'from time to time required' is to be read as meaning that the Colonial Secretary shall not be limited in the number of his demands. We construe the section as requiring that the additional information is to be supplied with the next annual returns." Judgment was therefore entered for the company.

After several conferences the G.T.R. yardmen and switchmen at points between Portland, Me., and Detroit, Mich., have been granted an increase of pay to the extent of 12%. The men asked for advances varying from 15 to 20%.

The following resolution was recently moved in the Dominion House of Commons, relative to the Government Railways: "That in the opinion of this house, the names Intercolonial Railway and Prince Edward Island Railway should be dropped and the name Interprovincial Railway substituted therefor; that the government system of railways should be considered as one entity in the keeping of accounts and in all other respects; that the ferry service across the Northumberland straits should be owned and managed by the Railway Department, winter and summer, as the ferry service across the Canso straits is now, and as the ferry service across the Georgia straits is owned and managed by the C.P.R."

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Railway Commissioners' Rate Order.

4062. Nov. 4, 1907.—The complaint of A. McDonald & Son, Alexandria, Ont., coal merchants, under sec. 315 of the Railway Act, for an order directing the G.T.R. Co. to grant fair and equitable rates to stations upon its Canada Atlantic branch between Rouse's Point, N.Y.; Cecile Jct., Que., and Massena Springs, N.Y., as the points of shipment, and all intermediate stations to Eastman's Springs, Rockland and Hawkesbury, upon the C. A. branch, as the points of destination. Upon hearing counsel for the complainants and the G.T.R., the evidence adduced and what was alleged, and upon the report of its Chief Traffic Officer, the Board orders that the G.T.R. is hereby directed to reduce its rate from Rouse's Point to Coteau Jct. and St. Polycarpe, on its Canada Atlantic branch, to 80c. per gross ton on anthracite coal and 70c. per gross ton on bituminous coal, the said reduced rates to become effective not later than Feb. 1, 1908.

ROOFING PAPER FROM MERRITTON, ONT.

3951. Nov. 21. In the matter of the application of the Riordon Paper Mills, Ltd., under sec. 323 of the Railway Act, for an order directing the G.T.R. Co. to issue a supplement to its tariff C.R.C. no. E-425, making the rate on roofing paper, unfinished carloads, Merritton to Montreal, 17½c. per 100 lbs., upon the report of the Chief Traffic Officer of the Board and the consent of the G.T.R., it is ordered that the G.T.R. be, and is hereby directed to change its said tariff so that the tolls to be charged upon the class of paper covered by that tariff, for carriage from Merritton, St. Catharines, or Thorold, to Montreal, shall not be greater than the rates charged under such tariff for carriage from Brantford to Montreal. That in any future change of tariffs upon such paper, the rates for carriage from Merritton, St. Catharines and Thorold to Montreal, shall not be greater than those to be charged from Brantford to Montreal. That the new rates provided for in this order come into force not later than Nov. 28, 1907.

INTERNATIONAL AND TORONTO BOARD OF TRADE CASES.

4125. Dec. 18.—In the matter of the application of the Canadian Manufacturers' Association and the shippers, who were heard and represented at the hearings held by the Board in Windsor and Chatham, Ont., in May, 1906, and of the Toronto Board of Trade. Upon reading letters dated Dec. 16 and 18, 1907, addressed to the Secretary of the Board by W. R. MacInnes, Chairman of the Advisory Committee of the Canadian Freight Association, representing the railway companies affected by the order 3258, made July 6, 1907. And upon hearing W. R. MacInnes, Chairman, and R. Foreman, Secretary of the Advisory Committee, representing the railway companies. The Board orders that its order 3258, of July 6, 1907, be amended by rescinding par. 1: "Provided that the adoption by the said railway companies, or any of them, of rates or tolls for freight traffic from Montreal westbound equal to those required by the said order to be adopted in the reverse direction to Montreal, and the issue and putting in force of tariffs thereof, shall not prejudice the said railway companies, or any of them, upon any application which may be made to the Board by the said railway companies, or any of them, to rescind or vary the said order, or to authorize any change or changes in the rates or tolls required by the said order, or in such rates or tolls from Montreal westbound."

An interesting paper was read before the Wentworth Historical Society, by Miss Gilkinson, Brantford, on the inauguration of the Great Western Ry in 1854.

Railway Rolling Stock Notes.

The Crossen Car Mfg. Co., of Cobourg, Ont., has delivered recently a first-class passenger coach to the Central Ontario Ry., and is shipping box cars to the Intercolonial Ry.

The Duluth, South Shore and Atlantic Ry. was reported recently to be about to place an order for 1 baggage car, 3 second-class passenger coaches and 1 first-class passenger coach.

The Quebec Ry., Light and Power Co. has recently received 25 flat cars, 40,000 lbs. capacity, from a Canadian builder, and has placed an order for 30 flat cars of similar capacity for delivery in April.

The G.T.R. between Nov. 15 and Dec. 15 received the following additions to rolling stock: 8 compound consolidation engines, 8 first-class passenger coaches, 2 second-class passenger coaches, 5 baggage and express cars, and 10 caboose cars.

The Canadian Northern Ry. between Nov. 15 and Dec. 15 placed orders for the following rolling stock: fifty 50-ton steel ore cars, with the Dominion Car and Foundry Co., Montreal and 500 30-ton box cars, with Rhodes, Curry & Co., Amherst, N.S.

The Intercolonial Ry. between Nov. 16 and Dec. 18 received the following rolling stock from Rhodes, Curry & Co., Ltd., Amherst, N.S.; 100 platform cars, 80,000 lbs. capacity; 100 box cars, 60,000 lbs. capacity; 5 refrigerator cars, 60,000 capacity, and 2 mail vans.

The Canadian Locomotive Co., of Kingston, Ont., between Oct. 14 and Dec. 14 delivered four 10-wheeled locomotives to the Prince Edward Island Ry., and 6 consolidation engines to the Canadian Northern Ry., and commenced delivery of four 10-wheeled locomotives to the Central Ontario Ry.

The Canadian Northern Ry. between Nov. 15 and Dec. 15 received the following rolling stock: 7 consolidation locomotives, from the Locomotive and Machine Co., Montreal; 3 consolidation locomotives from the Canadian Locomotive Co., Kingston, Ont.; and 3 mail and express cars from Rhodes, Curry & Co., Amherst, N.S.

The C.P.R. between Nov. 12 and Dec. 17 received the following rolling stock: 270 box cars, 90 refrigerator cars, freight, 8 first-class cars, 8 snowplows, 4 passenger locomotives, from its Angus, Montreal, shops; 13 vans, 1 superintendent's car, from its Farnham, Quebec, shops; and one rotary snowplow from the Locomotive and Machine Co., Ltd., Montreal.

The Canada Car Co., Montreal, between Oct. 14 and Dec. 14, received orders for 1 box car, 36 ft. long, 60,000 lbs. capacity, from the Central Ontario Ry.; 3 vans from the Toronto, Hamilton and Buffalo Ry.; 70 Hart convertible ballast cars from the Intercolonial Ry., and two flat cars, 60,000 lbs. capacity, from F. H. Hopkins & Co., Montreal, for M. P. and J. T. Davis, Quebec.

Two of the Westinghouse single-phase electric locomotives to be used by the St. Clair Tunnel Co. (G.T.R.) in hauling trains through the tunnel between Sarnia, Ont., and Port Huron, Mich., were delivered Dec. 2. The normal capacity of these locomotives is 700 h.p., and it will take two of them to pull a 1,000-ton train up the grade. Five more locomotives were subsequently delivered.

The C.P.R. between Nov. 12 and Dec. 17 placed orders for the following rolling stock: 1 wing snowplow, 6 dining cars, 26 baggage and express cars, 12 mail and express cars, 75 box cars, 35 flat cars, 8 steel coal cars, 1 refrigerator car, freight, 5 refrigerator cars, passenger, 9 stock cars, 2

first-class cars, 2 suburban cars, 4 colonist cars, 1 switching locomotive, at its Angus, Montreal, shops; and 3 vans at its Farnham, Que., shops.

The Canada Foundry Co., Toronto, has received an order from the J. D. McArthur Co., railway contractors, Winnipeg, for a switching locomotive, and three mogul locomotives to the following specifications:

SWITCHING LOCOMOTIVES.

CYLINDERS.—19 ins. diameter; 26 ins. stroke.
DRIVERS.—50 ins. diameter.
TANK CAPACITY.—Water, 5,000 imp. gals.; coal, 8 tons.
WEIGHT.—In working order, on drivers, 130,000 lbs.; of tender, light, 36,000 lbs.

MOGUL LOCOMOTIVES.

CYLINDERS.—19 ins. diameter; 26 ins. stroke.
DRIVERS.—50 ins. diameter
TANK CAPACITY.—Water, 5,000 imp. gals.; coal 8 tons.
WEIGHT.—In working order, on drivers, 115,000 lbs.; total, in working order, 135,000 lbs.; of tender, light, 36,000 lbs.; total of engine and tender, in working order, 233,000 lbs.
WHEEL BASE.—Total of engine, 49 ft., 0½ ins.

The G.T.R. passenger coaches recently added to rolling stock are 67 ft. 6 ins. long over end sills, 9 ft. 6 ins. wide over side sills, with a seating capacity of 75. They are constructed with steel platforms, side vestibules, bottom and end construction being welded iron throughout, and mounted on G.T.R. standard 6-wheeled trucks, equipped with steel tired wheels. The double-sashed windows are of the latest design, with semi-elliptical sash, and opalescent glass. The inside fitting is of mahogany of flush design with inlay lines and ornamentations. The ceilings are decorated in gold, the pattern of the interior gothics being similar to the windows. The high back seats are upholstered in green frieze plush, and the smoke room seats in leather, with accommodation for 14 passengers. The cars are heated with direct steam, and lighted throughout with gas.

The Canadian Freight Association has asked the Board of Railway Commissioners to approve supplement 1 to Canadian Classification 13.

The Board of Railway Commissioners has ordered that the C.P.R. hold its trains at Brockville, Ont., in order to connect with G.T.R. trains there.

The C.P.R. recently announced that future consignments of freight stored in its warehouses at Fort William, Ont., will be covered by insurance by the company.

W. Hall, who has recently been appointed Superintendent for the electrical operation of the St. Clair Tunnel, was formerly chief engineer of the Canada Car Co., Montreal.

The C.P.R. is replacing acetylene gas with Pintsch gas as a medium of lighting its passenger cars. The tanks under the cars are capable of carrying three days' supply of gas.

The new railway in Guatemala, Central America, constructed by a company in which Sir Wm. C. Van Horne is largely interested, was opened for traffic Nov. 21. The opening day was celebrated as a national holiday.

The G.T.R. has secured a 10-year lease of its present ticket office on the corner of Yonge and King West, Toronto, from Jan., 1908, together with the adjoining store on Yonge St., now occupied as a drug store. It is said the rent is to be \$22,500 a year.

Three important passenger meetings will be held at the Clifton House, Niagara Falls, Ont., in Jan. The rate clerks of the Great Lakes and St. Lawrence River Rate Committee and the Niagara Frontier Summer Rate Committee will meet on Jan. 21 and 22, and the general meetings of the committees will be held Jan. 23. The International Water Lines Passenger Association will meet on Jan. 22.

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Gardner, J. T., Chicago.....	68
Gartshore, J. J., Toronto.....	60
Gartshore-Thomson Pipe & Foundry Co., Ltd.	68
Goold, Shapley & Muir Co., Ltd., Brantford, Ont	52
Grand Trunk Railway.....	38
Greening, The B., Wire Co., Ltd., Hamilton, Ont.	70
Hamilton Steel & Iron Co., Hamilton, Ont.....	16
Hart-Otis Car Co., Ltd., Montreal.....	8
Hayes Track Appliance Co., Geneva, N.Y.....	42
Holden, N. J. Co., Montreal.....	8
Hopkins, F. H., & Co., Montreal.....	42
Hotel Imperial, New York City.....	42
Hotel Walton, Philadelphia, Pa.....	26
Hudson's Bay Company.....	34
Hunt, Robert W., & Co., Montreal.....	72
Hunter-Rose Co., Ltd., Toronto.....	74
Hutton, James, & Co., Montreal.....	60
Illinois Central Railroad.....	72
Imperial Bank of Canada.....	70
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International Correspondence Schools.....	Cover 2
International Mercantile Marine Co.....	64
Jessop, Wm., & Sons Ltd., Sheffield, Eng.....	70
Kelson, The W. H., Co., Montreal.....	74
Kerr Engine Co. Ltd., Walkerville, Ont.....	60
Kilgore-Peteler Co., Minneapolis, Minn.....	56
Latrobe Steel & Coupler Co., Philadelphia, Pa.	72
Lewis, Rice, & Sons, Toronto.....	46
Locomotive and Machine Co. of Montreal, Ltd.	4
Mail Job Printing Co., Ltd., Toronto.....	70
McCaskill, Dougall & Co., Montreal.....	Cover 1
McClintock Mfg. Co., St. Paul, Minn.....	38
McConway & Torley Co., Pittsburgh, Pa.....	10
McCord & Co., Chicago, Ill.....	16
McDougall John, Caledonian Iron Wks Co., Ltd.	64
McGregor-Banwell Fence Co., Ltd., Walkerville.	54
McKenzie, The M. Co., Ltd., Montreal.....	74
Metcalf, John S., Co., Chicago, Ill.....	58
Modoc Soap Co., Philadelphia, Pa.....	74
Montreal Steel Works, Ltd., Montreal.....	32
Munn & Co., New York.....	72
Mussens Limited, Montreal.....	Cover 1 and 6
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New Hotel Brevoort, Chicago, Ill.....	40
Norton, A. O., Coaticook, Que.....	24
O'Connor, J. J., Port Arthur, Ont.....	74
Ontario Wind Engine and Pump Co., Toronto.	66
Orford Copper Co., New York.....	48
Owen Sound Wire Fence Co., Ltd., Owen Sound.	70
Page Wire Fence Co., Ltd., Walkerville, Ont...	62
Pere Marquette Rd.....	74
Peter Smith Heater Co., Detroit, Mich.....	44
Phillips, Eugene F., Electrical Works, Ltd.	70
Piper, The Hiram L., Co., Ltd., Montreal.....	74
Piper, N. L., Railway Supply Co., Ltd., Toronto.	54
Polson Iron Works, Ltd., Toronto.....	14
Porter, H. K., Co., Pittsburg, Pa.....	10
Positive Lock Washer Co., Newark, N.J.....	72
Prowse, G. R., Montreal.....	58
Pyke, J. W., & Co., Montreal.....	34
Pyle National Electric Headlight Co., Chicago.	22
Rail Joint Co., of Canada, Ltd.....	Cover 1 and 24
Rhodes, Curry & Co., Ltd., Amherst, N.S.....	18
Robb Engineering Co., Ltd., Amherst, N.S.....	18
St. Thomas Brass Co., Ltd., St. Thomas, Ont....	46
Safety Car Heating & Lighting Co., New York.	52
Simplex Railway Appliance Co., Ltd.....	Cover 4
Smart, James, Mfg. Co., Ltd., Brockville, Ont...	50
Standard Car Truck Co., Chicago, Ill.....	40
Standard Coupler Co., New York City.....	28
Standard Explosives, Limited, Montreal.....	38
Standard Inspection Bureau, Ltd., Toronto.....	68
Standard Steel Works, Philadelphia, Pa.....	28
Steel Concrete Co., Ltd., Montreal.....	30
Stevens, F. B., Detroit, Mich.....	44
Submarine Signal Co., Boston, Mass.....	54
Taylor & Arnold, Montreal.....	62
Toronto Bolt and Forging Co., Ltd., Toronto.	52
Toronto Pressed Steel Co., Ltd., Toronto.....	56
United Typewriter Co., Ltd., Toronto.....	56
Valentine & Sons Publishing Co., Montreal...	26
Vulcan Iron Works Co., Toledo, Ohio.....	62
Vulcan-Iron Works, Wilkes-Barre, Pa.....	69
Washburn Steel Castings & Coupler Co., The.	50
Wire & Cable Co., Montreal.....	36
Wolfe Brush Co., Pittsburg, Pa.....	60
Wood, G. S., Chicago, Ill.....	72
Woodman, R. Mfg. and Supply Co., Boston, Mass.	64

Application was recently made to the London (Eng.) Stock Exchange Committee, to allow the Canadian Northern Prairie Lands Co., Ltd., to be placed on the official list for quotation. The company is capitalized at \$1,500,000, divided into 300,000 shares of \$5 each.

The Saskatchewan Government is organizing a Department of Railways, a section of which will have charge of the telephone lines in the province. S. P. Porter, heretofore Chief Homestead Inspector at Regina, has been appointed Deputy Commissioner of Railways.

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Railway Finance, Meetings, etc.

Boston and Maine Rd.—The New York, New Haven and Hartford Rd. Co. owns directly or indirectly 159,948 shares of the Boston and Maine Rd. stock, and practically controls the line. C. S. Mellin, President, stated, Dec. 11, that an opportunity had presented itself for the disposal of the company's stock in the B. and M. Rd. at a profitable figure. The prospective purchaser has a competitive interest, but the N.Y., N.H. and H. Rd. would be protected by a contract which would preserve relationships. Press reports state that the prospective purchaser is the C.P.R. Sir T. G. Shaughnessy, President C.P.R., declined absolutely to discuss the report, while E. B. Osler, M.P., Toronto, a member of the Executive Committee of the Board, said it was merely a newspaper rumor without any foundation.

Canadian Northern Ry.—Application will be made at the current session of the Dominion Parliament for an act authorizing, in addition to the construction of branch lines referred to on another page, an increase of the capital stock of the company to \$19,250,000.

It is understood that among the bills which the Manitoba Government will submit at the forthcoming session of the Legislature, will be one guaranteeing a further issue of bonds of the Canadian Northern Ry. for branch line construction.

Canadian Pacific Ry.—An extraordinary general meeting of the shareholders was held at Montreal Dec. 13, for the purpose of passing a resolution authorizing the directors to issue ordinary capital stock of the company to the amount of \$28,320,000, being the balance of the unissued ordinary capital stock heretofore authorized, such issue to be made in such amounts and at such times, according to the requirements of the company, as the directors may determine.

It is estimated that the Province of Alberta will receive \$60,000 as revenue from the tax on C.P.R. branch lines in the Province, as provided for in the taxation act passed last session of the Legislature.

Edmonton, Yukon and Pacific Ry.—The Dominion Parliament will be asked at the current session for an act authorizing the issue of bonds, debentures or other securities to the extent of \$25,000 a mile in respect of the company's lines already constructed or to be constructed east of the foothills of the Rocky Mountains, and to \$35,000 a mile on other portions of the company's line.

Guelph Junction Ry.—The gross earnings for the three months ended Sept. 30 were \$12,569.29. Of this the C.P.R. takes 60% for operation of the line, \$7,541.58, leaving \$5,027.70 to be paid into the Guelph city treasury.

Maritime Coal, Ry. and Power Co.—At a special meeting of shareholders at Montreal, Dec. 7, the directors were authorized to issue new bonds to be exchanged for the old bonds of the companies which are now amalgamated. The last company taken over was the Canada Coal and Rd. Co.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—The C.P.R. is exercising its rights to the purchase of new stock being issued by the M.S.P. and S.S.M.R. Co. Of the \$21,000,000 of new stock authorized, \$4,200,000 has been issued, and of this the C.P.R. takes \$2,142,000. The second instalment of 20% was paid Dec. 2, the remaining instalments of 20% each falling due Feb. 3, April 1 and June 1 respectively.

Quebec and Lake St. John Ry.—A meeting of shareholders was held at Quebec, Dec. 12, for the purpose of authorizing the directors to issue first mortgage bonds to the extent

of \$20,000 a mile of the Gosford branch of the railway, and on the branch from Roberval station to Roberval wharf.

Quebec Central Ry.—Gross earnings for Oct., \$87,454.57; net earnings, \$24,922.94; against \$76,416.35 gross, and \$26,483.13 net for Oct., 1906. Gross earnings for ten months ended Oct. 31, \$851,945.46; net earnings, \$276,732.26; against \$782,290.92 gross, and \$291,911.74 net for same period 1906.

Temiscouata Ry.—Traffic receipts: March, \$14,364.42; April, \$16,495.75; May, \$15,228.11; June, \$16,843.29; July, \$19,824.98; Aug., \$18,941.54; Sept., \$18,164.39; Oct., \$17,388.77

Temiskaming and Northern Ontario Ry.—Gross earnings for Sept., \$75,341; operating expenses, \$61,097; net earnings, \$14,244, against \$2,633 for Sept., 1906.

Toronto, Hamilton and Buffalo Ry.—Approximate earnings for Oct., \$84,676.16; Nov., \$81,054.55; against \$69,659.89 for Oct., and \$66,300.58 for Nov., 1906.

The G.T.R. Penny Fare Case.

The Supreme Court of Canada gave judgment Dec. 13 on the G.T.R. Co.'s appeal against the Board of Railway Commissioners' decision, ordering it to give 2c. fares for third-class travel on its line between Montreal and Toronto, on at least one train per day each way. The Chief Justice said the appeal was dismissed for the reasons given by Chief Commissioner Killam in the judgment appealed from. Justice Girouard concurred.

Justice Idington said: "I agree with the reasoning of the learned Chief Commissioner. It seems to me impregnable. I desire to add one or two observations arising out of new ground taken by the appellants. It is claimed before us that the statute 18 Vict., chap. 39, of the late Province of Canada, and not 16 Vict., chap. 37, is to be looked to as the incorporating act of the appellant company. It is said, section 4 of that incorporated the Railway Clauses Consolidation Act as part and parcel of the act of this later incorporation, and thus the special tariff of passenger tolls fixed by 16 Vict., chap. 37, sec. 3, is got rid of. A careful consideration of the whole of 18 Vict., chap. 33, and even sec. 4 thereof relied on itself, does not support this contention. The general scope and purpose of that act was to amalgamate a great many lines with that of the main Grand Trunk line, now in question, and the respective companies owning them with the G.T.R. Co. of Canada, incorporated by 16 Vict., chap. 37, and all are to be called the Grand Trunk Railway Co. of Canada. The old order of things remains, in all other respects, unchanged. There is the old corporate body, the old corporate name, the old main line extended, and all under the same old charter with more new powers and properties, but with the old right to provincial subsidy and the corresponding duty to discharge which was imposed as consideration for granting the subsidy. Again, it is contended here that the Board of Railway Commissioners have, by virtue of the Railway Act of 1903 obtained greater powers over the tolls than had the Governor-in-Council, under the General Railway Clauses Consolidation Act, 14 and 15 Vict., chap. 15, in force when the appellants became incorporated. I think a comparison of sub-sec. 5 of sec. 14 of that act with sec. 251 of the act of 1903 will shew there is not much ground for this contention. Even if clearly so, as I think it is not, what would there be in such a state of things so inconsistent with as to repeal the obligations created by 16 Vict., chap. 39, sec. 3, on which the Board has proceeded to make the order complained of? Still less argument, if possible, as against the order in

question, is there in the new powers of the Board over the kind of cars and accommodation generally to be furnished by the company in operating its lines. Is it to be supposed that the company, if free from any supervision whatsoever, would have persisted to the present hour in using only tallow dips, such as obtainable in 1852, and insisted in depriving third-class cars of all the decencies and utilities for preserving some of the decencies of life, in travelling? If such be held by the company to be part of its inalienable right, I fear it cannot maintain that precious right in face of this new statute, but, all the same, I have no doubt the Commissioners can and will, if it become clearly part of their duty to give directions as to third-class cars, properly discriminate between the several classes of cars each class of fare may entitle a passenger to enter. They may possibly improve them all a bit as compared with 1852, without hurting any one or even the company. I think the appeal should be dismissed with costs."

Justice Maclellan said: "After a full and careful consideration of the legislation enacted during the many years which have elapsed since the passing of the special act of 1852, and the reasons and arguments which were addressed to us on behalf of the appellants, I am of opinion that the appellants have failed to shew that the enactment in question has been repealed either expressly or by implication. I agree with the very full statement of reasons for judgment given by the Chief Commissioner of the Railway Board, and cannot usefully add anything thereto. I would dismiss the appeal with costs."

Justice Duff concurred in the reasons stated by Chief Commissioner Killam for the judgment appealed from.

On Dec. 23 the G.T.R. Co. applied to the Railway Commission to postpone the going into effect of its order of July 3 in order to allow time for an appeal to the Imperial Privy Council, and judgment on this application was given by Chief Commissioner Killam on Dec. 26 as follows: "The order in this case was issued without the communication of a draft to the parties. The details were settled by the Board. No time was allowed after the final disposition of an appeal to the Supreme Court for the taking of steps to put the order in force, although the order directed that tariffs should be prepared and filed. Necessarily some period of time is required in order to prepare for the new service. While I do not feel any doubt as to the correctness of my conclusion upon the question of law involved, and while that conclusion has been unanimously affirmed by the Supreme Court of Canada, I cannot say that the argument for the railway company was so frivolous or unreasonable that the Judicial Committee of the Privy Council may not grant leave to appeal. If we were asked to postpone for a very long period the operation of the order it might not be proper to do so. But as the railway company expects to have its application to the Judicial Committee heard in Feb., and as some time ought to be given to the company to make preparation for complying with the order, I think we might reasonably direct that the order shall not take effect until Mar. 1."

The G.T.R. Co. has given notice that it will apply at the current session of Parliament for an act repealing or amending 16 Vict., chap. 37, sec. 3, and particularly repealing so much of the section as provides that the fare or charge for each third-class passenger by any train on that portion of the company's railway between Montreal and Toronto shall not exceed one penny currency for each mile travelled, and that at least one train, having in it third-class carriages, shall run every day throughout the length of the line.

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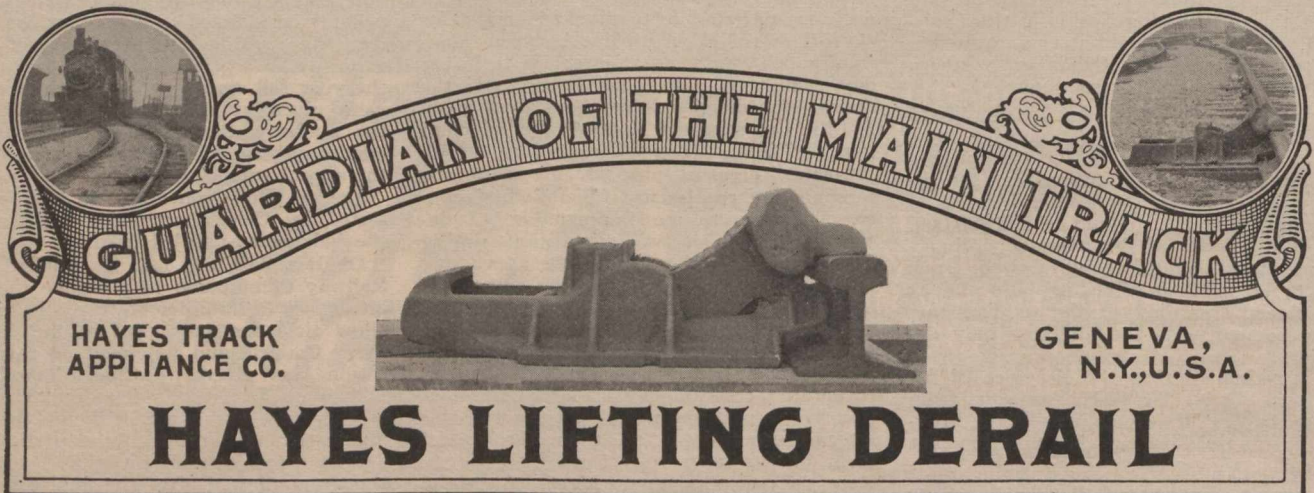
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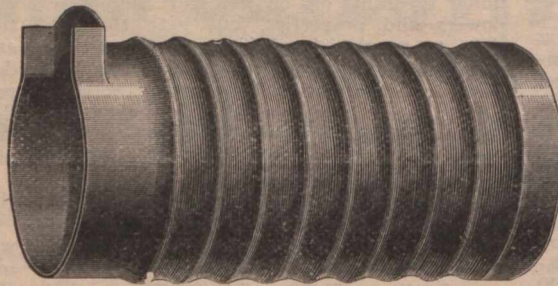
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TRANSPORTATION APPOINTMENTS.

Buffalo, Rochester and Pittsburgh Ry.—E. F. Robinson has been appointed Chief Engineer, succeeding J. M. Floesch, resigned. Office, Rochester, N. Y.

Canadian Northern Ontario Ry.—A. J. Hills, heretofore on the Third Vice-President's staff, has been appointed Superintendent, vice F. M. Spaidal, promoted to the Canadian Northern Quebec Ry. Office, Toronto.

Canadian Northern Quebec Ry.—A. J. Gorrie, General Superintendent, Montreal, has resigned to become Managing Director of the Geo. Hall Coal Co. of Canada, Ltd., Montreal.

F. M. Spaidal, heretofore Superintendent Canadian Northern Ontario Ry., has been appointed General Superintendent Canadian Northern Quebec Ry., vice A. J. Gorrie, resigned. Office for the present, Montreal.

Canadian Northern Ry.—G. S. MacKinnon has been appointed Assistant Master Mechanic, with supervision of the line from Port Arthur, Ont., to Prince Albert, Sask., including branches. Office, Winnipeg.

J. Kyle, heretofore Assistant Master Mechanic, Winnipeg, has been appointed Assistant Master Mechanic, district 4, and Regina Branch. Office, Edmonton, Alta.

Canadian Pacific Ry.—L. O. Armstrong, heretofore Colonization and Tourist Agent, C.P.R., has been appointed Industrial Agent. No circular will be issued in connection with the appointment until the new arrangements respecting the department are completed. Mr. Armstrong is to be relieved of the colonization and tourist work, for which it is likely that a new department will be created. E. Marshall, heretofore acting locomotive foreman at Outremont, Que., has been appointed general locomotive foreman at McAdam Jct., N.B.

The following changes have been made in locomotive foremen on the Eastern Division: A. Fortin has been appointed to Ottawa, succeeding A. J. Holtby, resigned; F. Howell has been appointed to Quebec, succeeding A. Fortin, transferred; W. J. Hamilton has been appointed to Three Rivers, succeeding F. Howell, transferred; J. A. Carroll has been appointed acting foreman at Outremont, succeeding E. Marshall, transferred to McAdam Jct., N.B.

V. A. Harshaw, heretofore trainmaster district 3, Ontario Division, has been appointed trainmaster district 1, vice D. Carmichael, transferred. Office, Havelock, Ont.

D. Carmichael, heretofore trainmaster at Havelock, Ont., has been appointed trainmaster district 3, Ontario Division, vice V. A. Harshaw, transferred. Office, Toronto.

E. Pattison, heretofore Superintendent's Accountant, district 3, Ontario Division, has been appointed Superintendent's Accountant, district 1, vice C. L. White, transferred. Office, Toronto.

F. V. Slein has been appointed Superintendent's Accountant, district 3, Ontario Division, vice E. Pattison, transferred. Office, Toronto.

A. Frost has been appointed roadmaster Owen Sound section, Ontario Division, vice B. Tansley, transferred. Office, Orangeville, Ont.

R. K. Oliver, heretofore general foreman McAdam Jct., has been appointed District Master Mechanic, district 2, Lake Superior Division, succeeding A. H. Bilbe, who has resumed his position as locomotive engineer. Office, White River, Ont.

G. F. Morton, formerly locomotive foreman at Schriber, Ont., who was mentioned in our last issue as having been transferred to other duties, has been appointed assistant foreman at North Bay, Ont.

A. E. Hough has been appointed locomotive foreman at Ignace, Ont., vice M. A. Cardell, transferred to Calgary, Alta.

D. McKay, heretofore Trainmaster at Portage la Prairie, Man., has been appointed Trainmaster at Kenora, Ont., vice H. J. Coffin, transferred.

C. L. White, heretofore Superintendent's Accountant, district 1, Ontario Division, is said to have been appointed Inspector of Timekeeping on Western Lines, with headquarters at Winnipeg.

H. J. Coffin, heretofore Trainmaster at Kenora, Ont., has been appointed Trainmaster district 2, Central Division, succeeding G. Thompson, transferred back to train service. Headquarters, Winnipeg.

In connection with the transfer of A. Price, General Superintendent, from the Central Division at Winnipeg to the Western Division at Calgary, and the transfer of R. R. Jamieson, General Superintendent, from the Western to the Central Division, it was announced in our last issue that district 5, Central Division, had been transferred to the Western Division. The eastern boundaries of the Western Division are now Portal and Arcola, Sask., and Broadview, Man., not including Arcola and Broadview terminals.

J. M. McKay, heretofore Trainmaster Souris, Man., has been appointed Trainmaster at Portage la Prairie, Man., succeeding D. McKay, transferred.

H. Keswick has been appointed locomotive foreman at Newdorf, Sask., succeeding — Mullen, resigned.

H. Vollans has been appointed assistant roadmaster between Vancouver and North Bend, B.C., succeeding J. B. Perrigo, transferred.

Central Vermont Ry.—R. G. Gilbride, heretofore locomotive foreman G.T.R., Palmerston, Ont., has been appointed round-house foreman, C.V.R., at White River Jct., Vt.

E. H. Boynton, New England Passenger Agent G.T.R., has also been appointed New England Passenger Agent C.V. Ry. Office, 360 Washington St., Boston, Mass.

Delaware and Hudson Co.—W. H. Davies has been appointed Comptroller, the position of Assistant Comptroller, previously held by him, being abolished. Office, New York City.

E. W. Porter has been appointed Auditor of Disbursements, and J. W. Brownell has been appointed Auditor of Revenue. Office, Albany, N.Y. The positions of Auditor of Railroad Department Accounts and Auditor of Traffic Accounts have been abolished.

D. I. Roberts, at one time General Passenger Agent Erie Rd., has been appointed General Canadian Freight and Passenger Agent. Office, 160 St. James St., Montreal.

Duluth, South Shore and Atlantic Ry.—S. R. Lewis has been appointed Assistant General Freight Agent. Office, Duluth, Minn.

Grand Trunk Ry.—W. Hamilton has been appointed locomotive foreman at Palmerston, Ont., succeeding R. G. Gilbride, who has gone to the Central Vermont Ry.

W. R. Tiffin, Superintendent Northern Division, Allandale, Ont., having again been granted leave of absence on account of ill-health, P. J. Lynch, Assistant Superintendent, will have charge of the division until further notice.

The following agents have been appointed: Lennoxville, Que., R. F. Findlay; Sherbrooke, Que., E. J. Astell; Stottsville, Que., J. P. Lazure; Lacolle Jct., Que., E. Gregoire; St. Martine Jct., Que., W. J. Marchand; Whites, Que., J. O. Giroux; St. Annes, Que., J. H. Halpenny; Vaudreuil, Que., H. N. Bolte; Mille Roches, Ont., P. Hughes; Brockville (Pass.), Ont., Geo. Harrison; Stirling, Ont., A. W. Andrews; Kinmount, Ont., J. H. Donnelly (Acting); Aurora, Ont., R. C. Fair; Newmarket, Ont., J. C. Galbraith; Terra Cotta, Ont., S. D. Ward; Cheltenham, Ont., S. D. Ward; Tot-

tenham, Ont., W. J. Coulter; Thorndale, Ont., G. VanHorne; Hyde Park, Ont., J. F. Lawson; Wanstead, Ont., R. Cossey; Brantford, Ont., L. Harold; Brussels, Ont., J. O'Neil; Wingham, Ont., W. Henry; Outside Ticket Agent, Boston, Mass., E. H. Boynton.

G. M. Ryan, heretofore assistant city ticket agent, has been appointed Passenger Agent, G.T.R., succeeding H. S. Head, resigned. Office, 290 Broadway, New York City.

H. J. Doering, heretofore connected with the Lehigh Valley Rd. ticket office, Broadway, New York, has been appointed assistant city ticket agent, G.T.R., in that city, succeeding G. M. Ryan, promoted.

Great Northern Ry. (U.S.)—J. M. Gruber, heretofore General Manager Chicago, Burlington and Quincy Rd., has been appointed General Manager G.N.R., succeeding F. E. Ward, resigned. Office, St. Paul, Minn.

W. D. Scott, heretofore Superintendent Cascade Division, has been appointed General Superintendent Eastern District, succeeding E. L. Brown, transferred. Office, St. Paul, Minn.

E. L. Brown, heretofore General Superintendent Eastern District, has been appointed General Superintendent Western District, succeeding F. S. Forest, appointed General Superintendent Portland and Seattle Rd. Office, Spokane, Wash.

In consequence of the promotion of W. D. Scott as General Superintendent, there have been the following transfers of Superintendents: J. H. O'Neill to the Cascade Division; W. R. Smith to the Kalispell Division; L. W. Bowen to the Spokane Division; G. S. Stewart to the Willmar Division; S. Ennes to the Breckenridge Division.

Halifax and Southwestern Ry.—Jas. Bain, heretofore Superintendent Quebec and Lake St. John Ry., has been appointed Superintendent H. and S.W. Ry., succeeding the late J. G. Sullivan. Office, Bridgewater, N.S.

W. D. Barclay has been appointed General Manager, vice C. W. Spencer, resigned. Office, Halifax, N.S.

Intercolonial Ry.—D. A. Story, heretofore Division Freight Agent, Halifax, N.S., has been appointed General Freight Agent, succeeding J. J. Wallace, superannuated. Office, Moncton, N.B.

Inverness Railway and Coal Co.—W. D. Barclay has been appointed General Manager, vice C. W. Spencer, resigned. Office, Halifax, N.S.

Lake Shore and Michigan Southern Ry.—W. A. Peters has been appointed travelling passenger agent at Buffalo, N.Y.

Mackenzie, Mann and Co., Ltd.—W. P. Chapman, until recently in charge of construction in the Province of Quebec for Mackenzie, Mann & Co., has been appointed Resident Engineer, Toronto, succeeding the late R. F. Tate.

Mackenzie, Mann and Co.'s Eastern Lines.—C. W. Spencer, General Manager of the Canadian Northern Ontario Ry., Canadian Northern Quebec Ry., Halifax and Southwestern Ry., and Inverness Ry. and Coal Co., has resigned. See also Inverness Railway and Coal Co. and Halifax and Southwestern Ry.

Michigan Central Rd.—W. A. Peters has been appointed travelling passenger agent at Buffalo, N.Y.

Minneapolis, St. Paul and Sault Ste. Marie.—W. M. Grosh has been appointed Superintendent of the Commissary Department, succeeding the late W. C. Kent. Office, St. Paul, Minn.

W. H. Everett has been appointed contracting freight agent, succeeding E. L. Cardle, appointed general agent at Portland, Me. Office, St. Paul, Minn.

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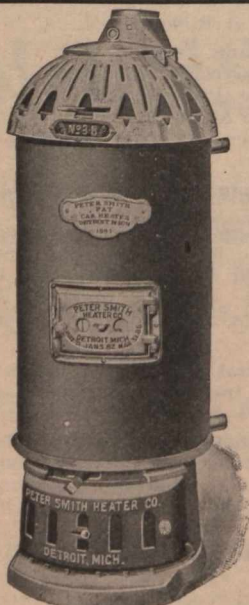
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DETROIT — MICH.

G. M. Jackson has been appointed traveling passenger agent at Spokane, Wash.

Naperville Junction Ry.—W. H. Davies, Comptroller Delaware and Hudson Co., has also been appointed Comptroller N.J.R. Office, New York City.

New York Central and Hudson River Ry.—S. P. Hull, heretofore Engineer of Signals, has been appointed Engineer of Maintenance of Signals, with authority over all divisions except the electric division. He will report to the general superintendents. Office, New York.

W. H. Elliott, an Assistant Signal Engineer, has been appointed Engineer of Signals, succeeding S. P. Hull. He has authority over all divisions except the electric division. Office, New York.

Northern Pacific Ry.—G. T. Slade has been appointed General Manager lines east of Trout Creek, succeeding H. J. Horn. Office, St. Paul, Minn.

I. B. Richards has been appointed acting General Superintendent lines Mandan to Trout Creek, with office at Livingston, Montana.

F. W. Gilbert remains as General Superintendent lines east of Mandan, with office at St. Paul, Minn.

Pere Marquette Rd.—The following elections and appointments were made at a meeting of directors held Dec. 14: Chairman of the Board, G. W. Perkins, New York City; President, W. Cotter, heretofore General Manager, Detroit, Mich.; Secretary and Treasurer, J. E. Howard, Cincinnati, Ohio. The directors are: G. W. Perkins, H. F. Shoemaker, G. W. Young, W. T. Cross, E. H. Harriman, C. Steele, F. D. Underwood, G. A. Richardson, G. F. Baker, N. D. Ream, J. G. McCullough, W. B. Horn, A. Wardwell, T. W. Joyce, New York; F. W. Stevens, Detroit.

Pullman Co.—F. R. Neat has been appointed District Superintendent, succeeding C. C. Barclay. Office, St. Paul, Minn.

Quebec and Lake St. John Ry.—J. J. Sunderland, heretofore Trainmaster, has been appointed Superintendent, succeeding Jas. Bain, appointed Superintendent Halifax and Southwestern Ry.

Quebec Central Ry.—In consequence of A. H. Anderson, Purchasing Agent and Treasurer, having been convicted of embezzlement, F. C. Young has been appointed Acting Treasurer. The duties of Purchasing Agent will for a time be discharged by M. A. Hawkins, Storekeeper.

Quebec, Montreal and Southern Ry.—W. H. Davies, Comptroller Delaware and Hudson Co., has also been appointed Comptroller Q.M. and S.R. Office, New York City.

J. Leslie, General Roadmaster, has resigned and is now with the Temiskaming and Northern Ontario Ry. The position of General Roadmaster, Q.M. and S.R., has not been filled, the junior roadmaster, T. Prennan, having been continued as roadmaster, and given an assistant foreman to help him.

Reid-Newfoundland Co.—H. A. Lovett, K.C., Halifax, is reported to have been appointed permanent Consulting Counsel. It is said he has also given a similar appointment by the Dominion Coal Co., and will have the privilege of attending to his private practice.

Rock Island-Frisco Lines.—A. C. Turpin, Travelling Freight and Passenger Agent, Canadian District, with headquarters at Buffalo, N.Y., has been transferred to Chicago, Ill., as passenger agent at the La Salle St. station. It is said that the Canadian territory will hereafter be looked after by H. M. Brown, District Passenger Agent at Buffalo.

Transcontinental Ry. Commission.—J. A. Ayles is acting District Engineer at North Bay, Ont., pending the appointment of a

successor to S. R. Poulin, appointed acting District Engineer at Kenora, Ont.

No appointment has been made of an assistant District Engineer at Kenora to succeed A. F. Heaman, resigned. This is the position to which C. O. Foss, Assistant District Engineer at St. John, was reported to have been transferred. This information was given in the House of Commons Dec. 9, by the Minister of Railways.

A press report states that it is intended to transfer the office of the District Engineer for District F from Kenora, Ont., to St. Boniface, Man.

Wabash Rd.—F. G. Frieser, heretofore Assistant Foreign Freight Agent, has been appointed Foreign Freight Agent, succeeding Jos. Hodgson, Jr. Office, St. Louis, Mo.

Grand Trunk Locomotive Orders.

Early in Dec. it was announced in the daily press that the G.T.R. had placed orders for 100 locomotives. Particulars in regard to 50 of these were previously published in our Oct. and Nov. issues, but we have been furnished with some additional information in regard to them. Part of them are for the G.T.R. and part for the G.T. Pacific Ry. The complete particulars are as follows:

For the G.T.R. 20 Richmond compound consolidation locomotives, ordered from the Locomotive and Machine Co. of Montreal, for delivery in Sept., 1908. The general specifications were given in our Nov. issue. The revised specifications give the weight on drivers as 184,300 lbs. and weight in working order as 211,200 lbs., instead of 179,500 and 206,000 lbs. as previously stated. The heating surface in square feet is tubes 2,757.1, fire-box, 168.2, total, 2,925.3; grate surface, 50.62 sq. ft.

For the G.T.R. 10 ten-wheelers from the Baldwin Locomotive Works, Philadelphia, Pa., for delivery in May, 1908. Following are the general specifications:

Diameter of drivers, 73 ins.
Weight in working order, total, 167,300 lbs.; on drivers, 126,420 lbs.
Cylinders, 19 x 26 ins.
Boiler: Type, extended wagon top; working pressure, 210 lbs.; diameter at smallest ring, 60 1/4 ins. outside.

Fire-box, length, 108 1/2 ins. inside; width, 40 1/2 ins. inside; depth, 72 ins. F., 60 ins. B.
Tubes, no., 270; diameter, 2 ins.; length, 13 1/2 ft.
Heating surface, in sq. ft., tubes, 1,916.8; fire-box, 160.2; total, 2,077; grate surface, 30.5 sq. ft.
Tender, style, hopper. Truck, G.T.R. standard with metallic bolster. Water capacity, 6,000 gals.; coal, 10 tons.

For the G.T.R. 10 simple Moguls from the Baldwin Locomotive Works, for delivery in Sept., 1908. Following are the general dimensions:

Diameter of drivers, 63 ins.
Weight in working order, total, 161,976 lbs.; on drivers, 138,176 lbs.
Cylinders, size 20 x 26 ins.
Boiler: Type, extended wagon top; working pressure, 200 lbs.; diameter at smallest ring, 62 ins. outside.

Fire-box, length, 120 ins. inside; width, 40 1/2 ins. inside; depth, 76 1/4 ins. F., 65 ins. B.
Tubes, no., 283; diameter, 2 ins.; length, 11 ft. 11 ins.
Heating surface, in sq. ft., tubes, 1,803; fire-box, 188; total, 1,991. Grate surface, 33.43 sq. ft.
Tender, style, hopper. Truck, G.T.R. standard with metallic bolster. Water capacity, 6,000 gals.; coal, 10 tons.

For the G.T.R. 10 switching locomotives from the Baldwin Locomotive Works, for delivery in Aug., 1908. The general dimensions follow:

Diameter of drivers, 56 ins.
Weight in working order, total, 139,500 lbs.; on drivers, 139,500 lbs.
Cylinders, size 20 x 26 ins.
Boiler: Type, straight; working pressure, 190 lbs.; diameter at smallest ring, 66 ins. outside.

Fire-box, length, 98 1/2 ins. inside; width, 40 1/4 ins. inside; depth, 69 ins. F., 67 ins. B.
Tubes, no., 264; diameter, 2 ins.; length, 12 ft., 9 1/2 ins.
Heating surface, in sq. ft., tubes, 1,772; fire-box, 148; total, 1,920. Grate surface, 27.44 sq. ft.
Tender, style, hopper. Truck, G.T.R. standard with wooden bolster. Water capacity, 5,000 gals.; coal, 8 tons.

For the G.T. Pacific Ry., 30 simple road locomotives from the Locomotive and Machine Co. of Montreal, for delivery from Mar. to July, 1908. The general dimensions of these were given in our Nov. issue. The revised specifications give the diameter of drivers as 69 ins. instead of 63 ins. as previously stated, the weight in working order as 121,688 lbs. instead of 120,000 lbs., and the weight on drivers as 74,060 lbs. instead of 80,000.

For the G.T. Pacific Ry., 20 simple road locomotives from the Canada Foundry Co., Toronto, for delivery April to Aug., 1908. The general specifications of these given in our Oct. issue differ somewhat from the revised figures which follow:

Diameter of drivers, 69 ins.
Weight in working order, total, 121,688 lbs.; on drivers, 74,060 lbs.

Cylinders, size 18 x 24 ins.
Boiler: Type, extended wagon top; working pressure, 200 lbs.; diameter at smallest ring, 55 1/4 ins. outside.

Fire-box, length, 95 1/4 ins. outside; width, 41 1/2 ins. inside; depth, 63 ins. F., 50 ins. B.
Tubes, no., 210; diameter, 2 ins.; length, 11 ft. 2 1/4 ins.

Heating surface, in sq. ft., tubes, 1,259; fire-box, 126; total, 1,385. Grate surface, 28 sq. ft. Tender, style, hopper, water bottom. Truck, G.T.R. standard with C.S. bolster. Water capacity, 7,000 gals.; coal, 10 tons.

Central Railway and Engineering Club of Canada.

At the annual meeting in Toronto Dec. 17, the following were elected officers for the current year: President, W. R. McRae, Master Mechanic Toronto Ry.; Vice-President, Acton Burrows, Managing Director RAILWAY AND MARINE WORLD; Second Vice-President, C. A. Jefferis, Master Mechanic Consumers Gas Co.; Executive Committee, J. Bannon, G. Black, A. Dixon, H. G. Fletcher, J. J. Fletcher, J. C. Garden, R. Patterson. The club, which was only organized early in 1907, has a membership of over 200.

In the proceedings for the liquidation of the J. B. McManus Co., contractors, Memramcook, N.B., H. J. McGrath, E. A. Reilly, and H. F. Puddington, were appointed permanent liquidators by the New Brunswick Court, Dec. 10.

A press report stated recently that M. J. Haney, C.E., Toronto, had been awarded a contract for the construction of a railway by one of the companies controlled by the Guggenheim firm. We are advised that this is an error, Mr. Haney stating that he knows nothing whatever about it.

W. D. Barclay, who has been appointed General Manager Halifax and Southwestern Ry., and Inverness Ry. and Coal Co., was born at Campbellton, N.B., Sept. 23, 1852. He entered railway service in 1867, since when his record has been to 1869, chairman Western Extension Ry.; 1869 to 1870, assistant engineer, same road; 1870 to 1871, assistant engineer, Maine Central Rd.; 1871 to 1875, assistant engineer, Prince Edward Island Ry.; 1875 to 1876, engineer-in-charge, Spring Hill and Parrsboro Ry.; 1876-1877, assistant engineer, Intercolonial Ry.; 1877 to 1879, principal assistant engineer, Eastern Extension Ry. of Nova Scotia; 1879 to 1881, engineer C.P.R., Winnipeg; 1881 to 1882, division engineer, Western Division; 1882 to 1883, assistant chief engineer; 1883 to 1885, acting chief engineer, same road; 1885 to 1886, engineer, Alberta Ry. and Coal Co.; 1886 to 1888, division engineer, Great Northern Ry., U.S.; 1888 to 1890, engineer, Foley Bros. and Guthrie, railway contractors; 1890 to 1894, General Superintendent, Alberta Ry. and Coal Co., and Great Falls and Canada Ry.; 1894 to May, 1899, Manager, same roads; since 1899 Mr. Barclay has been engaged in railway contracting with Foley Bros. and Larson, and retired from that firm about a year ago, since which he has been living in St. Paul, Minn.

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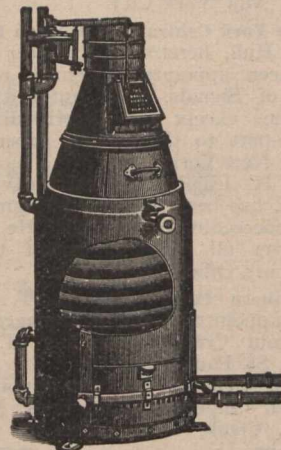
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ELECTRIC RAILWAYS.

Projects, Construction and Betterments.

Arkona-Sarnia.—A proposal to construct an electric railway from Arkona to Sarnia, Ont., about 35 miles, is under consideration. Power would be supplied from the Rock Glen power plant, recently established on the Ausable river, near Arkona.

Belleville, Ont.—A committee has been appointed by the Belleville, Ont., Board of Trade, to negotiate with the G.T.R. respecting the construction of an electric railway to the cement works.

Brantford and Hamilton Ry.—The inspection of this railway by the Government Engineer has been completed, and it was expected to be opened for traffic by Dec. 31. (Dec., 1907, pg. 927.)

British Columbia Electric Ry.—The company is preparing to construct in Vancouver a combined office building and station, at a cost of about \$100,000. During the coming season it is proposed to add to double-track on the New Westminster interurban line. (Dec., 1907, pg. 927.)

Cobalt District.—Representatives of the municipalities of New Liskeard, Dymond, Bucke, Coleman, Cobalt and Latchford, met at Haileybury, Ont., Dec. 5, for the purpose of considering the granting of a franchise for the operation of an electric railway. The Silver Belt Electric Ry. Co. and the Nipissing Central Ry. Co. have charters covering the construction of electric railways in the district, and representatives were present to state the views of the promoters. A committee was appointed to draw up an agreement for a franchise, which will be submitted for approval to the different municipalities interested. The feeling of the meeting seemed to favor the granting of a franchise to the Nipissing Central Ry. (Dec., 1907, pg. 927.)

Dominion Power and Transmission Co.—We are advised that the company has no present intention of erecting freight sheds or car shops in Hamilton, Ont. When the time comes for the company to do this, we are informed, it will manufacture such car bodies as it needs for its own lines.

Dunnville, Wellandport and Beamsville Electric Ry.—It is announced that construction work on this proposed line will be commenced early this year. The plans are for a line of about 40 miles, passing through Dunnville, Attercliffe, Wellandport, Bismarck, St. Ann's and Spring Creek, and a possible branch line through Boyle, Fenwick, Pelham Centre and Ridgeville to Fonthill. It is hoped to complete a section of about 15 miles this year. (July, 1907, pg. 505.)

Erie, London and Tillsonburg Electric Ry.—An application has been made for an extension of time in which to commence construction of the proposed line between Port Burwell and London, Ont.

Grand Valley Ry.—The final survey of the projected electric railway between Brantford and Woodstock, Ont., is reported to have been completed. The route is by way of Burford, Cathcart and Eastwood. This would connect up the company's lines in Brantford city and the Brantford-Paris-Galt line with its Woodstock, Thames Valley and Ingersoll Ry. The company was recently reported to have been negotiating with the Ontario Hydro-Electric Power Commission for the supply of about 3,000 h.p. for use on its lines. The General Manager of the company stated subsequently that prior to the change of control one of the officials applied for information as to price, etc., of power, but no one was applying on behalf of the company as at present constituted. (Nov., 1907, pg. 841.)

Hamilton, Grimsby and Beamsville Electric Ry.—New rails have been distributed for relaying portions of the line at the city limits. Other improvements on the line will also be carried out. (Dec., 1907, pg. 927.)

Hamilton Mountain.—A company of local business men of Hamilton, Ont., according to T. H. Pratt, is being formed for the purpose of constructing an electric railway along the face of the mountain, north of the drive, and diverging to Albion Mills.

The Hamilton Radial Electric Ry. Co.'s application for a charter of incorporation from the Dominion came before the House of Commons Dec. 5. The petition for the act sets out that the company has been advised that when the line of railway "was carried across the line of the G.T.R. at Burlington in 1897, and when the Dominion Railway Act of 1888 was in full force and effect, the railway became a railway under the exclusive jurisdiction of the Parliament of Canada." The company also desires power to extend its lines to Brantford, Woodstock and Windsor, Ont. The application is being opposed on behalf of the city of Toronto, as well as by other interests. (Dec., 1907, pg. 927.)

London Street Ry.—The Board of Control of the city council of London, Ont., has instructed the City Engineer to prepare plans for the extension of the street railway that will meet the requirements of the city from the citizen's standpoint. (Dec., 1907, pg. 927.)

Montreal Southern Ry.—The Minister of Railways has approved of the route map in the city of Montreal, subject to an opinion, which is to be obtained from the Justice Department as to whether the company has a right to operate on the Island of Montreal. The Montreal Street Ry. Co. contends that the company's charter only permits it to run its cars to the Montreal end of the Victoria Bridge, and that it should be prepared to hand its traffic over to the city company. (Dec., 1907, pg. 927.)

Niagara, St. Catharines and Toronto Ry.—The Board of Railway Commissioners approved recently of the location plans of this company's projected extension from Thorold township to Brantford, Ont. It is not known when construction will be gone on with.

The Dominion Parliament will be asked at its current session for an act extending the time within which the company may construct the remainder of its authorized line of railway and branches. (Dec., 1907, pg. 927.)

St. Vital, Man.—A by-law is being submitted to the ratepayers for the construction of a municipally owned electric railway. An estimate has been submitted showing that the immediate expense of construction and equipment would be \$80,000, and there would be an annual expense of \$14,000 for maintenance. The system would be operated by electricity generated by gasoline driven engines. The council has decided to rescind the franchise previously given to the Winnipeg Electric Street Ry.

Sydney and Glace Bay Ry.—The cost of plant and machinery to be installed in the power-house which is being constructed at Glace Bay for the company, is about \$25,000. The contractors for the erection of the building are Rhodes, Curry & Co., Amherst, N.S. (Sept., 1907, pg. 683.)

Toronto and York Radial Ry.—An application was made Dec. 17 to the Ontario Railway and Municipal Board by East Toronto township, to compel the company to carry out the agreement entered into between the township and the Toronto and Scarborough Ry., Light and Power Co., the former owners of the road. It is claimed that the agreement, in part, provides for the construction and operation of track and cars on Danforth Rd., which has not been done.

Toronto Ry.—The Toronto Jct. Town Council has decided to apply to the Ontario Railway and Municipal Board to compel the Toronto Ry. to operate its cars in the township.

Toronto Underground Ry.—In accordance with instructions, C. H. Rust, City Engineer, has prepared estimates of a proposed underground railway system. In his report he states that the population is not at present sufficiently large for such an undertaking to prove profitable, and it should not be dealt with until the population has reached 1,000,000. His estimate for such a railway on the Yonge, King and Queen street routes is \$23,250,000, or about \$1,500,000 a mile of double-track, including stations, etc.

Windsor and Tecumseh Electric Ry.—The hearing of the case against the company brought by the township of Sandwich East, involving the question of street grading there, took place at Windsor, Ont., Dec. 20.

Winnipeg Electric Street Ry.—The municipality of St. Vital, Man., has decided to rescind the franchise given to the W.E.S.R. for the construction of an electric railway there, and to submit a by-law for a municipally owned line.

Electric Ry. Finance, Meetings, Etc.

British Columbia Electric Ry.—Gross earnings for Oct., \$177,105; operating expenses, \$86,567; renewal funds, \$10,750; net earnings, \$79,788; approximate income from investments, \$11,036; net income, \$90,824; against, \$123,880 gross earnings; \$59,083 operating expenses; \$9,638 renewal funds; \$55,159 net earnings; \$9,536 approximate income from investments; \$64,695 net income, for Oct., 1906. Gross earnings for four months ended Oct. 31, \$633,439; net earnings, \$310,393; against \$453,338 gross and \$224,997 net for same period, 1906.

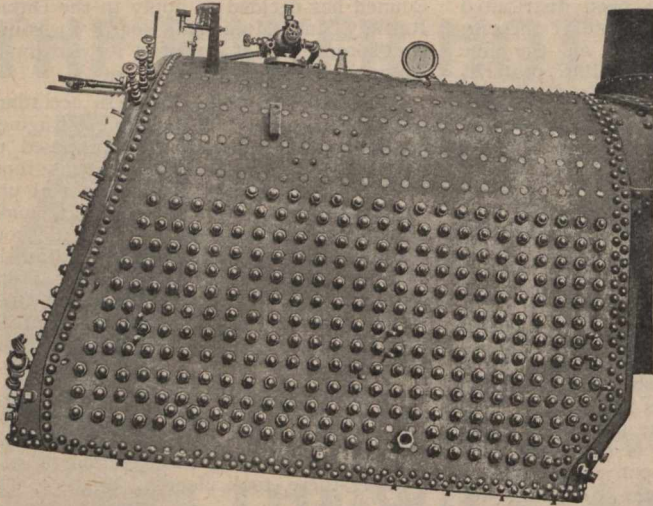
Halifax Electric Tramway Co.—Traffic receipts for Nov., \$11,836.05, against \$11,849.34 for Nov., 1906.

Montreal St. Ry.—Passenger earnings for Nov., \$292,087.46; miscellaneous, \$4,097.01; total earnings, \$296,184.47; operating expenses, \$182,637.54; net earnings, \$113,546.93; city percentage on earnings, \$10,240.18; interest on bonds and loans, \$16,470.63; contingent for renewals, \$14,604.37; rent leased lines, \$339.96; surplus, \$71,891.79; against \$257,349.46 passenger, \$5,910.95 miscellaneous, and \$263,260.41 total earnings; \$174,933.26 operating expenses; \$88,327.15 net earnings; \$9,008.03 city percentage on earnings; \$17,074.61 interest on bonds and loans; \$13,193.74 contingent for renewals; no rent for leased lines, and \$49,050.77 surplus for Nov., 1906. Total earnings for two months ended Nov. 30, \$608,082.65; operating expenses, \$347,412.68; city percentage on loans, \$21,062.20; standing charges, \$63,881.71; surplus, \$175,926.26; against \$545,082.69 total earnings; \$331,173.78 operating expenses; \$18,676.65 city percentage on loans; \$61,209.63 standing charges, and \$134,022.63 surplus, for same period, 1906.

The Port Arthur Electric Ry. filed its rates and tariff of fares with the Ontario Railway and Municipal Board, Dec. 16.

Toronto Ry.—Car earnings for Nov., \$279,235.50, against \$247,319.35 for Nov., 1906. Earnings for 11 months ended Nov. 30, \$3,098,545.23, against \$2,780,061.09 for same period 1906.

Winnipeg Electric St. Ry.—The usual quarterly dividend at the rate of 8% per annum, has been declared to holders of record Dec. 17, 1907, payable Jan. 2.



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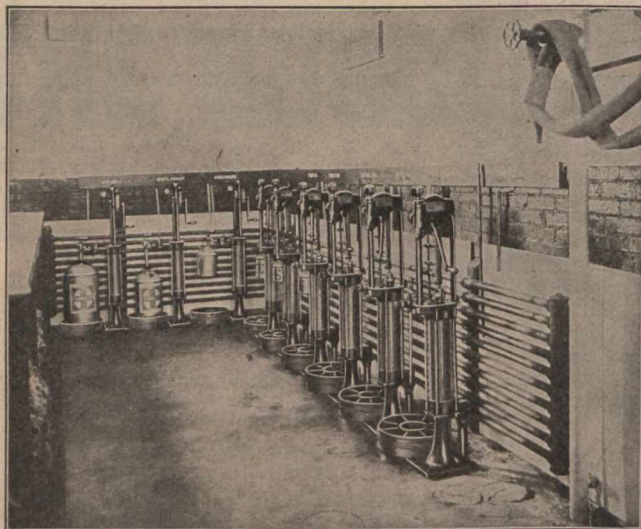
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Yarmouth, N.S., Street Ry.—A press report states that arrangements have been made with the Eastern Trust Co. for the incorporation of the Yarmouth Electric Co., for the purpose of taking over the Yarmouth St. Ry., extending the line and providing additional capital.

Electric Railway Notes.

T. H. McCauley has been appointed examiner of motormen for the Port Arthur (Ont.) Electric Ry.

It is said that the system of "pay-as-you-enter" cars will be adopted on the Toronto Ry. in the near future.

The Great Northern Ry., U.S., has ordered four 100-ton electric locomotives to handle trains through the Cascade Range tunnel.

The Hamilton Radial Ry. has declined, in response to a petition from Burlington residents, to reduce workmen's fares between that place and Hamilton.

The Winnipeg city Board of Control recently received plans of a new street car fender from England, and have decided to have it tested on the cars there.

The Attorneys-General of Canada and Ontario have issued a writ against the Grand Valley Ry., to restrain it from running its railway cars in Brantford, Ont., on Sundays.

J. McIlwraith, a motorman employed on the Hamilton St. Ry., was acquitted Dec. 16 on a charge of criminal negligence, in a collision between a G.T.R. train and his car at the King St. and Ferguson Ave. crossing recently.

Tests were made recently in Toronto of a new street car fender, before engineers and other officials of the Ontario Railway and Municipal Board. The device not only drops the fender, but applies air brakes and sands the track, and is a local invention.

The Hamilton city Board of Works is reported to have engaged expert assistance in obtaining a report on the condition of the Hamilton St. Ry. Co.'s tracks and cars, with a view to laying the matter before the Ontario Railway and Municipal Board, whose order of Jan., 1907, the Board of Works holds, has not been carried out.

Arrangements are being made by the Hamilton city solicitor with the promoters of the radial railway, which is being brought before Parliament, for a conference regarding the city's objections. It is understood that the city will not object to the company having a Dominion charter for its trunk lines, but holds that the suburban lines should be operated under a Provincial one.

In our Dec. issue it was stated that C. Green has been appointed traction manager; G. E. Waller, general freight and passenger manager; A. Orr, chief clerk in the freight and passenger departments, and J. M. Seabrook and L. Pfeiffer, ticket agents of the Hamilton, Grimsby and Beamsville Electric Ry. We have been advised that these appointments have not been made, although they were so announced in local papers.

Following a custom which has been in force for the past five years the British Columbia Electric Co. has distributed among its employes a percentage of its profits amounting to about \$30,000. The profit-sharing plan provides that after a 4% dividend is paid to stockholders, the balance of the profits are divided in the proportion of two-thirds to the stockholders and one-third to the employes. In 1906 the company paid each employe about \$45, and in 1907 about \$63. This inducement is held out to the employes to continue in the service, and it is found that it produces a better feeling between the employes and the company.

B.C. Electric Ry. Co.'s Extensions.

The electric railway which the British Columbia Electric Ry. Co. proposes to build from New Westminster through the southern part of the lower Fraser Valley will be 63 miles long, and will have connection at New Westminster with the company's present main line to Vancouver. Leaving South Westminster, the line will run south to Cloverdale, and thence practically due east to the town of Chilliwack, passing through the municipalities of Surrey, Langley, Matsqui, Sumas and Chilliwack, en route. The territory thus to be served covers about 350,000 acres, much of it being open and prairie land of an exceedingly high quality. The high lands contain much fine timber, and the building of the road will give an opportunity of this being milled close to the line and transferred from the electric railway to the Canadian Pacific and Great Northern Railways for shipment east and south. Connection with these railways will be made at New Westminster and Abbotsford. Agriculturally, the country is exceedingly prosperous, but its progress has been retarded by lack of proper transportation facilities. It is with a view of supplying these facilities and in the belief that the enterprise will be rewarded in the form of reasonable profits within five to ten years, that the company is entering this territory.

Construction will be performed by contract, and it is probable that the first section of 12 miles, plans for which are practically complete, will be let at an early date. The roadbed, gradients, curvature and bridges will follow standard railway practice, and 70-lb. rails will be laid. It is proposed to operate passenger trains, on multiple unit system, hourly between New Westminster and Chilliwack, making the run in an hour and three-quarters. Express and freight trains will be run as the demands of the service may require.

The company proposes, in addition to the railway service, to supply electric light and power everywhere throughout the district, departing, whenever same may be advisable, to considerable distances from the line of railway. Current at 40,000 volts will be supplied from the company's generating station at Lake Buntzen, to the several sub-stations situated at the most advantageous places along the railway. At these sub-stations the current will be stepped down by suitable transformers to a lower voltage for operating the railway and also for supplying light and power. The transmission line erected on 50-ft. poles will be in duplicate throughout, thereby assuring a continuous service. The total length of the Transmission Line, single distance, from the power-house to Chilliwack is 75 miles. It has not yet been decided whether the road will be single-phase or 500 volts d.c.

Daily papers in B.C. have referred recently to the purchase by the B.C. Electric Ry. Co., of the Vancouver, Fraser Valley and Southern Ry. Co.'s charter. We are advised that this is not a recent purchase, but that it was made some time ago. The B.C.E.R. Co. has no intention of making any immediate use of the charter, but it is possible that it may be used in connection with the Westminster-Chilliwack branch.

It was also reported that the company had obtained large water rights on the Lillooet River. This is not confirmed, but we understand that the proposition has been looked into.

The Pere Marquette Rd.'s departments now located at Cincinnati will, it is said, be removed to Detroit, Mich., at once, where quarters will be rented until two stories can be added to the freight house to accommodate the staff, which numbers about 200.

Grain Elevator Notes.

O. W. Kelly has been appointed Superintendent of the Canadian Northern Quebec Ry. elevator at Quebec.

D. McLeod, working at elevator B, Fort William, Ont., was caught in the belting and instantly killed, Dec. 1.

The Smith Grain Co.'s elevator at Wood Bay, Man., was destroyed by fire Dec. 2. The damage is estimated at about \$6,000.

F. D. Baker, engaged on the new Government elevator at Port Colborne, Ont., fell from the lower roof, a distance of about 175 ft., and was killed, Dec. 7.

About five carloads of grain, stored in Wallace and Cooper's elevator at Morristown, Ont., was destroyed by fire recently, which, it is said, was due to spontaneous combustion. The elevator itself was not damaged.

The Port Arthur Elevator Co., Ltd., incorporated under the Dominion Companies Act, has been licensed under the act respecting extra-provincial companies, to carry on its business in Ontario, with R. D. Morgan, Port Arthur, as its attorney.

The contract for the re-construction of the C.P.R.'s elevator D at Fort William, Ont., has been let to the Barnett & McQueen Co. It is anticipated that the work will be commenced at once, and continued throughout the winter. The price is stated as about \$600,000.

The Guelph and Goderich Ry., and the C.P.R., jointly, have been granted permission by the Board of Railway Commissioners to construct a grain spout from the Goderich Elevator and Transit Co.'s elevator, across G.T.R. lands and tracks, to enable grain to be delivered direct into the cars at Goderich, Ont.

The Montreal Warehousing Co.'s elevator at Windmill Point has, during the past season, shipped one-half of the total grain shipments from Montreal. The total shipments were about 32,000,000 bushels, of which the Montreal Warehousing Co. loaded 9,000,000 direct to vessels alongside, and 7,000,000 by barges to vessels in the harbor.

Among the Express Companies.

The Dominion Ex. Co. has declined to accede to the request that the charge for delivery of parcels south of the G.T.R. tracks at Ottawa be abolished.

The Canadian Northern Ex. Co. has extended its service over the La Tuque branch of the Quebec and Lake St. John Ry., recently opened. J. A. Jean has been appointed agent at La Tuque.

What is claimed to be a record in express transfer, is credited to the Dominion Ex. Co. A consignment of poultry shipped from Liverpool, Eng., was delivered in Edmonton, Alta., within 11 days, beating the mail by one day.

The enquiry by the Board of Railway Commissioners into the manner in which express companies fix their rates, was opened Dec. 10, in Montreal. J. Bryce, Vice-President and General Manager Canadian Ex. Co., and W. S. Stout, President, and General Manager Dominion Ex. Co., were the first officials to give evidence. Before the conclusion of Mr. Stout's evidence, the enquiry was adjourned Dec. 18, until a date in Jan., not announced.

The Montreal Board of Trade is considering the question of employing a railway freight expert, but no definite decision has been reached. The object of the council in considering the matter is that the officer should assist the members of the Board in protecting the interests of Montreal as a distributing centre.

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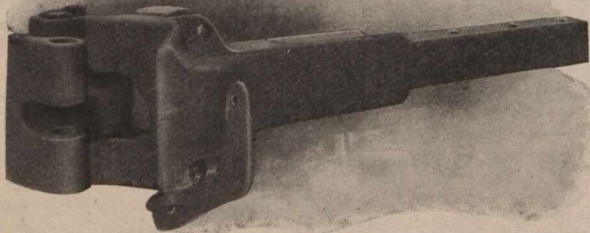
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Parties-intending purchasing will find it to their interest to let us have their specifications at an early date so as to ensure desired deliveries.

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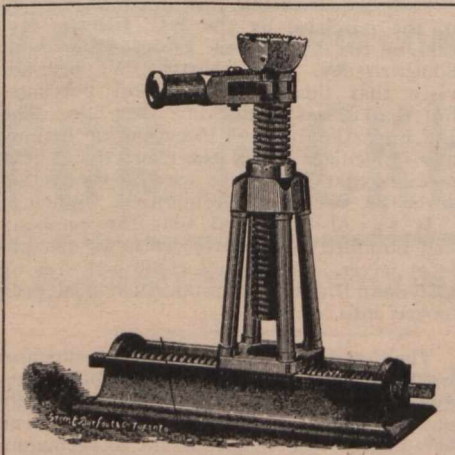
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Lifting Screw - - 2½x14 in.
Height over all - - 24 in.
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Extra Large and Powerful.
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MARINE DEPARTMENT

The Wreck of the Lurline.

An enquiry into the cause of the wreck of the Ontario Government's fishery cruiser Lurline on the submerged cribwork at Goderich harbor, on Sept. 26, was held recently by Commander O. G. V. Spain, assisted by Capt. A. Wiggins and S. Crangle as assessors. The Commissioners find "That Capt. J. B. Forest did not take the necessary precautions to possess himself of the latest information in regard to Goderich harbor, which could have been easily obtained from the last port the ship left, and the same information could also have been easily obtained from the coast pilot book, which was on board at the time; this officer, however, was under the very mistaken impression that the aids to navigation at the entrance to Goderich harbor were exactly the same as they were when he was last there, between 15 and 20 years ago, and that the casualty to the Lurline was caused by the indifference and neglect of the master in not supplying himself with the necessary information in regard to the aids to navigation which have been established in recent years." The Commissioners find that the old ranges, which are still in existence, are misleading nevertheless, and recommends that they should be immediately discontinued. Capt. Forest has been suspended for six months.

Northern Navigation Co. of Ontario.

This company has had prepared plans for a steamship to be added to its fleet for the season of 1909. They show a vessel 361 ft. long, 27 ft. moulded depth, and 46 ft. beam. The specifications provide for six Scotch boilers and quadruple expansion engines, to give a speed of 20 miles an hour. Accommodation is provided for about 400 passengers, there being about 190 staterooms in two tiers, and 12 parlor rooms, the dining-room having seating capacity for 168. The vessel as designed would have all the best features of vessels of a similar class in the Upper Lakes trade, and several new features which it is claimed would make her the finest and fastest boat of the kind on the lakes. The plans have been prepared by H. Calderwood, of Toronto, with F. Kirby, of Detroit, Mich., as consulting naval architect. The probable cost is stated as about \$500,000. No contract has been placed, but it is said that one will likely be given in the near future, and that the vessel will be built in Canada.

Since the above paragraph was written the directors have declared an 8% dividend for 1907, as against 6% and 1½% bonus for 1906. The net earnings for 1907 increased by about 10%, the total net revenue being 17% on the capital of \$840,000. Most of the surplus will be devoted to the renewal fund. A ten-year contract has been made with the G.T.R. and G.T. Pacific Ry. Companies for the exchange of passengers and freight. The closing of this contract makes it practically certain that a new vessel as described above will be built.

Canadian Purchases of U.S. Vessels.

During 1907 there were added to the Canadian register of shipping, 39 vessels of 7,388.15 tons gross, and 5,416.7 tons register, built in the United States. Of these 11 were sailing vessels of 2,993 tons gross and 2,598 tons register, and 28 were steamships of 4,395.15 gross tons and 2,818.7 register tons.

Four of the vessels—two steamers and two sailing vessels, went to the Atlantic coast, the net tonnage being 33 of steam and 27 of sailing tonnage; the Great Lakes received 14 steamers and eight sailing vessels (including dredges), the net tonnage being

2,100 tons steamers, and 2,434 tons sailing vessels. Pacific Coast ports received 12 steamers of 685.7 net tons, and one sailing vessel of 67 net tons. The following list shows the names, port of building, port of registry and size of these vessels:

ATLANTIC COAST PORTS.			
STEAMERS.			Gross. Reg.
Daphne	U.S.	Liverpool, N.B.	11 7
Judge Morse	Tarrytown, N.Y.	St. John, N.B.	38 26
SAILING.			
Fan. W. Freeman	Gloucester, Mass.	Shelburne, N.B.	91 79
Iolanthe	Davenport, Mass.	St. Andrews, N.B.	18 18
GREAT LAKE PORTS.			
STEAMERS.			Gross. Reg.
Blue Peter III.	West Mystic, Conn.	Montreal	5 5
B. J. Cockell	U. S.	Port Stanley, Ont.	24 16
Brant	New York	Quebec	6 5
Caprice	Middleton, Conn.	Brockville, Ont.	9 6
City of Grand Rapids	Grand Haven, Mich.	Sarnia, Ont.	327 196
Fashion	W. Bay City, Mich.	Ottawa	43 27
Gen. W. B. Franklin	Alexandria Bay, N.Y.	Kingston, Ont.	20 16
Hazel W.	Marquette, Mich.	Sault Ste. Marie, Ont.	5 4
Iroquois	Main City, Wis.	Montreal	1962 1276
John Owen	Detroit, Mich.	Sault Ste. Marie, Ont.	439 230
Lyle	Algonac, Mich.	Sarnia, Ont.	5 3
Maryota	Racine, Wis.	Montreal	10 7
M. Bradshaw	Benton Harbor, Mich.	Collingwood, Ont.	500 296
Nomad	Boston, Mass.	Kingston, Ont.	19 13
SAILING.			
Ab. L. Andrews	Toledo, Ohio	Kingston, Ont.	312 287
Dredge No. 7	Duluth, Minn.	Port Arthur, Ont.	235 235
Dredge No. 10	Saginaw, Mich.	Sault Ste. Marie, Ont.	434 354
Dredge No. 14			451 352
Ed. Hall, No. 1	Bay City, Mich.	Sarnia, Ont.	301 246
Ford River	Milwaukee, Wis.	Kingston, Ont.	254 210
Gov. Warmington	Vermillion, Ohio	Ottawa	579 502
Sophia Minch		Sarnia, Ont.	248 248
PACIFIC COAST PORTS.			
STEAMERS.			Gross. Reg.
Beaver	Ballard, Wash.	Vancouver, B.C.	38 26
Cruiser	Fir, Wash.	"	12 8
Dauntless	Bellingham, Wash.	"	10 7
Eagle	Eagle City, Wash.	Victoria, B.C.	67 67
Echo	Anacortes, Wash.	Vancouver, B.C.	12 8
Hattie Hanson	Pontiac, Wash.	"	105 71
J. E. Boyndon	Seattle, Wash.	"	123 83
Joe	Everett, Wash.	"	5 15 3 51
Nora	Pt. Maddington, Wash.	"	13 8 19
North-West	Portland, Ore.	"	638 388
Queen City	Seattle, Wash.	Victoria, B.C.	67 67
Skate	Ballard, Wash.	Vancouver, B.C.	13 9
SAILING.			
T. F. Bayard	Brooklyn, N.Y.	Victoria, B.C.	70 67

SAULT STE. MARIE CANALS TRAFFIC.

The following commerce passed through the Sault Ste. Marie Canals in November:

ARTICLES.	CANADIAN CANAL	U.S. CANAL	TOTAL
Copper..... Eastbound..... Net tons	5,184	9,361	14,545
Grain..... "..... Bushels	3,507,189	4,223,643	7,730,832
Building stone..... "..... Net tons			
Flour..... "..... Barrels	463,838	509,300	973,138
Iron ore..... "..... Net tons	1,025,059	3,383,825	4,408,884
Iron, pig..... "..... ".....	22	4,039	4,061
Lumber..... "..... M. ft. B.M.	5,238	59,839	65,077
Silver ore..... "..... Net tons			
Wheat..... "..... Bushels	7,865,348	6,680,229	14,545,577
General merchandise..... "..... Net tons	8,687	1,680	10,367
Passengers..... "..... Number	324	480	804
Coal, hard..... Westbound..... Net tons	48,425	170,499	218,924
Coal, soft..... "..... ".....	174,332	759,082	933,414
Flour..... "..... Barrels			
Grain..... "..... Bushels			
Manufactured iron..... "..... Net tons	11,855	25,446	37,301
Salt..... "..... Barrels	9,500	33,137	42,637
General merchandise..... "..... Net tons	70,421	62,767	133,188
Passengers..... "..... Number	212	118	330
Freight—Eastbound..... Net tons	1,413,689	3,867,033	5,280,722
" Westbound..... ".....	306,391	1,022,764	1,329,155
Total freight..... ".....	1,720,080	4,889,797	6,609,877
Vessel passages..... Number	751	1,390	2,141
Registered tonnage..... Net	1,359,199	3,659,155	5,018,354

Some interesting statistics relative to the value and the cost of the traffic passing through the Canadian and the U.S. canals at Sault Ste. Marie, are given in the Blue Book of American Shipping for 1907. The figures relate to the traffic for the season of

navigation of 1906. The estimated value of the freight was \$537,227,650, the principal items being: Iron ore, \$121,981,795; wheat, \$67,417,086; grain, other than wheat, \$38,583,640; copper, \$36,595,220; manufactured iron, \$29,614,880; flour, \$27,280,470;

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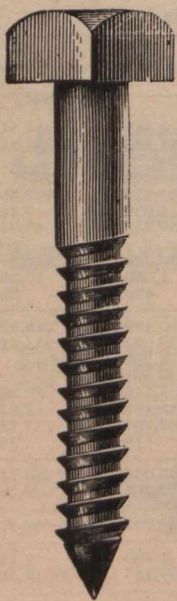
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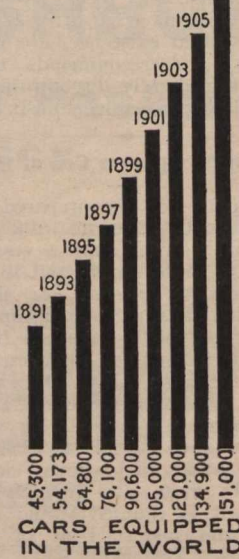
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1907



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THE SAFETY CAR HEATING & LIGHTING CO.
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ST. LOUIS & SAN FRANCISCO.

The following commerce passed through the Sault Ste. Marie canals in December, 1907:

ARTICLES.	CANADIAN CANAL.	U.S. CANAL.	TOTAL.
Copper..... Eastbound..... Net tons		11,647	11,647
Grain..... "..... Bushels	1,370,807	2,716,248	4,087,055
Building stone..... "..... Net tons		310,320	360,644
Flour..... "..... Barrels	50,324	141,942	149,446
Iron ore..... "..... Net tons	7,504	1,370	3,386
Iron, pig..... "..... Net tons	2,016	4,495	4,562
Lumber..... "..... M. ft. B.M.		8,799,407	13,474,996
Wheat..... "..... Bushels	4,675,589	1,200	1,463
General merchandise..... "..... Net tons	263	91	164
Passengers..... "..... Number	73		
Coal, hard..... Westbound..... Net tons		67,900	67,900
Coal, soft..... "..... Net tons	48,800	284,713	333,513
Flour..... "..... Barrels			
Grain..... "..... Bushels			
Manufactured iron..... "..... Net tons	2,913	999	3,912
Salt..... "..... Barrels		405	405
General merchandise..... "..... Net tons	7,139	7,636	14,775
Passengers..... "..... Number	34	37	71
FREIGHT—Eastbound..... Net tons	184,918	526,567	711,485
Westbound..... Net tons	58,852	361,309	420,161
Total freight..... Net tons	243,770	887,876	1,131,646
Vessel passage..... Number	121	192	313
Registered tonnage..... Net	156,449	481,218	637,667

coal, hard and soft, \$25,136,044; lumber, \$19,813,882; pig iron, \$387,002; salt, \$351,121; building stone, \$74,661. The miscellaneous and unclassified freight was valued at \$170,227,650. Miscellaneous statistics: Total mile tons, 43,596,953,680, against

Statistical report of commerce passed through the Sault Ste. Marie canals season of 1907:

ARTICLES.	CANADIAN CANAL.	U.S. CANAL.	TOTAL.
Copper..... Eastbound..... Net tons	15,657	74,302	89,959
Grain..... "..... Bushels	22,422,057	21,039,129	43,461,186
Building stone..... "..... Net tons	220	678	898
Flour..... "..... Barrels	3,118,448	3,406,072	6,524,520
Iron ore..... "..... Net tons	10,073,911	29,521,033	39,594,944
Iron, pig..... "..... Net tons	10,236	10,170	20,406
Lumber..... "..... M. ft. B.M.	48,606	600,714	649,320
Wheat..... "..... Bushels	49,293,499	48,842,276	98,135,775
General merchandise..... "..... Net tons	64,407	41,668	106,075
Passengers..... "..... Number	16,733	14,977	31,710
Coal, hard..... Westbound..... Net tons	245,240	1,261,428	1,506,668
Coal, soft..... "..... Net tons	2,256,759	7,636,668	9,893,427
Flour..... "..... Barrels		250	250
Grain..... "..... Bushels	589	1,563	2,152
Manufactured iron..... "..... Net tons	94,307	193,228	287,535
Salt..... "..... Barrels	70,959	989,843	460,802
General merchandise..... "..... Net tons	433,350	483,229	916,579
Passengers..... "..... Number	13,150	17,898	31,048
FREIGHT—Eastbound..... Net tons	12,545,560	32,998,759	45,544,319
Westbound..... Net tons	3,039,808	9,633,087	12,672,895
Total freight..... Net tons	15,585,368	42,631,846	58,217,214
Vessel passages..... Number	6,346	14,091	20,437
Registered tonnage..... Net	12,086,864	32,001,110	44,087,974

36,892,797,973 for the season of 1905; total cost of transportation \$36,666,889, against \$31,420,584.54; cost of carrying per mile ton, .084 cents, against .085 cents; average distance freight was carried 842.4 miles, against 833.3 miles; value of U.S. vessels engaged

Comparative statement of commerce passed through the Sault Ste. Marie canals, seasons of 1906 and 1907:

ITEMS.	TOTAL TRAFFIC.		CHANGE.	
	1906	1907	Amount	Per Cent.
VESSELS—				
Steamers..... Number	18,138	17,245	893	— 5
Sailing..... Number	2,817	2,303	514	—18
Unregistered..... Number	1,200	889	311	—26
Total..... Number	22,155	20,437	1,718	— 8
Lockages..... Number	14,523	14,020	503	— 3
TONNAGE—				
Registered..... Net	41,098,324	44,087,974	2,989,650	7
Freight..... Net	51,751,080	58,217,214	6,466,134	12
Passengers..... Number	63, 33	62,758	275
COAL—				
Hard..... Net tons	1,011,375	1,506,668	495,293	49
Soft..... Net tons	7,728,255	9,893,427	2,165,172	28
Flour..... Barrels	6,495,350	6,524,770	29,420
Wheat..... Bushels	84,271,358	98,135,775	13,864,417	16
Grain..... Bushels	54,343,155	43,463,338	10,879,817	—20
Manufactured and pig iron..... Net tons	391,105	307,941	83,164	—21
Salt..... Barrels	468,162	460,802	7,360	— 2
Copper..... Net tons	107,633	89,959	17,674	—16
Iron ore..... Net tons	35,357,042	39,594,944	4,237,902	12
Lumber..... M. ft. B.M.	900,631	649,320	251,311	—28
Building stone..... Net tons	6,222	898	5,324	—86
General merchandise..... Net tons	1,134,851	1,022,654	112,197	—10

The U.S. canal was opened April 23, and closed Dec. 11, 1907; season, 233 days. The Canadian canal was opened April 22, and closed Dec. 15, 1907; season, 238 days.

in the trade \$88,392,000 against \$73,211,300; value of Canadian vessels engaged in the trade, \$6,140,500, against \$5,429,000; portion of freight carried by Canadian vessels, 5%, the same as in 1905, and 6% in 1904 and 1903.

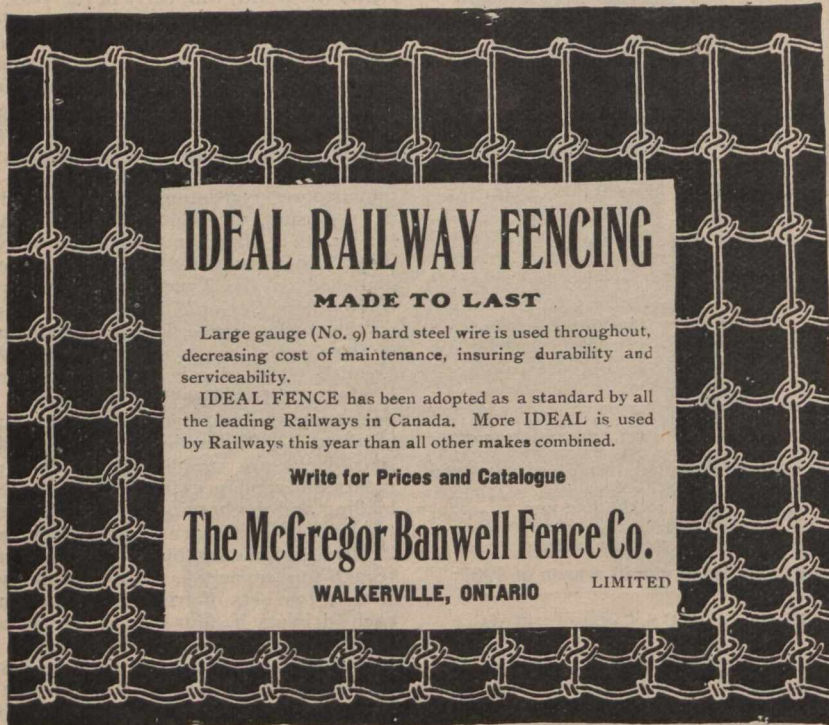
The Chargeurs Reunis Steamship Line.

This French line, which owns a fleet of 41 vessels aggregating 161,674 tons, running round the world, will, early in the year, make considerable changes in the route, in addition to building five more ships. At present the route from Great Britain to Canada, via Yokohama, includes calls at Honolulu, San Francisco and Puget Sound, but it is understood that in the future the run from Japan will be direct to Victoria, B.C., afterwards calling at Vancouver, and from there to Puget Sound ports, continuing the homeward journey as usual, via South America ports and the straits of Magellan. Of the five new vessels to be constructed, one, the Malte, was launched on the Tyne, Eng., recently, and three others, Ceylon, Ouessant and Corse, are on the stocks there. The general dimensions of the vessels are given as: Length, 480 ft.; breadth, 60 ft.; depth, 37 ft.; with a draught of about 26 ft. The boats are on the three-deck principle, and the holds have a capacity of about 420,000 cubic feet. The holds and spar decks are supplied with all improvements and appliances for facilitating the rapid loading and discharging of cargo. There are ten large hatches, with 18 steam winches, and 21 derricks (one 40-ton, four 10-ton and sixteen 6-ton capacity). The machinery consists of two sets of triple expansion engines, each driving a four-bladed propeller and capable of 3,400 h.p., or 6,800 in all, of which only 5,000 h.p. will be utilized to maintain a speed of 12½ knots, with an average dead-weight of 9,000 tons. First-class accommodation, consisting of 16 staterooms with two berths each, and 25 cabins with single berths, is provided on three decks in the centre of the ship, with dining-room, drawing-room, music-room, library, etc. They are lighted throughout with electricity, and are supplied with refrigerating machinery.

The Steamship Dunelm.

The Dunelm Co.'s new steamship Dunelm arrived in Montreal harbor Dec. 13, having occupied 33 days on her maiden trip from Middlesbrough, Eng. The Montreal Harbor Commission, which dates from 1824, has no record of any vessel reaching the port after Dec. 1 during the winter seasons, so that the Dunelm's feat can be taken as a record. Sailing from Middlesbrough, Nov. 10, heavy weather was encountered almost from the first, and the passage round the north of Scotland and Ireland was made worse by the shifting of a part of the cargo of pig iron, which had been stored 'tween decks, and which had to be placed in the hold. Sydney, N.S., was reached Dec. 5, where, after coaling, she proceeded to Quebec, where she arrived Dec. 9. This part of the voyage was accomplished without much difficulty, though ice was encountered between Father Point and Quebec. The last part, between Quebec and Montreal, was considerably more dangerous, the buoys having all been removed. The Government tug Frontenac preceded the Dunelm, which was in charge of two pilots for a portion of the journey across Lake St. Peter, breaking up the ice there and at the entrance to the harbor.

The Dunelm, which was built in Sunderland, Eng., is a twin-screw steamer, with a speed of about 12 knots an hour. Her dimensions are: Length, 250 ft.; breadth, 43.1 ft.; depth, 26.6 ft.; tonnage, 2,319 gross, 1,481 register. After discharging cargo, she was berthed at Montreal for the winter, and on the re-opening of navigation, will be placed on the run between that port and Fort William, Ont., under the management of R. O. & A. B. Mackay, of Hamilton, Ont.



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MADE TO LAST

Large gauge (No. 9) hard steel wire is used throughout, decreasing cost of maintenance, insuring durability and serviceability.

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 WALKERVILLE, ONTARIO LIMITED

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Captain Watt, of the LUSITANIA, in an official report on Submarine Signals, says :

“Nearly all my sea life I have been looking forward to getting the assistance of a reliable sound signal. Now I feel that we have got it, and all that is required, in my opinion, is its universal application.”

Full Particulars on Application to the

Submarine Signal

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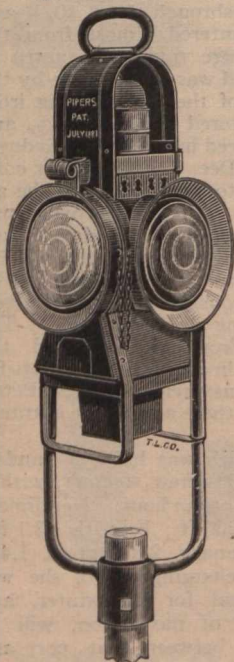
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Piper's Patent SWITCH LAMP



Burns without a chimney.

Will not catch on fire.

Requires half the oil.

Light regulated from the outside.

Made of Iron, annealed and galvanized.

Copper or Brass oil tank, never leaks.

Piper's SIDE CAR LAMP

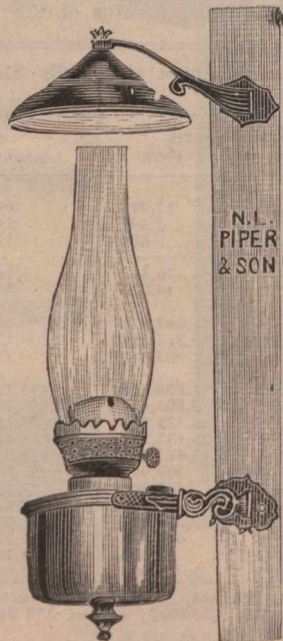
Made of Copper, nickel plated.

Fitted with portable fount with feeder-cap.

Large Burner.

Flint Chimney.

Gives a clear, bright light.



Write for No. 5 Catalogue of Railway Signals and Supplies.

Registration of British Vessels.

The Dominion Department of Marine has issued the following notice, respecting the registration of British vessels in Canada: "Any person who proposes to make application for the registry of a British ship shall give notice in writing of the proposed name of the ship to the registrar of shipping at the intended port of registry at least 14 days before the date in which it is contemplated to effect the registry. The registrar will immediately upon receipt of such application submit it to the Department of Marine and Fisheries for approval, and no registrar shall register or proceed to register any vessel without the previous written authority of the Department of Marine and Fisheries. This regulation goes into force Jan. 1, 1908."

Export Statistics from Montreal.

The exports of produce from the port of Montreal in 1907 shows some considerable changes from those of 1906, the increase in grain shipments being the most striking. Following is a comparative statement:

	1907	1906
Wheat, bush.....	21,018,529	14,289,551
Corn, bush.....	4,766,024	4,438,283
Peas, bush.....	131,218	160,902
Oats, bush.....	3,848,415	2,977,011
Barley, bush.....	803,784	923,911
Rye, bush.....	128,403	134,287
Buckwheat.....	47,741	103,915
Flaxseed, bush.....	1,276,902	2,926,016
Flour, brls.....	861,936	703,211
Meal, brls.....	57,915	61,164
Eggs, cases.....	28,160	64,978
Butter, boxes.....	64,362	358,870
Cheese, boxes.....	1,975,923	2,192,287
Lard, brls.....	351,240	357,286
Hams and bacon, pkgs.....	55,300	63,862
Meats, pkgs.....	144,020	165,606
Apples, barrels.....	585,554	369,655

Atlantic and Pacific Ocean Marine.

A fire in the Manchester Steamship Line's gear shed on the wharf at the foot of Beaudry St., Montreal, recently, destroyed about \$2,000 worth of stores.

The C.P.R. steamship *Empress of Ireland* arrived at Liverpool Dec. 6, making the trip from Halifax, N.S., in 4 days, 19 hrs., thus showing that for trans-Atlantic mail purposes, a distinct advantage rests with the Canadian route.

Dr. R. C. Ruddick, who has been appointed quarantine officer for the port of St. John, N.B., to succeed the late Dr. March, was presented with a gold watch by the residents of St. Martins, N.B., recently, on leaving to take up his new duties.

The Cunard Line S.S. *Mauretania* grounded in the Mersey, opposite the Prince's landing stage, Liverpool, Eng., Dec. 13, and was refloated without any damage. The accident was caused by the anchors dragging as the boat swung round to the tide.

The Kosmos Line recently announced that it had made arrangements with the Panama Rd., and with a steamship line connecting with the Atlantic side of the isthmus, for a regular quick service with Pacific ports, by railway transfer across the isthmus.

A press report states that after the present winter season, H. and A. Allan will open an office of their own in St. John, N.B., and handle their business at that port themselves, instead of through agents. A building has, it is said, been secured for this purpose.

The record for steaming capabilities has been achieved by the British torpedo boat destroyer *Tartar*, which, at her recent trials, steamed at the rate of 37 knots an hour over a short course, and on a six-hour run, maintained a speed of 35.952 knots an hour.

In an article dealing with expenditures on board large ocean-going steamships, an English paper gives the approximate receipts and

expenses of the *Lusitania* and *Mauretania*, in a single voyage, as \$155,950 and \$89,650, thus showing a profit of \$66,300 on each trip.

It is anticipated that the subsidy paid by Canada to the Union Steamship Co. of New Zealand, on account of the Canada-Australia mail contract, amounting to \$180,000, will not be renewed, as the amount has not been provided for in the parliamentary estimates for next year.

The Thomson Line steamship *Kildona*, from North Shields, Eng., to Portland, Me., ran on the Brazil rock, near Cape Sable, N.S., Dec. 15, and was completely broken up within 48 hours. The crew was removed in the steamship *Louisburg*. The Robert Reford Co. are agents for the Thomson Line.

Rumor is still busy as to the intentions of the C.P.R., regarding the provision of additional vessels for either its Atlantic or Pacific service. The last report was to the effect that the Cunard liners *Etruria* and *Umbria* had been acquired for the Pacific, but this was met with a prompt denial by the Cunard Co.

The Dominion Steamship Line, during the St. Lawrence route season recently closed for the winter, carried: saloon, 733; second cabin, 7,345; third-class, 24,737; total, 32,815 passengers westward, against saloon, 626; second cabin, 5,503; third-class, 19,606; total, 25,735 passengers for the same period, 1906.

A press report states that D. E. Brown, General Superintendent C.P.R. Pacific steamship service, and formerly the company's general agent at Hong Kong, has resigned in order to engage in a private shipping business, and that W. T. Payne, heretofore general traffic agent C.P.R., Japan, has succeeded him.

Several of the large fish shippers of St. John's, Nfld., are considering the introduction of a new system of shipping to Europe, especially to Mediterranean ports. Negotiations are said to be in progress with a firm in England regarding the establishment of a line of steamships to be inaugurated with the fish-shipment season of 1908.

The Cunard Line steamship *Mauretania*, on Dec. 5, arrived at Queenstown, Ireland, having completed the voyage from Sandy Hook in 4 days, 22 hrs., 29 mins., thus beating the *Lusitania* by 21 mins., and creating a world's record between these two points. She occupied 5 days, 8 hrs. in the journey from Sandy Hook to Liverpool.

In the course of a speech at the Liberal Colonial Club, London, Eng., Dec. 3, Hon. Clifford Sifton stated that time occupied on a voyage by the proposed "All-red" route, would be: London to Canada, 5 days; to Vancouver, B.C., 8½ days; and to New Zealand, 25 days; instead of as at present, 7, 12 and 38 days respectively.

In the action of the Thomson Steamship Line against the Allan Steamship Line, for damages sustained by the steamship *Hurona* in a collision with the *Mongolian* in the Gulf of St. Lawrence, towards the end of last year, judgment was delivered that the parties concerned were equally blamable, and the action dismissed, each party paying its own costs.

At the recent international conference of the Maritime Employers' Federation, held in London, Eng., steps were taken for the inauguration of a federation of tramp freighters throughout the world. Reports are being prepared detailing conditions of labor in all maritime countries, with a view to aiding employer and employed to arrange wage and other matters, and to facilitate dealing with all matters in their common interest.

It is reported that Holt & Co., the owners of the Blue Funnel Line, on the Pacific, are to add five new vessels to their fleet, and that the contract for three of them has been placed in Belfast, Ireland. The new vessels,

it is stated, are intended for the Hong Kong-Victoria, B.C., service. The Blue Funnel Line consists at present of 55 vessels, running a weekly service between Great Britain and the Orient, and monthly to Victoria, B.C., in addition to other routes. The dimensions of the new vessels are given as: Length, 440 ft.; breadth, 52 ft.; depth, 35 ft.

The C.P.R. steamship *Mount Royal*, from Antwerp, was considerably overdue at St. John, N.B., Dec. 31, and up to that date had not been reported at any point. The company's officials were beginning to entertain fears for the safety of the passengers. The *Mount Royal* is one of the vessels acquired by the C.P.R. from the Elder-Dempster Co., and was built at Newcastle, Eng., in 1898. Her dimensions are: length, 470 ft.; breadth, 56 ft.; depth, 32 ft., and she has triple expansion engines with cylinders 28, 46 and 75 ins. diam., by 54 ins. stroke, and 505 n.h.p.

The Allan Steamship Line carried the following number of passengers in its vessels from May 1 to the closing of the St. Lawrence route for the winter, in Nov., 1907. Westward, saloon, 3,276; second cabin, 19,088; third-class, 35,580; total, 57,944; eastward, saloon, 3,177; second cabin, 15,534; third-class, 9,151; total, 27,862; against saloon, 3,177; second cabin, 15,534; third-class, 29,181; total, westward, 47,892; and saloon, 2,159; second cabin, 3,911; third-class, 6,244; total eastward, 12,314 for similar period of 1906. The increase in the number of passengers carried in 1907 over that of 1906 was about 8%, and is the highest total yet reached by the company.

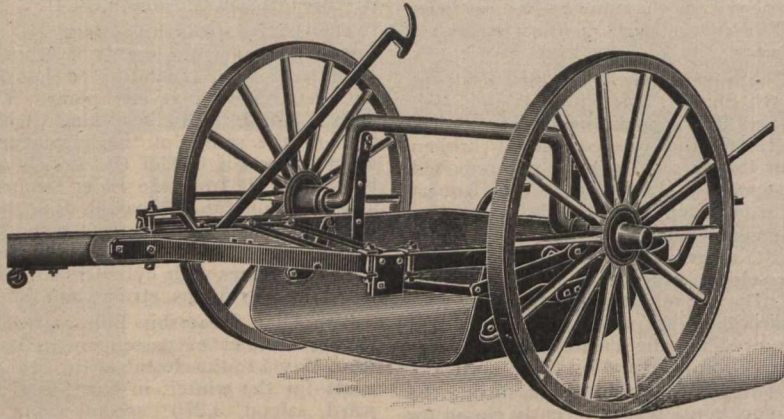
An extraordinary general meeting of the shareholders of Furness, Withy & Co., Ltd., West Hartlepool, Eng., was held recently for the purpose of increasing its capital in order to acquire the fleets of the British Maritime Trust, Ltd., and the Chesapeake and Ohio Steamship Co., Ltd. When this is accomplished the company will own 86 steamships, have a controlling interest in 35, and partly own 55, making a total of 176 vessels, aggregating 504,582 tons, and being over £3,000,000 in value. The two fleets mentioned consist of 39 modern steamships and the purchase price is £1,606,900. The capital of the company is £2,000,000, and sanction was sought to increase it to £3,500,000, by the issue of 800,000 shares of £1 each, and 70,000 preference shares at £10 each, both ranking *pari passu* with existing shares. It was estimated that the acquisition of the boats in question will augment the company's profits by £150,000 a year. Furness, Withy & Co., Ltd., runs a regular service between London, Eng., and Halifax, N.S., and the company manages Manchester Liners, Ltd., of which it is part owner.

The Canadian-Mexican Steamship Co., Ltd., is credited with the intention of arranging a new steamship service between Great Britain and British Columbia, with Victoria as the port. The company operates the steamships *Lonsdale* and *Georgia* and other vessels, in conjunction with the Harrison Line of Liverpool, Eng., and at present maintains a weekly service between Liverpool and Puerto Mexico. The scheme the promoters have in mind is one which, if carried through, will give a much faster service between Great Britain and British Columbia than has hitherto been accomplished. It is the intention to run the vessels to Puerto Mexico, the Atlantic terminus of the Tehuantepec Rd., where freight will be unloaded by electrical conveyors, and carried across the isthmus to Salina Cruz, the Pacific terminus of the same railroad, where it will be placed on other vessels for B.C. ports, where it can be landed within five weeks of leaving Liverpool, and through bills of lading will be supplied. The Harrison Line fleet consists of 38 steamers, with a tonnage of 186,000, and comprises the

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Charente Steamship Co., which runs to various ports of the two Americas, Africa and France.

The C.P.R. steamship Mount Temple, from Antwerp to St. John, N.B., with 732 passengers, ran on the rocks at Ironbound Island, at the mouth of the La Have River, near Bridgewater, N.S., Dec. 3, and will probably be a total loss. The whole of the passengers and crew were transferred to shore without accident, and the cargo has been salvaged. The Mount Temple is a four-masted, twin-screw steamer of 9,000 tons; she was built in 1901, at Newcastle-on-Tyne, Eng., for the Elder-Dempster Co., and was engaged as a transport for horses during the South African war. She was acquired by the C.P.R. in 1903, since when she has been on the Antwerp-London-Canada run with the exception of one season, when she was placed on the Liverpool-Montreal route. The Dominion Minister of Marine has directed Judge Wallace, of the Halifax County Court, to act as special commissioner to hold a formal investigation into the cause of the wreck, and has appointed Capt. N. Hall and Seeley to act with him as nautical assessors. The C.P.R. chartered the Donaldson Line Steamship Cassandra to sail from St. John, Dec. 14, in place of the Mount Temple.

Maritime Provinces and Newfoundland.

E. E. Phillips, a former coast captain, died at Yarmouth recently, aged 64.

J. W. Odell, formerly a well-known captain in the West Indies trade, died at Digby, N.S., recently, aged 74.

The schooner Champion, owned in Halifax, ran ashore at Scatarie Island, Dec. 5, and became a total loss. One of the crew was drowned.

Capt. J. O'Leary, commander of the Government steamboat Tyrian, was killed while crossing the Intercolonial Ry. track at Halifax, N.S., recently.

D. Myers, one of the oldest master mariners in Nova Scotia, while engaged in mooring his vessel at the wharf at Canso, N.S., during a storm, fell overboard and was drowned, Dec. 1.

P. Johnson, who has been in command of the Dominion Government steamship Lady Laurier ever since she has been in commission, has been appointed Inspector of Lighthouses for Nova Scotia.

Referring to recent reports to the effect that a steamship service between Port Wade and St. John, N.B., was to be established by the Mackenzie, Mann interests, we are advised the matter has not yet been decided upon.

The brig Lady Napier, of Georgetown, P.E.I., while running for shelter during a storm, ran ashore near St. John, N.B., Dec. 1. She will be lightened and refloated, as practically no damage has been sustained.

The steamship Amherst, which has been remodelled and supplied with new machinery, has passed inspection, but it is stated will not go into service until the spring. She will be berthed at Halifax or Louisburg for the winter.

The S.S. Senlac, which collided with the Rosalind recently, has completed her repairs, and resumed her place on the South Shore route. Several of her staterooms have been removed, as she is in future to be used chiefly as a freight boat.

Press reports state that the steamships Yale and Harvard, controlled by the New York, New Haven and Hartford Ry., will take up routes between St. John, N.B., and Boston, and Halifax, N.S., and New York, respectively, next summer.

The Reid-Newfoundland Co.'s wrecking steamboat Petrel, which has been undergoing a considerable overhauling, had a successful

trial trip recently. She has been, practically, re-boilered and refitted throughout, and has been supplied with a 70-ton crane.

Capt. W. McDonald, Souris, has been appointed receiver of wrecks for the district extending from East Point to Little Sands, P.E.I.: J. W. Ellis, Victoria Beach, wharfinger at Battery Point, N.S., and T. W. Brooks, wharfinger at Freeport, N.S.

The crib of the new wharf at St. John, N.B., was floated into its place and anchored, Dec. 5. This enabled the Allan Line vessels to occupy their own berths instead of using the C.P.R. berths, as they were compelled to do at the commencement of the winter season.

Notice of a resolution was given in the House of Commons, Dec. 17, asking the Government to secure for the Dominion the cancellation of coasting privileges now enjoyed by foreign countries, whether these privileges have been granted by Imperial treaty or by courtesy of the Government.

The Whitman Fish Co.'s steamboat J. B. Hamblen took fire and was completely destroyed, at Canso, N.S., Dec. 3. She was built at Providence, R.I., in 1891, was a screw steamer with engine of 40 n.h.p., and her dimensions were: Length, 68.2 ft.; breadth, 14.6 ft.; depth, 5.3 ft.; tonnage, 32 gross, 22 register.

The Dominion Coal Co.'s S.S. Coban ran on the rocks at Black Point, Dec. 2, and was refloated Dec. 4, five tugs in addition to the company's boats, Cacouna and Cabot, being engaged in the task. She proceeded under her own steam to Halifax, accompanied by the tug Douglas H. Thomas, where she will be drydocked and examined.

The St. John's, Nfld., steamboat Kite, which was taken up to Grand River recently, for the purpose of bringing back the steamboat Aid, which ran ashore there some time ago, has returned with the information that the Aid is completely frozen in, and will have to remain there until spring, when efforts will be made to tow her to St. John's for repairs.

The Dominion Government S.S. Montcalm, which was on her way to Point au Maurier to bring away the operators and instruments from the Marconi station, ran ashore there recently, tearing three large holes in her hull. She was towed back by the S.S. Lord Strathcona, and docked at St. Joseph de Levis, Que., where it is hoped to complete the necessary repairs in order to enable her to take up her winter's work.

It is reported that the Bras d'Or Steamboat Co. will build or purchase a steamboat to replace the Weymouth on the Northern Victoria route. The new vessel, it is stated, is to have specially adapted accommodation for passengers and freight, and J. J. Moffatt, Manager of the company, will, it is said, leave shortly for Great Britain with a view to securing a vessel in time for the opening of navigation next spring.

At the commencement of the winter port season, the longshoremen at St. John, N.B., declined to resume work at last winter's rate of pay, viz., 30 cents an hour, but demanded 40 cents. The companies concerned declined to comply with the demand, and prepared to carry out the work usually done by the longshoremen, by utilizing the ships' crews, and importing men from Montreal. The whole matter was, however, compromised on Dec. 3, by arranging for increased pay on the basis of 32½ cents an hour.

The Winterport Coal Mining Co., Ltd., has been incorporated under the New Brunswick Companies Act, with a capital of \$99,000, with power to acquire certain lands in the province, and the business carried on as the Winterport Coal Mines, and in connection therewith to construct and operate tramways, construct wharves, piers, docks, etc., and to construct, purchase or otherwise acquire,

and operate steam and other vessels for the purposes of transportation of freight of all kinds. The provisional directors are: J. S. Gibbon, C. S. Gibbon, W. E. Vroom, N. S. Springer, St. John; and C. M. Larkin, Newcastle, N.B.

The Dominion Government steamship Stanley arrived at Charlottetown, P.E.I., Dec. 1, from Glasgow, Scotland, where she had been for six months undergoing a thorough overhauling by her builders. The captain reported very heavy weather. When only 120 miles from Ireland he had to put back owing to leaking condensers and choked bilge pumps. The Stanley has been re-boilered, her hull has been strengthened, the saloon remodelled and enlarged, and several new cabins provided. She has been placed on her winter route, making alternate trips with the steamship Minto between Prince Edward Island and the mainland.

The Dominion Atlantic Ry. Co.'s S.S. Yarmouth, which ran aground on Black Point, Dec. 9, floated at high tide, and arrived at St. John, N.B., under her own steam, though she was leaking very badly. It is expected that temporary repairs will be undertaken at St. John, to enable her to be taken to Halifax, where she will be overhauled. In the meantime the Prince Rupert will replace her. The Yarmouth was built at Dumbarton, Scotland, in 1887. Her dimensions are: Length, 220.3 ft.; breadth, 35.2 ft.; depth, 21 ft.; tonnage, 1,452 gross, 725 register; with engines of 260 n.h.p. She was originally owned by the Yarmouth Steamship Co., and has been on the Yarmouth-Boston route for 20 years.

Province of Quebec Marine.

J. G. Martin, who for 25 years has been light-keeper at Metis point, was presented with the long service medal recently.

Tenders are under consideration of the Dominion Public Works Department for the construction of a wharf at L'Anse à la Barbe.

The Richelieu and Ontario Navigation Co.'s steamboat Ste. Irenée from Quebec to Sorel, met with an accident to one of her wheels recently near La Pierre Island, Lake St. Peter, and was towed to Sorel.

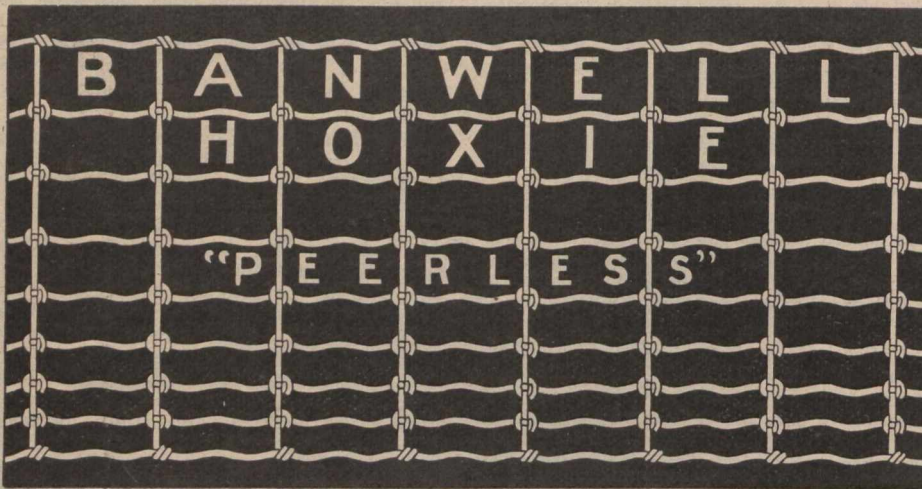
The steamship Nancy Lee, while anchored at Point-des-Roches, dragged her anchor under pressure of floating ice and grounded in the Saguenay river recently. She floated with the rising tide, without any damage having been sustained.

The S.S. Christian Knudsen, from Montreal to Sydney, N.S., struck a sunken ledge at the Traverse recently, and returned to Quebec, where she was examined. Her tanks were full of water, but it is anticipated that the damage is inconsiderable.

In answer to a question in the Senate, Dec. 10, respecting the accommodation at the Levis grading dock, which is said to be too narrow for boats of the Empress type, it was stated that the matter was engaging the serious attention of the Public Works Department.

The steamboat Ste. Croix has been docked near the Dorchester bridge, River St. Charles, where it is intended to lengthen her by 25 ft. during the winter. She was built at St. Nicholas, in 1880, her dimensions being: length, 125.1 ft.; breadth, 26 ft.; depth, 8.6 ft.; tonnage, 506 gross, 318 register; driven by paddles, with engine of 30 h.p.

The Dominion Sand and Stone Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$20,000 and offices at Montreal, to carry on the business of dealers in sand, stone, etc.; to own quarries, and to acquire and operate steam and other vessels in connection therewith. The provisional directors are: T. Craig, W. B.



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Map No. 2—South-Eastern Saskatchewan, 2nd to 3rd Meridians.....	10.00 to 25.00 per acre.
Map No. 3—Main Line, 3rd Meridian to Range 10 W., 4th Meridian(generally)	8.00 " "
Map No. 5—Calgary District.....	8.00 to 10.00 per acre.
Map No. 6—Part of Alberta—Edmonton, Battle and Saskatchewan Rivers Districts—Range 11 West, 4th Meridian to Range 7, West 5th Meridian.....	10.00 to 25.00 per acre.
Map No. 7—Part of Western Saskatchewan and Eastern Alberta, 3rd Meridian to Range 10 West, 4th Meridian.....	10.00 to 25.00 per acre.

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160 Acres at \$ 8.00 per acre, cash payment	\$191.70	first year's interest	\$65.28	and nine instalments of	\$160.00
" " 9.00 " " "	215.70	" " " "	73.46	" "	180.00
" " 10.00 " " "	239.70	" " " "	81.62	" "	200.00
" " 11.00 " " "	263.60	" " " "	89.78	" "	220.00
" " 12.00 " " "	287.60	" " " "	97.96	" "	240.00
" " 13.00 " " "	311.55	" " " "	106.10	" "	260.00
" " 14.00 " " "	335.60	" " " "	114.32	" "	280.00
" " 15.00 " " "	359.50	" " " "	122.44	" "	300.00

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 six per cent. per annum.

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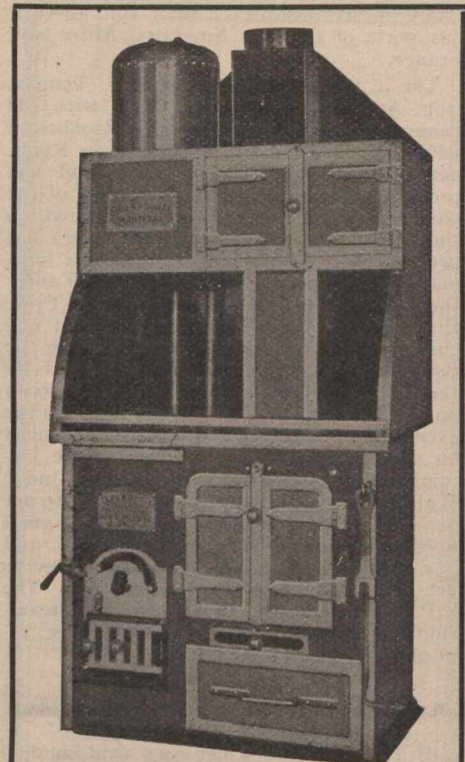
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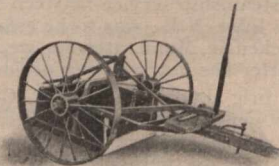
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Embroidery in Gold and Silver Bullion.

W. H. CODDINGTON
 HAMILTON - - ONTARIO

Powell, J. A. Burnett, J. W. Craig, and J. Durand, Quebec, Que.

The Montreal Harbor Commissioners entertained the members of the Harbor permanent staff to dinner, Dec. 1. In the course of the evening, F. W. Cowie, Chief Engineer of the Commission, gave a review of the development of the harbor from 1824, and Col. Gourdeau, on behalf of the Department of Marine, expressed his satisfaction with the Commission's harbor work during the time the members had been in office.

Niquet et Frère, owners of the steamboat Florida, operating between Montreal and Pierreville on the St. Francis River, a distance of about 60 miles, have arranged, it is reported, to build another boat at Sorel, to replace their present one. The new boat, it is stated, will be 125 ft. long, 22 ft. beam, and will have accommodation for about 100 passengers in addition to cargo. Her speed will be about 14 miles an hour.

The Montreal Board of Trade in memorializing the Canadian section of the International Waterways Commission, in regard to the proposed damming of the St. Lawrence River in the interests of power companies, contends "that no matter what advantages in the shape of power and light may accrue as the result of those works to the towns, corporations or individuals on either side of the river, the interests of navigation are paramount, and that they should not be sacrificed for any cause whatever."

A petition has been presented by A. Labrecque, director of the company, and an order made, for the liquidation of the Canadian St. Lawrence Navigation Co., Ltd. A. Desmarteau, Montreal, has been appointed provisional liquidator, with power to borrow sufficient money to place the company's vessels in winter quarters and pay off the crews. The three boats owned by the company are Sovereign, also known as Imperial; Colonial, also known as White Star, and Prefontaine. The Sovereign collided with the barge Germaine Aug. 23, in Montreal harbor, and in the subsequent enquiry it was held that the Sovereign, her master and owners, were responsible for the sinking of the barge. Writs of seizure were subsequently taken out by the owner of the barge, who claimed \$5,500, and by the owner of the cargo, who claimed \$500.

Ontario and the Great Lakes.

The steam barge Resolute, which was sunk in Toronto Harbor about a year ago, has been raised.

Tenders were received recently by the Toronto Board of Control for the building of a steel hull for a launch.

The Niagara Navigation Co. has declared a dividend of 4% for the half-year just concluded, being at the rate of 8% for the year 1907.

Tenders are being invited by the Department of Railways and Canals, for the works connected with the construction of section 2, Ontario-Rice Lake division of the Trent Canal.

The U.S. steamboat Lizzie Madden, bound from Bay City to Little Current, Ont., was destroyed by fire in Lake Huron recently. She was valued at \$25,000 and was partly insured.

W. M. Lambert, ex-lighthouse keeper at Chantry Island, was, at a meeting of the Southampton town council, Dec. 9, presented with the Imperial service medal for faithful service.

The steamboats Wassaga and Wahcondah grounded on Round Island during a fog, Dec. 10, and were released without injury by the tug General.

The Dominion Government is said to contemplate the construction of a second canal on the Canadian side, at Sault Ste. Marie. The work it is estimated would cost about \$5,000,000, and occupy about five years.

J. C. Boyd, Superintendent of the Sault Ste. Marie Canal, who was recently transferred to Morrisburg, Ont., was presented with a gold watch and an address by the Free Masons at Sault Ste. Marie, Dec. 3.

Hon. W. Pugsley, Minister of Public Works, stated in the Dominion House, Dec. 11, that an amount had been provided in the estimates, for the work on the western entrance to Toronto Harbor, and that it was estimated the work would occupy about three years.

At the recent annual general meeting of the Hamilton Steamboat Co., Æ. Jarvis was elected President; H. G. Nicholls, Vice-President; and A. Bruce, K.C., H. B. Witton, C. E. A. Goldman, A. A. Angstrom, and C. E. Bishop, directors for the current year.

W. Mitchell, one of the pioneers of the Great Lakes, and at one time captain and part owner of several tugs engaged in the towage of logs from the Canadian side of the lakes, and which the Canadian Government eventually prohibited, died at Bay City, Mich., Dec. 17.

A bill was introduced into the U.S. Legislature, Dec. 9, to appropriate \$1,250,000, to defray the cost of a survey and right-of-way for a ship canal to connect Lakes Ontario and Erie, the channel to be large enough to accommodate the largest vessels now in use on the Great Lakes.

The Kingston Shipping Co., Ltd., has, it is said, placed an order for the construction of a vessel in England, which it is hoped to have in the service early in the year. The company has been incorporated recently, some of the directors being members of the Calvin Co., Garden Island.

The license granted to P. T. Roberts, for the running of a ferry between Rainy River, Ont., and Beaudette and Spooner, Minn., across the Rainy River, has been cancelled by order-in-council, and instructions issued that the fee of \$100 paid as rent for one year to May 1, 1908, be refunded him.

W. Bishop and E. Callaghan, General Manager and Toronto Agent respectively of the Hamilton Steamboat Co., were each presented recently with a gold watch by the Toronto Police Amateur Athletic Association, in recognition of the indebtedness of the latter to them for services during the year.

A Cleveland, Ohio, steamboat was chartered to load grain at Fort William, Dec. 10, but as the insurance companies would not extend the insurance, the bondholders would not allow her to sail, and were prepared to resort to extreme measures were any attempt made to do so without carrying an insurance.

The water levels in the Great Lakes for Nov. were as follows, the figures being feet above tide water: Superior, 602.87; Michigan, 580.79; Huron, 580.79; Erie, 572.37; Ontario, 246.26. During December there was a general lowering in all the lakes, but altogether, the levels are above the average for similar periods during the past ten years.

The steam barge Reliance owned by the Rathbun Co., Deseronto, has been sold to Hepburn Bros., Picton, Ont.; the price paid, it is stated, was \$5,000. The Reliance was taken to Picton Dec. 11, and will be used for the coal trade on the Bay of Quinte. She was built at Deseronto in 1881, and is a screw steamer, with engine of 134 n.h.p.; her dimensions are: Length, 120 ft.; breadth, 23.5 ft.; depth, 9 ft.; tonnage, 239 gross, 169 register.

An application will be made during the present session of the Dominion Parliament

for an act incorporating the Dominion Transportation and Storage Co., with power to build, purchase, own and operate steamships, elevators, docks, etc., in connection with a general transportation business. D. McGillivray, J. W. Norcross, Port Colborne; W. E. Phin, Welland; J. Battle, Thorold, Ont., and R. M. Wolvin, Duluth, Minn., are the interested parties.

A plan to connect Pittsburg, Pa., with Lake Ontario, by means of a canal, was outlined, Dec. 17, before a joint meeting of representatives from the Rochester, N.Y., and Pittsburg, Pa., Chambers of Commerce. The idea is to construct a 12 ft. waterway with mechanical lift-locks, and 50-ft dams, suitable for barges of 1,200 tons. The route mentioned is, via the Alleghany River to Olean, N.Y., thence to Cuba down the Genesee River, past Rochester to the lake.

Lewis and Smith, Ltd., Toronto, has been incorporated under the Dominion Companies Act, with a capital of \$100,000, to carry on the business of electrical, mechanical and civil engineers and contractors, and to construct bridges, buildings, machinery, ships, engines, cars, and other equipment, tunnels, subways, docks, viaducts, aqueducts, canals, and other means of transportation. H. Lewis, H. W. Wilcox, C. M. Doolittle, T. C. Haslett, A. L. Scott, Hamilton, Ont., are the provisional directors.

W. L. Parish, Mayor of Port Perry, Ont., had an interview with the Minister of Railways and Canals, Dec. 6, with reference to the low water in Lake Scugog, which interferes with navigation there. It is alleged that the Flavell Co., of Lindsay, which was granted certain water privileges in 1843, is using a greater quantity of water than it is entitled to do, and an enquiry, and if necessary a restriction of the privilege, is asked for. The dam and locks at Lindsay, formerly owned by the Ontario Government, and now forming a part of the Trent Valley Canal system, have been taken over by the Dominion Government.

Manitoba, Saskatchewan, Alberta, Etc.

E. T. Case has been elected Vice-President of the Winnipeg, Winnipegosis and Cumberland Steamship Co.; and J. F. O'Callaghan has been appointed General Manager to succeed J. K. McKenzie.

An order-in-council was passed recently, which approved of the location and reservation as a public highway, of a roadway constructed from the plant of the Winnipeg Electric Ry., via Pinawa channel, to the Winnipeg River, near Lac du Bonnet, Man. Some time ago the company signified its intention of widening the navigable channel of the river at this point, and subsequently the city council proceeded with the construction of its power development plant. In connection with the plant, the city council let a contract for the construction of a tramway to connect the city with the point at which the power plant was to be erected, which necessitated the construction of a bridge across the river at the Pinawa channel. A temporary trestle which was erected brought about the starting of operations on the channel widening by the Street Ry. Co., and a clash between the two gangs of men ensued. The city council was to have appealed to the Dominion Government with a view to ascertain whether or no the company has the right to widen the channel, but an arrangement has been arrived at, whereby the work is to be proceeded with, and the necessity for such a step obviated. At Dec. 5, seven piers of the bridge had been completed, and it is hoped to have the remaining six erected about the end of this month. The bridge is built on wooden cribs and will be about 980 ft. long.

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The freight steamboat Alaskan, running between Seattle and Skaguay, ran aground near Cape Mudge, Vancouver Island, Dec. 9.

It is understood that the Union Steamship Co. will shortly place a contract for the construction of a vessel at a British Columbia port for its coast service.

The Union Steamship Co.'s new steamboat Caribou will, it is reported, be completed early in the year, G. T. Legg having gone to England to bring her out.

The details of the new dredger, for use in Victoria Harbor, which was built at Polson's Iron Works, Toronto, have arrived at New Westminster, where the vessel is to be put together.

The Puget Sound Bridge and Dredging Co., with head offices at Seattle, Wash., has been licensed under the Act respecting extra-provincial companies, to carry on its business in British Columbia, with R. M. Dyer, Vancouver, as its attorney.

The Columbia River Timber and Transportation Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$50,000, to carry on the business of lumbermen, and to acquire, build and operate steam and other vessels in the interests of the company.

The Chilliwack Manufacturing Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$15,000 and power to carry on the business of timber merchants, and in connection therewith to acquire and operate steam and other vessels, and to carry passengers and merchandise, collecting fares and freight charges therefor.

The Queen Charlotte Islands Development and Mining Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$100,000, and power to carry on the business of timber merchants, etc., and to acquire, maintain and operate wharves, piers, docks, steam and other vessels, and to receive goods, as wharfingers, warehousemen and general carriers.

A press report states that a company is being formed in Vancouver for the purpose of purchasing a vessel and placing it on the Fraser river, between New Westminster and Chilliwack, in the passenger and freight service. At present there are two vessels making alternate trips on this route, viz., the C.P.R. steamboat Beaver, and the Ramona, owned in New Westminster.

Columbia Agencies, Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$50,000, and power, amongst other things, to purchase, build or otherwise acquire steam and other vessels, vehicles and appliances necessary for the carrying on of the business of general carriers by land and water, and to promote or assist companies to carry out such purposes.

The National Construction Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$50,000, to carry on a general contracting business, and construction of buildings; to acquire docks, wharves, etc., necessary for the loading and equipment of vessels, and to build, charter or otherwise acquire steam and other vessels, and to carry passengers and merchandise.

The Canadian Fish and Cold Storage Co. is being organized to carry on a fishing and storage and produce business on the Pacific Coast, with headquarters at Prince Rupert, B.C. The company proposes to purchase ten large motor-propelled fishing vessels. The provisional directors are: A. Kelly, Winnipeg; Jas. Carruthers, Montreal; J. W. Stewart (Foley Bros. & Larson); G. H. Collins, Vancouver, B.C.; G. Starratt (New England Fish Co.).

St. Lawrence Power Co.'s Proposals.

The St. Lawrence Power Co. was originally incorporated in the State of New York as the Longue Sault Development Co., having for its object the development of electric energy, by means of the flow of the St. Lawrence River at the Longue Sault rapids. The original proposal involved the construction of the power plant south of Barnhart Island, in the South Channel, and wholly in U.S. territory, but the later proposals are of a more elaborate character and include the construction of works in Canada to develop 50,000 h.p. These works will bring about the disappearance of the Longue Sault rapids, one of the most picturesque of the whole series of the St. Lawrence rapids. This being the case, the whole matter was brought within the purview of the Interstate Waterways Commission, which has before it all questions affecting the rights of Canada and the U.S. in the boundary waterways. The important question raised by the proposals of the company is whether or not the carrying out of the works will lower the level of the St. Lawrence, and in any way impede navigation.

This question was recently fully pressed upon the consideration of the Canadian section of the Commission by representatives of the Shipping Federation of Canada, the Dominion Marine Association, and the Montreal Harbor Commission. The Richelieu and Ontario Navigation Co. is opposed to the project in its entirety, on the ground that the destruction of the Longue Sault rapids would be a loss to the company of what is now a valuable asset, and would lead to works being undertaken which would end in the destruction of the Lachine rapids. The Cornwall Electric Ry. Co., which at present obtains power from the river, is opposed to the proposal, but the project is supported by other Cornwall interests, on the ground that the C.E.R. Co. is not in a position to offer power for manufacturing purposes. It has been arranged that some engineers are to be selected for the purpose of giving an independent report upon the whole question.

The proposal of the company involves the construction of two dams, one across the main channel and the other across a secondary channel. The power-house, it was intended, should be built near the east end of Barnhart Island, and butt on the Canadian shore, forming a third dam. The water in the river above the power-house would rise above the crest of the dam, and it was proposed to raise the level of the water 5 ft. above the present level in the Cornwall canal. The St. Lawrence Power Co. would build a lock half a mile above lock 20, and a channel 800 ft. wide through the present Little River, between Sheek and Barnhart Islands, for the passage of vessels downwards. Going up the vessels must pass through the canals and channels to the north. On the southern side the U.S. Government, it is stated, will insist upon the construction of a lock off Longue Sault Island, and the company proposed to put in a lift lock there. These works, it was contended, would not interfere with the navigation of the river, except that vessels would have to go through the lift lock. There would be no pond nor lake for the storage of water, and under normal conditions the flow of water would be as at present. It was also contended that inasmuch as the rapid flow of water would be retarded by the carrying out of these works, the formation of fragile ice would be checked with beneficial results.

The American Bureau of Shipping will note in its Record of American and Foreign Shipping, for this year, what ships are equipped to receive submarine signals.

LIST OF STEAM VESSELS REGISTERED IN CANADA FROM NOV. 15 TO DEC. 14, 1907.

Name.	No.	Where and When Built.	Engines, etc.	Length	B'dth.	Depth.	Gross tons.	Reg. tons.	Home Port.	Owners.
Caprice.....	107,425	Middleton, Conn., U.S., 1907	Screw 4 N.H.P.....	35.2	7.8	3.3	9	6	Brockville, Ont.....	A. C. Hardy, Brockville, Ont.
Collingwood..	117,089	Collingwood, Ont., 1907....	" 163 "	386.0	50.0	23.0	4315	3285	Collingwood, Ont....	Farrar Trans'n Co., Ltd., Collingwood, Ont.
Hattie Bell...	122,560	Bridgenorth, Ont., 1907....	" 1 "	40.1	8.0	3.0	8	5	Peterborough, Ont....	Mrs. N. G. Bell, Bridgenorth, Ont.
Mabel D.....	117,088	Collingwood, Ont., 1907....	" 10 "	64.0	15.0	6.6	38	26	Collingwood, Ont....	F. W. Doty, Goderich, Ont., and R. J. Morrill, Collingwood, Ont.

LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA FROM NOV. 15 TO DEC. 14, 1907.

Name.	No.	Where and When Built.	Rig.	Length	B'dth.	Depth.	Gross tons.	Reg. tons.	Home Port.	Owners.
Algonquin.....	125,987	Montreal, 1907.....	Dred.	90.8	36.6	6.9	372	335	Montreal, Que.....	H. M. Connolly, Montreal.
Bessie Willow..	122,089	Point Prim, P.E.I., 1907....	Schr.	39.6	12.2	5.4	17	17	Charlottet'n, P.E.I.	S. McLeod, Point Prim, P.E.I.
H. R. Silver....	122,313	Lunenburg, N.S., 1907....	"	114.0	29.0	10.7	240	199	Lunenburg, N.S....	W. C. Smith, Lunenburg, N.S.
Tsidore.....	125,993	St. Alexis, Que., 1907....	Barge	106.0	22.5	7.8	162	162	Quebec, Que.....	J. C. Kaine, Quebec, Que.
Mildred.....	122,314	Lunenburg, N.S., 1907....	Schr.	107.0	27.0	10.8	199	166	Lunenburg, N.S....	W. C. Job, St. John's, Nfld.
Silver Star.....	116,555	Lower Selmah, N.S., 1907....	Barge	88.9	26.2	7.9	121	99	Maitland, N.S.....	A. M. Anthony, Lower Selmah, N.S.
Stanley.....	125,992	St. Alexis, Que., 1907....	"	106.0	22.5	7.8	162	162	Quebec, Que.....	J. C. Kaine, Quebec, Que.
Sultana.....	122,561	Gore's Landing, Ont., 1907....	"	63.5	16.0	3.9	29	29	Peterborough, Ont.	W. Harris and D. McAllister, Gore's Landing, Ont.
Vivian.....	126,021	Ingonish, N.S., 1907....	Schr.	55.0	14.0	7.2	25	25	Sydney, N.S.....	M. S. Hackett, North Sydney, N.S.

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MARINE NOTES FROM THE DUAL PORTS.

Our Port Arthur correspondent wrote, Dec. 12: The season of navigation just closed has been, on the whole, satisfactory to vessel owners on the Canadian side of the Lakes. While the quantity of grain fell some five millions of bushels short of the season of 1906, this shortage was more than compensated for in the increased volume of westbound package freight and coal.

Up to the end of Aug., each month showed a steady increase over the same month of 1906 in package freight, but the late harvest, and financial stringency, caused a notable falling off for Sept., Oct. and Nov.

The C.P.R. received 800,000 tons of coal over its docks at Fort William; the Canadian Northern Ry. received 700,000 tons over the Pittsburg dock at Port Arthur.

Freight rates on grain were well maintained up to the time the money stringency set in, from that on to the close, they were scarcely up to the average of the spring and summer.

Casualties of a more or less minor character were very numerous, caused mainly by strandings of the larger class of steel vessels in the inter-lake channels. Lake Superior contributed two very serious ones, in the loss of the steamer Cyprus with 22 lives, and the steamer William Nimick with 8 lives.

Following is a statement showing the kinds, quantities and destination of all grain shipped out of the dual ports for the season of 1907:

Destination	WHEAT		OATS		BARLEY		FLAX
	Canadian Vessels	Foreign Vessels	Canadian Vessels	Canadian Vessels	Foreign Vessels	Canadian Vessels	
Owen Sound.....	1,141,998.20		952,204.02	178,745.44			
Midland.....	2,208,028.50		34,493.24	24,139.02			
Tiffin.....	376,657.10		154,562.02	77,240.22			
Depot Harbor.....	2,353,062.10		70,337.32	17,495.20			
Collingwood.....	159,772.10		13,415.20				
Point Edward.....	1,168,299.50		55,705.18	31,100.28		15,000.00	
Meaford.....	687,879.10		176,884.30	41,637.28			
Goderich.....	1,833,674.10		126,153.32			128,699.27	
Welland Canal.....	430,594.20					31,701.44	
Kingston, Prescott and Montreal.....	4,929,673.30		450,528.22	116,419.20		142,092.26	
Port Huron.....	106,093.50	101,395.50	6,334.02				
Buffalo.....	1,029,164.50	3,414,437.30		51,471.20	40,273.44		
Erie.....	300,181.00	219,392.20					
Chicago.....		85,554.20					
Canadian vessels.....	16,725,077.20	3,820,779.20	2,040,616.84	538,247.84	40,273.44	317,492.97	
Foreign vessels.....	3,820,779.20			40,273.44			
1907.....	20,545,856.40		2,040,616.84	578,521.28		317,492.97	
1906.....	25,160,266.10		2,238,769.16	379,548.08		208,226.34	
Decrease.....	4,614,409.70	Decrease....	198,152.32In.	198,973.20	Increase....	109,266.6	

Winter Navigation of Great Lakes.

A. A. Wright, President of the Dominion Marine Association, wrote on Nov. 28:

"Dr. Smellie, M.L.A., is reported as stating that navigation should be kept open on the Great Lakes for ten months, etc. Now, breaking ice is not the only thing, and if Dr. Smellie will make a few trips between Nov. 1 and Dec 5, when insurance closes navigation, standing watch on the bridge of a freight steamer with the officers, he will realize that sailing a steamer on Lake Superior in winter and sailing her in a comfortable, steam-heated hotel or office are two different propositions. He should know that it is almost inhuman to send men out on vessels when the temperature is away below zero, snowstorms frequent, vessels becoming covered with ice on weather side to such an extent that they list until the compass is affected, taffrail log rendered useless by ice, till no captain can be sure of his location when approaching Passage Island going up, or Whitefish Point coming down, decks covered with ice so that a man cannot keep his feet while the vessel is thrown around by the force of the sea.

"I will guarantee that if the men who are asking for ice-breaking and winter navigation had to sail the boats we would hear no more of such nonsense. Experience has amply proved that the average of reasonably safe navigation on Lake Superior is only from May 1 to Dec. 1 or 5. Insurance rates were advanced last spring nearly 20% as a result of ice-breaking in 1906, which shows what the result was.

"Another thing is in case of stranding on the uninhabited shores of Lake Superior. The Golspie case shows what is the least that could happen, as that was early in the season. After Dec. 1 every man of a crew would perish.

"It has been stated also that vessels were coming into Fort William slowly, that the elevators, working nights, days and Sundays,

had shipped 1,000,000 bush. last week, the greatest of any week this season, and that elevators were full, etc. A few facts on this point might be of interest: Elevator B has loaded 200,000 bush. on a steamship in two hours. The Empire and C.N.R. can do as well, so that the elevators could load 1,000,000 bush. in a day if they tried. Elevators there have a storage capacity of close to 20,000,000 bush. and official stocks on Nov. 23 were only 6,648,000 bush. Canadian vessels alone have a carrying capacity to Georgian Bay of over 5,000,000 bush. per week if the railways and elevators could handle that quantity.

"Canadian vessels have been carrying United States grain, coal and ore, virtually killing time since Sept. 1, because they could not get cargoes of wheat from Fort William, and it takes an average of two days or more to load a steamship at Fort William and Port Arthur, while the same boat would be loaded at Duluth or Chicago in 12 hours.

"If Dr. Smellie and others who talk of winter navigation would use their efforts to improve the despatch in loading and get shippers to ship their grain earlier there would be no need of exposing men and vessels in Dec. to the dangers of Lake Superior, or asking the Dominion Government to spend public money breaking ice."—Toronto Globe.

Stranding of the S.S. Montreal.

Commander O. G. V. Spain, R.N., Dominion Wreck Commissioner, has given the following judgment in the case of the stranding of the C.P.R. Co.'s S.S. Montreal, near lighthouse no. 2, Lake St. Peter, Que., on Oct. 29 about 5.30 p.m., the judgment being concurred in by Capt. A. Reid, Port Warden of Montreal, and W. Gauthier, branch pilot for and above Quebec harbor, who sat with him as assessors:

"That the S.S. Montreal was fully found in all the necessary requisites to safe navigation, and properly manned in every particular in

accordance with the Act; that the machinery and steering gear worked well: and that the pilot's orders were promptly attended to. It appears from the evidence adduced that all went well on the voyage until after the vessel passed Quebec, where branch pilot L. Bouille, who holds a pilotage certificate for and above Quebec harbor, was taken on board and took charge of the navigation of the vessel. There was no trouble whatever experienced up to the time of passing the buoy on the south side of the channel, below lightship 2; the pilot himself steering, and a strong wind blowing from the north. At this place the Montreal took a sudden sheer to starboard (probably from the fact of having too much port helm at the time, although after passing the buoy the helm was put hard a starboard), and took the ground near lightship 2, striking her port bow against the crib and concrete base of the collapsed light-tower, thereby causing serious damage to the port side of the vessel, filling no. 1 hold and no. 2 deep tank, with water, and damaging a large portion of cargo. The vessel remained stranded until 8 a.m., Nov. 3, when, after lightening a good portion of the cargo, she floated and proceeded on her voyage to Montreal. The testimony as to the working of the engines and the orders given shortly before the accident occurred is conflicting, but the Court considers that the evidence brought forth proves that the instructions of the pilot, in regard to the movements of the engines, were obeyed, and that he was responsible for any orders given. The Court considers that the stranding was caused by the wrongful act of the pilot and adjudges him guilty of a grave error of judgment in (1st), attempting to cross Lake St. Peter and not anchoring at the new anchorage ground, opposite white buoy 57, when he found the vessel was not (as he claims) steering well, and darkness was rapidly approaching; and (2nd), although the channel is 600 ft. wide at this point, by attempting to pass north of lightship 2, which was evidently his intention, as, after the vessel had taken the ground, he gave the order 'full speed ahead' on both engines, and 'hard-a-port'. The Court takes into consideration the long experience, 18½ years, which Bouille has had as a pilot, his uniform good conduct and freedom from accidents during this period; and, in view of these facts, desires to be as lenient as possible, under the circumstances, but cannot overlook the grave error in judgment that he made on this occasion; and, therefore, impose a fine of \$75, to be paid in three quarterly instalments of \$25 each; the first instalment to be paid on Jan. 1, 1908. The Court exonerates the master and officers of the S.S. Montreal from all blame."

The recent death of F. Carbray has caused a vacancy on the Quebec Harbor Commission, which it is anticipated will be filled by the election of Hon. J. C. Kaine.

The Government steamship Lady Laurier was recently engaged in repairing and replacing buoys and lights on the coast of Nova Scotia, where several of the buoys had got adrift, causing grave danger to navigation.

The Dominion Steamship Line are having built at Belfast, Ireland, the first of the two new vessels which it was recently arranged to add to the fleet. She will be provided with three propellers, the centre one being driven by a turbine and the others by reciprocating engines.

The work of re-uniting the two sections of the C.P.R. steamboat Keewatin has been completed, and the vessel berthed at Owen Sound for the winter. In addition to the uniting of the sections, some small repairs were also undertaken, she having touched bottom when coming up the St. Lawrence river.

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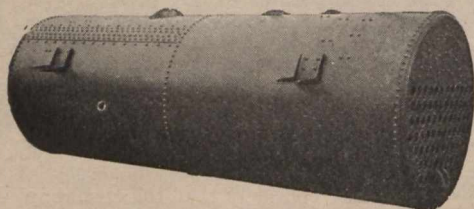
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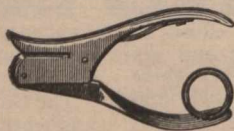
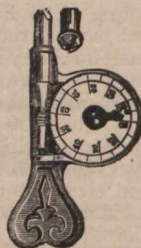
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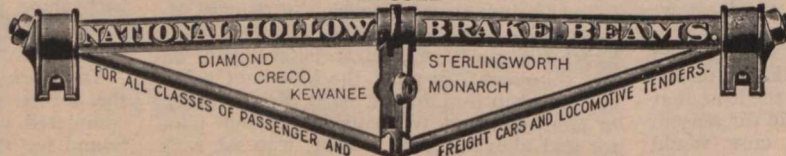


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Notices to Mariners.

No. 115. Nov. 5.—Ontario Lighthouse Division—299. Quebec, Lake St. Louis, Ottawa River mouth, Ile Perrot, change in lighting arrangement. Ontario—300. Lake Ontario, Kingston harbor, magnetic variation. 301. Lake Ontario, gas buoy marking wreck of Sir Wilfrid removed.

No. 116. Nov. 6.—Nova Scotia—302. Cape Breton Island, south coast, Louisburg harbor, intended change in fog alarm at outer light station. 303. Prince Edward Island, east coast, off Panmure ledge, buoy established.

No. 117. Nov. 6.—British Columbia—304. List of wireless telegraph stations established by the Government of Canada. 305. Vancouver Island, west coast, Hesquiat harbor, shoal patch off entrance.

No. 118. Nov. 7.—Quebec—306. River St. Lawrence, ship channel between Quebec and Montreal, Lake St. Peter, Yamachiche bend, anchorage, alterations in buoyage. 307. River St. Lawrence, chart, Three Rivers to Becancour, issued.

No. 119. Nov. 11.—Quebec—308. River St. Lawrence below Quebec, Portneuf-en-bas lighthouse damaged by storm, temporary

326. Queen Charlotte islands, north coast, Parry passage and approaches, dangers, hydrographic information, sailing directions. 327. Hecate Strait, Edey passage, western approach, uncharted shoals.

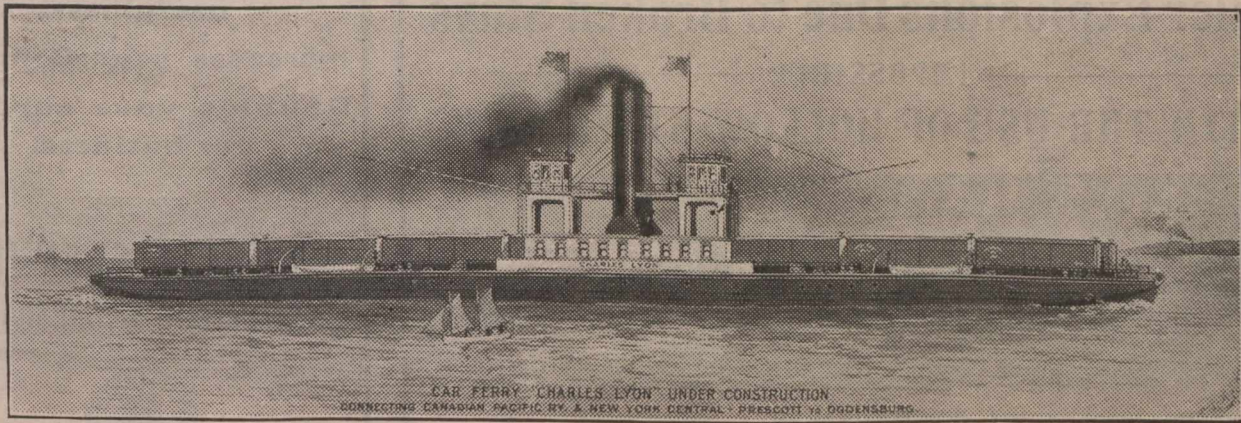
No. 126. Dec. 2.—British Columbia. 330. Strait of Georgia, Active pass, Gossip shoals, bell buoy established. 331. Johnstone strait, Siwash rock, buoy established. 332. Johnstone strait, Ripple shoal, buoy established. 333. Broughton Strait, Haddington reefs, gas buoy established. 334. Fitz Hugh sound, north entrance to Rivers inlet, uncharted rock southward of Swan rock, buoy established. 335. Fisher channel, Walbran rock, change in character of buoy. 336. Telegraph passage, Bloxam shoal, buoy established. 337. Chatham sound, Metlakatla bay, Alford reefs, gas buoy established.

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

No. 49. Dec. 7.—2233. Detroit River, lightvessel, float lights and light buoys to be withdrawn for the winter. 2237. Lake Ontario.—New York.—Gas buoys to be withdrawn for the winter. 2240. Nova Scotia, southeast coast, St. Mary River, hydrographic information. 2241. Nova Scotia.—

The general dimensions are: length, over all, 280 ft.; breadth, moulded, 40 ft.; depth, moulded, centre, 22 ft.; depth, moulded, ends, 18½ ft.; draught, full load, 12 ft. It is intended to run the ferry all the year round between Prescott, Ont., and Ogdensburg, N.Y., connecting the C.P.R. with the New York Central. The boat was named after the father of the Car Ferry Co.'s President, Capt. D. H. Lyon, of Ogdensburg.

Blue Book of American Shipping.—The Penton Publishing Co., Cleveland, Ohio, has issued the 12th annual edition of the Blue Book of American Shipping, containing 540 pages—the largest and most complete volume yet issued. The list of vessels is divided into sections, viz.: Steam and sail vessels of the coasts and rivers; U.S. steam and sail vessels of the Great Lakes; Canadian steam and sail vessels of the Great Lakes; to which are added lists of the vessels grouped under the names of the owners, managers or operating companies. This list is corrected to April 1, 1907, and consequently shows the state of the U.S. and Canadian mercantile marines at the opening of the past season of navigation. The volume also contains lists



CAR FERRY "CHARLES LYON" UNDER CONSTRUCTION
CONNECTING CANADIAN PACIFIC BY A NEW YORK CENTRAL-PRESCOTT TO OGDENSBURG

light. 309. Saguenay river, Cape East, light established.

No. 120. Nov. 13.—Quebec—310. Gulf of St. Lawrence, Esquimaux point, Walrus channel, range lights established. 311. Gulf of St. Lawrence, Magpie bay, Ramblers cove, range lights established. 312. River St. Lawrence, ship channel between Quebec and Montreal, Ile aux Raisins, range lights moved, new front range lighthouse.

No. 121. Nov. 15.—Ontario—313. River St. Mary, Sault Ste. Marie canal, upper entrance, float light replaced by gas buoy. 314. River St. Mary, Vidal shoal, float light replaced by gas buoy. United States of America—315. Lake Champlain, Burlington harbor, Burlington breakwater south light station, fog bell established. 316. Lake Ontario, eastern end, Stony Point light, change in characteristic. 317. Lake Erie, Buffalo, Niagara River range lights, change in color.

No. 122. Nov. 18.—Quebec—318. River St. Lawrence, Orleans Island, St. Jean, light improved. 319. River St. Lawrence, Orleans island, St. Laurent, light improved. 320. River St. Lawrence, Quebec, new front range lighthouse.

No. 123. Nov. 20.—New Brunswick—321. East coast, Strait of Northumberland, Cape Tormentine, new back range light tower. 322. East coast, North Tracadie, back range lighthouse raised, light improved. Newfoundland.—323. East coast, Twillingate (Toulinguet) harbor, wharf and light destroyed. Ireland.—324. East coast, Rosslare approaches, shoals in approach. England.—325. West coast, Bristol channel, Avonmouth, leading lights altered.

No. 124. Nov. 22.—British Columbia—

Southeast coast, Sable island, west end light, reported irregularly. 2253. British Columbia, Queen Charlotte islands, Frederick island, anchorage.

The Car Ferry Charles Lyon.

The Canadian Pacific Car and Passenger Transfer Co.'s icebreaking car ferry Charles Lyon was launched from the Polson Iron Works, Toronto, Dec. 7. The christening ceremony was performed by Mrs. J. B. Miller, wife of the President of Polson Iron Works, Ltd. The hull is constructed of steel throughout, conforming to the highest class of the American Bureau of Shipping, and is extra heavily built, with ice belt to withstand the strain due to ice crushing. She is double-ended, in order to facilitate rapid loading and unloading, and is arranged to carry fourteen loaded cars on double tracks, in addition to having suitable accommodation for passengers. Her engines and boilers, which have been designed and will be constructed by the Polson Co., will have attached air pumps, ballast pumps, etc. There will be two sets of vertical inclined compound jet-condensing engines, each having cylinders 22 and 44 ins. diameter by 30 ins. stroke, and each set capable of developing 1,000 i.h.p., or 2,000 h.p. in all. Engines to be equipped with attached jet condensers and air pumps, and steam supplied from four boilers of the Scotch water back type, each 11 ft. 4 ins. long, by 11 ft. diameter, tested to a working pressure of 130 lbs. per sq. in., and operated by a forced draught. There are also two steam steering engines and gears, four patent steam capstans, searchlights, steam heating, sanitary system, and an electric lighting system.

of shipbuilders and repairers, dry docks, associations for the advancement of marine interests, employers' and employes' organizations, Government officers and officials having to do with marine interests, and general statistics relating to the trade of 1906. In addition there are lists of the principal shipowners of the world, of the naval architects and engineers of the U.S. and of Europe, together with a large amount of miscellaneous information and useful tables.

It was decided in a case at St. Thomas, Ont., Dec. 30, that a fisherman is not a seaman within the meaning of the Canada Shipping Act, and therefore cannot claim exemption from garnishment, provided in the Act for seamen.

A ship canal connecting lakes Michigan and Superior, it is reported, will be undertaken in 1909, and completed in about four years. The route proposed is by way of the Whitefish River, Mud Lake, Au Train Lake, and Au Train River.

The hearing of the petition for the winding up of the Upper Ontario Steamboat Co., Ltd., was adjourned to Jan. 7, so that a detailed statement of the company's affairs can be put in. The company claims that it is quite solvent, and that the assets show a considerable surplus over liabilities.

Carrière Bros. Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$150,000 and offices at St. Louis, Que., to carry on the businesses of dealers in timber and of general contractors, and in connection therewith to acquire and operate steam and other vessels to carry on a shipping and transportation business.



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Marine Interests in Parliament.

The Canadian Shipping Act, Consolidated Statutes of Canada, 1907, Cap. 113, is being brought up for consideration at the current session of the Dominion Parliament, three bills for its amendment having been introduced into the House of Commons.

Mr. Lancaster's Bill, which proposes to amend sec. 75 by striking out the words in the second and third lines, "or for persons domiciled in Canada for at least three years," and by repealing sub-section two of the same section, is the same bill introduced in 1907 for the purpose of limiting the granting of certificates for navigating Canadian vessels to Canadian citizens.

Mr. Maclean, Lunenburg, N.S., has introduced a bill having for its object the substitution of a new definition of a coasting voyage for that at present contained in par. 6, sec. 72, of the Act. The paragraph proposed to be inserted defines coasting voyage

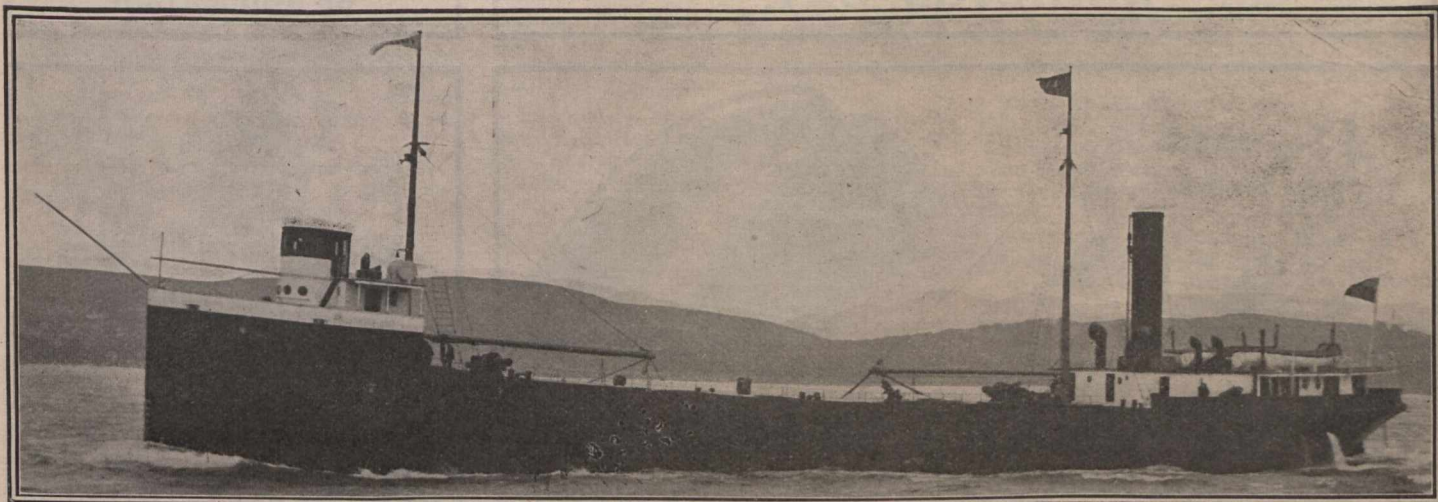
of the single cylinder type, or 18 n.h.p. if it is of the compound type, other than a steam yacht used exclusively for pleasure or private use, without hire or remuneration whatever."

Motor Lifeboat for Vancouver Island.

The new motor lifeboat built to the order of the Dominion Department of Marine, in the U.S., has arrived at Victoria. The tests which took place recently were overlooked by Col. Anderson, Chief Engineer of the Department. The boat is 36 ft. over all, 8 ft. 1½ in. beam, built almost completely of mahogany, and fastened with gunmetal and copper, no iron being permitted. It is diagonally planked in two layers, with canvas between, and is self-baling and self-righting, with the crew lashed to the thwarts. It is divided into eight watertight compartments below the deck, and each compartment is filled with

The Steamships Kenora and Regina.

The Canadian Lake Transportation Co.'s new steamship Kenora has arrived on the lakes, and on the re-opening of navigation she will be placed on the Montreal-Fort William route. She was launched Sept. 3, and crossed the ocean in ballast, arriving at Montreal at the end of Nov., where she loaded sugar for Hamilton, on delivery of which she will return to Toronto, where she will be berthed for the winter. The Kenora, of which the Regina is a sister ship, was built by A. McMillan & Son, Ltd., Dumbarton, Scotland, and is a single-screw steamer, built in accordance with the regulations of the British Corporation for the survey and registration of shipping. Her general dimensions are: length over all, at upper deck, 256 ft.; between perpendiculars, 249¼ ft.; over stem and stern post, 243 ft.; beam, moulded, 42½ ft.; depth, moulded to upper deck, 23 ft.; height at side between decks, 8½ ft.;



THE CANADIAN LAKES TRANSPORTATION CO., LTD., S.S. KENORA.

as "a voyage between Canada and Newfoundland, or St. Pierre or Miquelon, or a port or place on the eastern coast of the United States, or Mexico, or Central America, or in the West Indies, or on the eastern coast of South America, not further south than Rio de Janeiro; and also means a voyage between any port or place on the western coast of Canada, and any other port or place on such coast, or on the western coast of the United States, not further south than the harbor of Portland, Ore., and not further north than Cape Spencer, Alaska, or any inlet or bay having its entrance on the eastern side of the said cape." It also proposes to amend sections 96, 97 and 98, by substituting 300, 300 and 500 for 100, 200 and 500, respectively; and sec. 477 by adding a new paragraph (g) "Ships making or entering a harbor for refuge."

The bill to amend the clauses of the Act respecting the exemption from inspection and the employment of engineers, which has been brought forward annually for several years past by L. McCarthy, has again been given its first reading. It proposes to amend sec. 566 by striking out paragraphs b, c and d, and by substituting therefor one new paragraph (b) as follows: "No steamboat having an engine under 10 n.h.p., if it is of the single cylinder type, and 18 n.h.p. if it is of the compound type, shall be subject to any of the provisions of this part," and sec. 641, sub-sec. 1, by striking out the words, "or any freight steamboat of over 150 tons gross," in the third and fourth lines, and by substituting therefor: "Or any steamboat having an engine of more than 10 n.h.p. if

copper air-cases, 82 in all. It is lug rigged with foresail, mainsail and jib, with hollow masts, gunmetal centreboard, and is also fitted for ten oars. A 35-40 h.p. six-cylinder four-cycle gasolene motor is installed in the after end compartment, which gives a speed of 9¾ miles an hour with 650 revolutions. The controls are so arranged on the outside of the compartment bulkhead in recessed boxes that the motor can be readily managed from the outside when the compartment is closed watertight. A fuel tank of 125 galls. capacity is located in the lower hold just forward of the centreboard trunk, and an auxiliary fuel tank of 25 galls. capacity is placed under the turtleback of the forward end compartment, into which the fuel is pumped from the main tank as required. This supply is enough for about 40 hours' running. The fuel pipe to the motor leads from the auxiliary tank outside along the garboard. A glass in the forward bulkhead enables the height of the fuel to be seen in the sight tube attached to the auxiliary tank. It is fitted with jump spark ignition, the current being supplied by ignition apparatus, which also furnishes current for a stationary and drop light in the motor room, and a light by the sight tube of the auxiliary tank forward. The whistle is operated by air, compressed by the motor. The boat is steered by a wheel, which can be instantly detached from the rudder head, in case the steering oars are to be used in a bad surf, and the rudder is to be triced up. The cost of the boat was about \$15,500. Capt. W. Gillen, a Nova Scotian, has been appointed coxswain.

canal draught with full cargo, 14 ft.; dead weight on canal draught, gross, 1,950 tons. She is double-decked, with sunk forecastle, water bottom, with deckhouse aft. Texas and chart house on top of forecastle, and wheelhouse over texas. She is rigged with two short pole masts. There are six cargo hatches, four being 8 ft. long, and two 16 ft. long; boiler hatch, 26 by 22 ft.; engine hatch, 16 by 10 ft. The berth and stateroom accommodation includes owner's stateroom, cabin and bathroom, captain's quarters, officers', engineers' and crews' quarters, with separate dining and bathrooms. The engines are of the direct-acting, triple-expansion, vertical, surface condensing type, with cylinders, 17, 28, and 46 ins. diameter, by 33-inch stroke. The main feed pump has single cylinder, 7½ ins. diameter at steam end, 5½ ins. diameter at water end, by 15 ins. stroke; centrifugal circulating pump, 7 ins. type by 26 ins. impellor, maintaining a vacuum of 26 ins., with engines at full speed. Steam is supplied by two Scotch boilers, each 11 ft. long, by 12 ft. diameter, at a pressure of 185 lbs. per sq. in. Auxiliary duplex feed pump, 9 by 6 by 10 ins.; ballast pump, 9½ by 11½ by 18 ins.; sanitary pump, 6½ by 5 by 10 ins.; and ash ejector worked by air feed pump are provided. Current for lighting is supplied from a direct current, constant potential, compound wound, multipolar, direct connected, and self-regulating dynamo, driven by an engine of a vertical double cylinder high speed encased type. There is a steering engine with cylinders 7 and 6 ins. diameter, a steam capstan fitted aft, and two 3-ton double cylinder steam winches.

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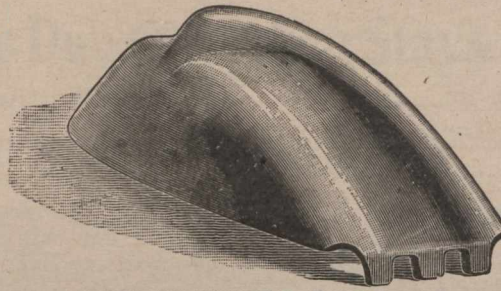
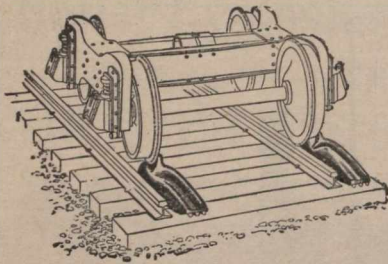
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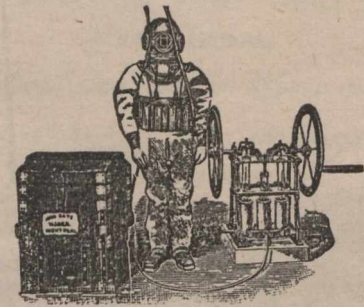


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THE EDMONTON, YUKON AND PACIFIC RAILWAY COMPANY.

NOTICE is hereby given that The Edmon-
 ton, Yukon and Pacific Railway Com-
 pany will apply to the Parliament of Canada,
 at its next session, for an Act extending the
 limit of the issue of bonds, debentures or
 other securities to the sum of \$25,000 per mile
 in respect of the company's line constructed
 or to be constructed east of the Foothills of
 the Rocky Mountains, and to \$35,000 per mile
 on other portions of the company's line.

GEO. F. MACDONNELL,

1 Toronto St., Toronto,

Assistant Solicitor.

Toronto, Ontario, 23rd November, 1907.

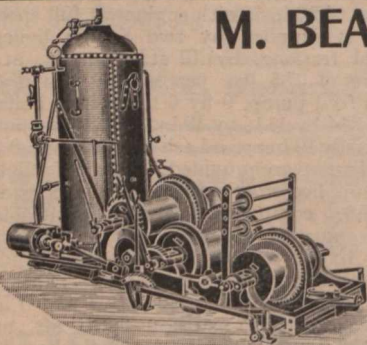
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 and Sand, Stone Derricks, Clam-Shell Buckets, Steel
 Skips, Coal and Concrete Tubs and other Contract-
 ors' Machinery.



THE VICTORIA ROLLING STOCK CO. OF ONTARIO, LIMITED.

NOTICE is hereby given that a dividend
 of six per cent. on the paid-up capital
 stock of the Company for the half-year ended
 Nov. 30th, 1907, has been declared payable
 Dec. 1st, 1907, to the shareholders on record
 as of the 30th of Nov., 1907.

By order of the Board,

R. A. SMITH, Secretary.

Toronto, Nov. 19th, 1907.

Telegraph and Cable Matters.

Hon. L. P. Brodeur announced, Dec. 16, that the Government had entered into an arrangement for the erection and equipment of five wireless telegraph stations on the Pacific coast.

The Dominion Deforest Wireless Telegraph Co.'s stock, stores, etc., used in connection with its business, together with office furniture and fittings in Montreal, were sold by auction, Dec. 16, by order of the liquidators.

An injunction was granted recently restraining the Ontario Power Co., and the Falls Power Co., from erecting poles and transmission wires on Hallam St., Welland, Ont., in close proximity to C.P.R. telegraph and Bell Telephone Co.'s lines.

The Dominion Minister of Public Works has stated in the House of Commons, that the receipts of the Yukon telegraph system from Mar. 31 to Dec. 11, were \$52,725, the expenses \$136,188, and there had been no expenditure on capital account.

B. Brooks, General Superintendent, accompanied the Assistant Superintendent and Electrician of the Eastern Division, Western Union Telegraph Co., on a tour of inspection of the company's lines and offices in the Maritime Provinces, during Dec.

A. A. Allan and R. Bickerdike have been elected President and Director, respectively, of the Marconi Wireless Telegraph Co. of Canada. The elections were rendered necessary on account of the recent death of Lt.-Col. Henshaw, the first President of the company.

The Western Union Telegraph Co. has declared the usual quarterly dividend at the rate of 5% per annum. The dividends will be paid by the issue of new stock instead of cash. Since 1880, the company has always paid dividends in cash, with the exception of 1902, when a portion was paid in scrip.

Sir J. Ward, Premier of New Zealand, announced recently that he is urging the Pacific Cable Board to reduce its rates between Australasia and Great Britain from 1s. to 4d. a word. He also suggested that, in conjunction with Australia, an independent cable connection with Great Britain may be considered.

D. Pottinger, General Manager Intercolonial Ry., gave an interview to a committee of the telegraph operators on the Government Railways, Dec. 13, respecting an application for increases of pay of about 20%. It was understood that the result was considered satisfactory to the operators, and that a conference had been arranged with the Minister of Railways on the subject.

The testing of the new Dominion Government wireless telegraph stations on the British Columbia coast was successfully accomplished Dec. 2, and messages were exchanged at the rate of 30 words a minute. Reports state that it is the intention to establish a line of stations between Victoria and Prince Rupert at Cape Lazo, Estevan Point and Pachena, during this year.

F. J. Cross, an electrical expert, arrived in Vancouver, B.C., recently, on his return from the Fiji Islands, where he had been on behalf

of the British Government, to examine and report on the feasibility of establishing a series of wireless telegraph stations for a service between British Columbia and Australia and New Zealand. It is stated that such a scheme is practicable, at an approximate cost of \$500,000.

The Dominion Government British Columbia coast telegraph line connecting Victoria with Clayoquot, via Carmanah, San Juan, Cape Beale, Banfield, Alberni and Uclulet, has been taken over by the Public Works Department, and the service will be, in future, a night and day one, instead of a day service only, as heretofore. Until taken over by the Public Works Department, the line has been operated by the C.P.R.

The C.P.R. Telegraph Department has opened offices at Hardisty, Killam, Pincher Creek and Sedgwick, Alta.; Nicola, B.C.; Bradwardine and Ebor, Man.; Camperdown, N.S.; Auburn, Bala, Beauceage, Blyth, Coldwater, Credit Forks, Cunickel, Eady, Glencoe, Hobart, James Bay Jct., McGaw, Midhurst, Walton, Weissenberg, and West Moncton, Ont.; and Aylesbury, Bladworth, Colley, Creelman, Fairlight, Goven, Nokomis, Osage, and Wauchope, Sask.

The Minister of Marine, replying to a question in the House of Commons, Dec. 4, said the Department was informed by the Marconi Wireless Telegraph Co., that it was doing a regular commercial trans-Atlantic press business for certain newspapers. Ordinary public messages would be taken when all arrangements were completed. The service had been in operation since Oct. 17, the rates being: Government messages, 10c.; press messages, 5c. a word. These rates are in accordance with the Government contract with the company.

The Board of Conciliation appointed to investigate the disputes between the G.T.R. and its telegraph operators consists of Prof. Adam Shortt, Chairman, Wallace Nesbitt, K.C., representing the company, and J. G. O'Donoghue on behalf of the men. In the meantime, it is stated that the operators have been offered and have declined an increase of 10%, they considering that they are

entitled to 14%. In connection with the tendency towards increased pay, a press report states that all operators are being sounded by the central union organization, as to their feelings on the question of a general demand for an increase of 30% and an eight-hour day, to commence on March 1.

The Dominion Government telegraph line in Yukon Territory is reported to be in very bad condition, and complaints from business men at Port Simpson, Prince Rupert and Port Essington have been very frequent lately. The main line of the Yukon system extends from Ashcroft, a C.P.R. station about 200 miles east of Vancouver, to Dawson. Port Simpson, Prince Rupert and Port Essington are served by a branch of about 250 miles, which leaves the main line at Hazelton, and it is of this branch that complaint is made. It is stated that the line between Hazelton and Prince Rupert was down from Oct. 31 to Nov. 21, except for one or two short periods of a few hours each, and that the men engaged on repair work are too few and inefficient.

Control of Telephones and Telegraphs.

In the speech from the throne at the opening of the current session of the Dominion Parliament the Governor-General said: 'The time has arrived when the public interest requires that telegraph and telephone companies holding Federal charters shall be placed under Government control. A bill will be introduced for that purpose.'

In the debate following in the House of Commons, R. L. Borden asked the Government for some explanation of the paragraph, saying that there was nothing to indicate whether or not it meant bringing them under the control of the Railway Commission, as some of the speakers seemed to indicate.

The Premier in reply said it was better to know on this question where they were and what the platform of the Conservative Party was with respect to that question. There was a tendency in Canada at present, derived from the other side of the line, to denounce all corporations and represent them as inimical to the public weal. The truth was that

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the corporations, like all human institutions, were a mixture of good and evil. It was undeniable that corporations had sometimes acted mischievously, but it was also true that corporations had been one of the most potent agents of the creation and distribution of wealth amongst all classes of the community. It was undeniable that corporate capital, corporate labor and corporate effort would do more than individual capital, labor or effort. The member for South York said, "Down with all corporations, down with the railway corporations, and let the State perform the duties they are called upon to serve." The leader of the Opposition argued one way, and concluded the other, but the man who looked upon the question calmly and dispassionately must come to the conclusion that the interests which were served to-day by private enterprise were better discharged than they could be by the State. The question was as to a remedy, and he apprehended that the remedy was not to

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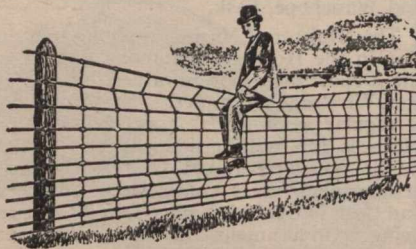
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entrust the railways to the State. The true policy was to have the corporations subjected to the control of Parliament, which would see they discharged their duties properly.

Mr. W. F. Maclean—What about Germany?

Sir Wilfrid—Thank God, we are not here to take example from Germany or Russia.

Mr. Maclean—What about New Zealand and Australia?

Sir Wilfrid answered that they were young commercial communities that had gone much further than he would agree to go. If the incentive of ambition and emulation were removed the result would be suppression of progress and the introduction of stagnation and immobility. He cited the C.P.R., first commenced as a Government enterprise, but finished and now operated by a private company, in support of his contention. So far as his recollection went, not a single word had been uttered against the change from public ownership. He alluded to many enterprises of the C.P.R., such as hotels, smelters, lake and ocean fleets, the operation of coal mines, and asked if his hon. friend pretended that this would exist to-day if the railway was a Government enterprise. It was true there were complaints in various parts of the country against the railway service, but the remedy was control by the Government and Parliament. Passing to the Opposition's platform relative to the nationalization of telegraphs and telephones, he took issue with the statements made in Mr. Borden's speeches as to the success of Government telegraph and telephones in Britain. The report of the British Postmaster-General showed that in the last fiscal year there was a net deficit on the telegraph branch of £652,000, and if interest on capital were added to the total, a loss of £923,000, while the telephone department did business at 20% less than cost. "Now, sir, upon this point, as upon the other," Sir Wilfrid went on, "we think on this side of the house that the remedy is not Government ownership, as has been advocated by my hon. friend, but private ownership and Government control. He has asked me what we mean in regard to this. We mean that we shall introduce legislation to increase the power of the Railway Commission, increase its membership as well, and give it control of telegraphs and telephones, as it has of railways."

General Telephone Matters.

The Hastings Telephone Co.'s line is being extended to Roslin, Ont.

The Melita-Arthur Telephone Co. has installed 15 instruments on its extension to Broomhill, Man.

J. R. Dargavel, Brockville, Ont., is promoting an independent rural telephone service in that neighborhood.

East Toronto, Ont., will, it is said, have an independent telephone system, to be in operation towards the end of 1908.

The Nova Scotia Telephone Co. has taken over the Central Telephone Co.'s line between Bridgewater and Middleton, N.S.

At a special meeting of the Niagara District Telephone Co., Ltd., recently, a proposition to increase its capital stock was discussed.

P. A. McPherson, local manager Bell Telephone Co., Omemece, Ont., was injured by an explosion of gas at a fire doing about \$16,000 damage there, Dec. 13.

The Lumsden and Lost Mountain Valley Telephone Co., Ltd., has been incorporated at Regina, Sask., under the Northwest Territories Companies Ordinance.

The Independent Telephone Co. has completed its initial installation at Caledonia, Ont., and has placed 60 instruments in connection with the local exchange.

An extension of the telephone system between Sydney and Florence, N.S., has been undertaken; poles have been erected, and it is hoped to have the installation completed very shortly.

The Saskatchewan Government has created a department of telephones in connection with the provincial railway commission. Construction work will, it is said, commence in the spring.

The Nelson, B.C., Board of Trade, has passed a resolution favoring the provision of a telephone system connecting some of the rural districts, and steps are being taken with that object in view.

Construction on the Cranbrook Telephone Co.'s line between Cranbrook and Fernie, B.C., a distance of 30 miles, has been completed, and work has been commenced on a line to Coldstream Valley.

The St. Philemon Telephone Co. has recently opened stations at St. Paul du Bouton, Marceau and Chabot, Que. By arrangement with the Bell Telephone Co., connections are made with that company's lines.

Joint meetings of the Farmers' Institute Clubs of Caledon, Mono Mills and Charlton, Ont., have been held to consider the possibility of establishing a co-operative system of rural telephones in the districts named.

The Muskoka Independent Telephone System, Huntsville, Ont., has been granted the privilege of erecting poles in Huntsville for 18 years, provided 10 miles of telephone line is constructed and in operation by Sept. 28, 1909.

The Dominion Government has under consideration a bill, to be introduced during the current session of Parliament, having for its object the bringing of telephone and telegraph companies under the control of the Board of Railway Commissioners, which it is proposed to enlarge for the purpose.

The Brockville, Ont., town council is negotiating with the Bell Telephone Co. for the betterment of the service in the town, and for the reduction of charges. The franchise expired Dec. 31, and the adoption of an independent, or municipal, telephone system is favored in some quarters.

The Bell Telephone Co.'s new College exchange, Toronto, was opened for business Dec. 15, when about 4,000 instruments were transferred there from other exchanges. At the new exchange there are 150 operators, about half of that number being already expert, the remainder being in training.

The South Norfolk, Man., municipal council has passed a resolution calling upon the Provincial Minister of Telephones to make a survey of the municipal lines and prepare estimates of the cost per year to subscribers to the local telephone system, on the basis of the number of subscribers already secured.

The Dereham Telephone Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$30,000, and offices at Brownsville, to carry on a telephone business in Dereham tp. The provisional directors are: R. W. Hawkins, J. Harris, J. W. Hopkins, S. A. Freeman, H. Marshall, and K. E. Freeman Dereham Ont.

The Lobo Telephone Co., Ltd., has been incorporated under the Ontario Companies Act, with offices at Coldstream, Lobo Township, and a capital of \$10,000. The provisional directors are: N. A. Graham, D. A. Graham, A. J. Graham, A. Stoner, J. A. Smith, A. E. McKay, P. L. Graham, H. J. Marsh, J. Marsh and D. R. Owens, Lobo, Ont.

The Alberta Public Works Department has taken over the Macleod telephone exchange, thus making a total of 18 exchanges operated by the Government, which controls 500 miles of telephone line, and 44 toll stations. The long distance line from Frank to Pincher

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Last year there were 1093 patients admitted. Of these 378 came from 254 places outside of Toronto—all were children of poor people who could not afford to pay for treatment of their little ones.

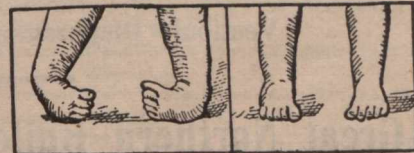
Each child was in the Hospital 47½ days

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If your dollar could straighten the feet of a little boy or girl with club feet, you would gladly give it, and your dollar will do that. There were 79 cases of club feet treated



BEFORE.

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last year. Out of the 79, about 50 were from the country.

If you know of any child in your county who is sick or has club feet, and whose parents can not afford to pay, send the name to the Hospital Secretary.

The stock books are open. Won't you let the Hospital write your name down for a few shares in Heaven's own work of healing little children?

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Please send contributions to J. Ross Robertson, Chairman, or to Douglas Davidson, Sec.-Treas., of the Hospital for Sick Children, College Street, Toronto.

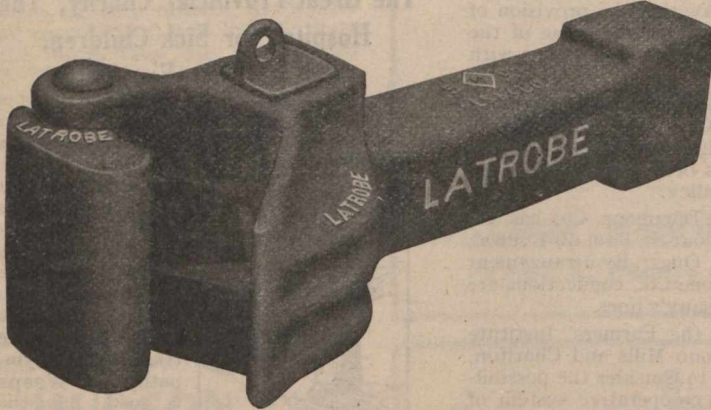
Creek, has been opened for service, and the extension to Macleod was expected to be ready by the end of Dec., 1907.

The Princeton and Drumbo Telephone Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$20,000 and offices at Princeton, Ont., to carry

on a telephone business in Blenheim, East Oxford and Blandford tps., Ont. The provisional directors are: F. J. Daniel, W. H. Wells, T. Conway, W. Courtney, D. Blackmore, A. C. Misner, Princeton; W. A. Elmes, Burford; and W. Murray, Drumbo.

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NOTICE is hereby given that a dividend of four per cent. (being at the rate of eight per cent. for the year) has been declared upon the capital stock of this Company, and the same will be payable on the 2nd of January, 1908.

The Transfer Books will be closed from the 17th December to 31st December, 1907, both days inclusive.

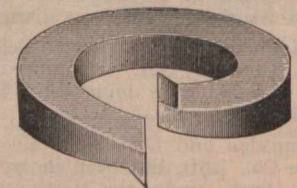
The Annual Meeting of the shareholders will be held on Tuesday, the 14th of January, 1908, at noon, at the office of Messrs. Osler & Hammond, 21 Jordan St., Toronto.

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the Alberta Government telephone system. Communication has been opened up between Edmonton and Beaver Hills, Bruderheim, Lamont, Chipman, Mundare, and Vegreville. The exchange office at Vegreville has 65 instruments, the other places being small have only toll offices. The lines connecting Westaskiwin, Gwynne, Rosenoll, Camrose, Bawlf, Ohaton and Daysland; and Lacombe, Chigwell, Valley City, Tees, Alix, Content, Erskine and Stettler, are also open for business. It was hoped that the line east of Vegreville

would be completed before the end of Dec., 1907, and also the trunk line from Vermillion to Lloydminster.

The Manitoba Government is negotiating with the Bell Telephone Co. for the purchase of its system in that province, and a series of conferences has taken place between Hon. R. P. Roblin, Premier, and C. F. Sise, President, and C. F. Sise jr., General Superintendent of the company, to discuss the probabilities of the transfer. It is understood that the Bell Telephone Co. is willing to retire

from the province, provided acceptable terms can be arranged, and, also, that the Saskatchewan and Alberta Governments will also take over the systems in their respective provinces on similar terms. It is stated that the Bell Telephone Co. has mentioned \$4,000,000 as the price at which it is willing to dispose of its Manitoba system to the Provincial Government. Manitoba has spent about \$200,000 on surveys and construction for its public system, and a large amount of work is outlined for the spring.

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Crossen Car Mfg. Co. Cobourg, Ont.

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Canadian Bronze Co. Montreal.

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American Brake Shoe & F'dry Co. . Mahwah, N.J.

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Canadian Iron and Foundry Co. Montreal.

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Rhodes Curry & Co. Amherst, N.S.

Cast-Steel Hammers

American Brake Shoe & F'dry Co. . Mahwah, N.J.

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Cement Machinery

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Charecoal Iron Staybolt Bars

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Steel Concrete Co. (Ltd.) Montreal.

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Kilgore-Peteler Co. Minneapolis, Minn.

Mussens Limited. Montreal.

Toronto Pressed Steel Co. Toronto.

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F. H. Hopkins & Co. Montreal.

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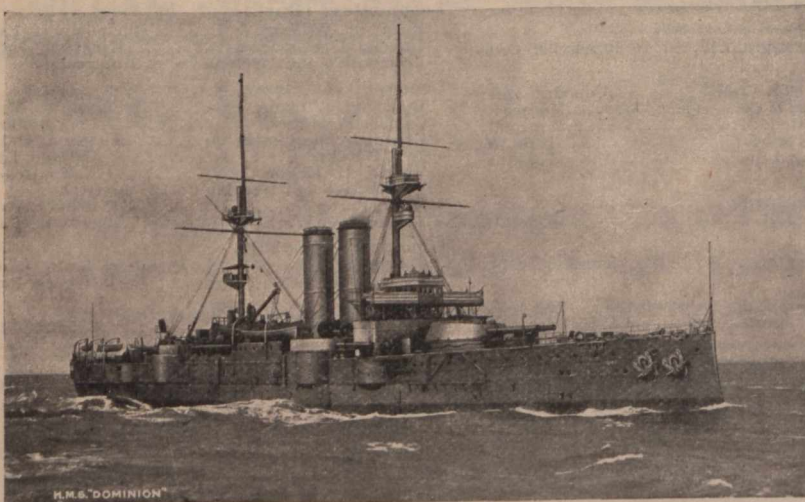
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