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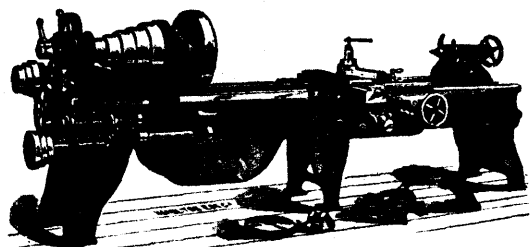
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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson's Bay Ry.—Up to Nov. 13 track had been laid to Achigan, 43 miles from Sault Ste. Marie, and grading has been completed to the 71st mile post. Foley Bros., Porter and Whalen have a contract for grading and bridging for 100 miles further, which will carry the line to Park lake, the junction with the Michipicoten branch, and within 30 miles of the C.P.R. transcontinental line. They have about 2,000 men working practically all over their contract, and will probably increase this number to 2,400 during the winter. They will continue work right through the winter, principally rock work, and their contract is expected to be completed ready for tracklaying next summer.

The track on the Josephine branch has been laid to about 7 miles from Josephine Jct., and the branch, which will be 10½ miles long, was expected to be completed by the end of Nov. (Nov., pg. 332.)

Atlantic and Lake Superior.—A contract has been entered into between the Dominion Government and the trustees of the bondholders to complete the line to the 100th mile, i.e., 2 miles beyond New Carlisle, Que., and to put the whole line in thorough order from the 70th mile. This includes the replacing of the wooden bridges and trestles with iron. The iron bridge over the big Bonaventure river has been completed, and the ironwork for those over the little Bonaventure and Rosseau le Blanc rivers is on the ground. The bridges are to be finished by Jan. 1, and the whole work completed by July 1, 1902. C. R. Scoles, New Carlisle, is the contractor. (Nov., pg. 332.)

Bruce Mines and Algoma Ry.—14½ miles is expected to be in operation by Christmas. The grading on the first 10 miles has been completed, the culverts have been nearly all built, and the bridging has been started. On Nov. 12 we were informed that track had been laid to within 2 miles of the ballast pit, 10 miles from Rock Lake, Ont., and that ballasting would be started in a few days. (Nov., pg. 332.)

Canada Atlantic Ry.—Gates have been placed at the crossing on the Richmond road, Ottawa. It is stated that this makes the third pair of gates in about 150 yards, and the citizens are considering the advisability of having a viaduct built, to do away with the necessity of having gates.

The Canada National Ry. and Transport Co. has placed before the Toronto City Coun-

cil a plan prepared by R. C. Stewart, C.E., of a proposed terminal at Toronto for its line from Collingwood, and asks the Council to carry out its improvements between the eastern channel and Ashbridge's bay in such a way that when the Co. is ready to proceed with its terminals it may not be put to any unnecessary expense. The Co. wants about 150 acres on the lake side of the Keating cut, at the foot of Cherry st., on which it proposes to establish a railway yard, inside the present breakwater, with docks and warehouses, and a basin, to be dredged to

70 ft. A wharf has been erected at Cash's cove, Hawkesbury, at which to discharge vessels. The rails have been purchased in England and will be delivered in Dec.

The surveys for the section of the line between St. Peters and the old town, Louisburg, are practically completed. No decision has been reached as to which of the two routes surveyed will be selected. It is reported that soundings are being made at Lennox passage with a view to building a bridge there in connection with a branch to Arichat.

The officers of the Co. are: W. S. Webb, president; R. J. Campbell, vice-president; and F. G. Smith, Secretary and Treasurer; R. W. Leonard, Chief Engineer and Manager of Construction. (Nov., pg. 333.)

Coast-Kootenay Ry.—It is reported that a British syndicate has recently made an offer to the B.C. Government to construct the Coast-Kootenay railway. The terms of the act offering \$5,000,000 as the subsidy for the construction of such a line are considered to be too stringent, and the syndicate suggests certain modifications.

Hon. J. D. Prentice, Provincial Finance Minister, it is stated, is going to England to float the \$5,000,000 loan, and the Commissioner of Lands and Works, Hon. W. C. Wells, has been visiting Montreal to have a conference with Sir Thos. Shaughnessy on railway matters. G. McL. Brown, the C.P.R. executive agent in B.C., accompanied Mr. Wells to Montreal.

Crow's Nest Southern Ry.—Construction on this line between Fernie, B.C., and the International boundary at Tobacco Plains, is being pushed forward, and the grading is very nearly completed. On the U.S. side to Jennings, Mont., very satisfactory progress has also been made, and it is expected that tracklaying will be commenced early in Dec. R. Jaffray says that the C.N.P. Coal Co. has an output of nearly 2,000 tons a day, and that by the time the railway is open for traffic the output will have doubled. Development had been retarded by want of railway accommodation, but this is now being remedied. (Nov., pg. 333.)

Detroit River Bridge.—The Marine Record says: "Kick the vessel interests never so hard and continuously, the time is coming when a great international bridge will span the Detroit river. It is not possible that the commercial interests of the country can always be 'held up' for the special benefit of those who own boats. But vesselmen have rights as well as other people, and one of these is that the bridge shall impede navigation as little as possible. A low bridge necessitates a draw, and when it is remembered



CHARLES EDWARD MCPHERSON,
General Passenger Agent, Western Lines, Canadian Pacific Ry.

16 ft. below low-water mark. The Council has acknowledged the letter. (Nov., pg. 332.)

Capo Breton Ry. Extension Co.—We were informed, Nov. 5, that the line between Hawkesbury and St. Peter's, N.S., 30 miles, was under construction in a number of small contracts, and that grading was going on rapidly, 1,500 men being employed. On this section there will be two bridges of some size, viz: one over river inhabitants, which will consist of five deck plate girder spans of about 90 ft.; and the other, over St. Peter's canal, will be a drawbridge span of about

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CHAIRMAN, J. H. Walsh, Sherbrooke, Que.
SECRETARY, A. V. Fabian, Passenger Department C.P.R., Montreal.
NEXT MEETING, probably in March, 1902.

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TREAS., E. de la Hooke, London, Ont.; AUDITOR, R. J. Craig, Cobourg, Ont.

EXECUTIVE COMMITTEE, W. H. Harper, Chatham, Ont., Chairman; W. Bunton, Peterboro', Ont.; W. F. Egg, Montreal; T. Long, Port Hope, Ont.; C. C. Young, London, Ont.

NEXT ANNUAL MEETING at Washington, D.C., in 1902, probably in Oct.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD, Toronto.

Great Lakes and St. Lawrence River Rate Committee.

CHAIRMAN, A. A. Schantz, Detroit, Mich.
SECRETARY, G. C. Wells, Passenger Department, C.P.R., Montreal.

NEXT MEETING, at Sault Ste. Marie, Ont., probably in Feb., 1902.

National Association Marine Engineers of Canada.

PRESIDENT, W. J. Barton, St. John, N.B.; VICE-PRESIDENT, D. McQuade, Collingwood, Ont.; SEC. TREAS., J. A. Findlay, Toronto; CONDUCTOR, J. A. McArthur, Montreal; DOORKEEPER, N. J. Morrison, St. John, N.B.; AUDITOR, D. L. Foley, Toronto.

NEXT ANNUAL MEETING of the Grand Council in Toronto, Jan. 1902.

Niagara Frontier Summer Rate Committee.

CHAIRMAN, T. Henry, Montreal.
SECRETARY, G. C. Wells, Passenger Department, C.P.R., Montreal.

NEXT MEETING, at New York, probably in Jan., 1902.

Track Supply Association.

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that during the season of navigation a vessel on the average passes this point once every seven minutes, it is evident that any such structure is out of the question. So a high bridge it must be, with a span that will obviate the necessity of piers in the navigable part of the river."

Duluth, Virginia and Rainy River Ry.—A survey party has reached Koochiching, Minn., on the Rainy River, opposite Fort Frances, Ont., from Virginia, Minn. It is reported that not more than 15 miles of track will be laid north from Virginia this year. (Nov., pg. 333.)

Edmonton and Slave Lake Ry.—F. Degendorfer, C.E., has returned to Edmonton, having completed his preliminary location survey to Athabasca landing. He reports that a comparatively easy route, not more than 98 miles long, can be secured. The route proposed crosses the Sturgeon river near the bridge on the landing trail, trestlework being the most feasible mode of bridging. Besides the Sturgeon and Vermilion rivers, a number of minor streams would need bridging, but none offer impediments of any considerable importance. The road would be very direct and, save some valley work, could be easily built. The objective point of the line is said to be the Pacific coast at Port Simpson, as the westerly terminus of the Canadian Northern Ry. (Nov., pg. 334.)

Edmonton, Yukon and Pacific Ry.—All the cuts on the right of way from Strathcona to Edmonton, Alberta, have been completed, and nearly all the filling has been done. The culverts are all in, and the bridge building is going on. The construction is to be pushed through, notwithstanding the lateness of the season, so as to have the line in operation by the end of the year. (Nov., pg. 364.)

Fraser River Bridge.—Tenders are asked by the Commissioner of Lands and Works, Victoria, B.C., to be sent in by Jan. 8, 1902, for the substructure, the superstructure, or both, of the proposed combined traffic and railway bridge over the Fraser river at New Westminster. (Nov., pg. 334.)

Grand Forks and Kettle River Ry.—Track laying was commenced at Grand Forks, B.C., Nov. 14, and will be continued at the rate of a mile a day until Trout creek, Wash., about 9 miles from Republic, is reached, where some delay is likely to occur owing to heavy rock cuts which are being made, and some large trestles which have to be built. A Y connection has been made with the C.P.R. tracks at Grand Forks, and traffic will be interchanged between the two companies. J. A. Manley, C.E., is engineer in charge of construction. The average grade is 8-10 of 1% against empties, and the average curvature is 12°. (Nov., pg. 334.)

Great Northern Ry. of Canada.—A number of Philadelphia bankers and capitalists visited Quebec recently, and were given a special trip over the line. It is said they propose building a large hotel in Quebec for tourists.

It is reported that E. C. Loss, of Chicago, who is in charge of the construction of the Chateaugay and Northern Ry., has been given a contract for the construction of the cut-off from Garneau Jct. to St. Catharines. On this cut-off there will be 1,400 ft. of steel viaducts, one span of 200 ft., one of 600 ft., one of 125 ft., three of 100 ft. each, two of 50 ft. each, and one of 30 ft. The contract calls for the completion of the work by July, 1902. (Nov., pg. 335.)

Great Northern Ry. (U.S.)—The following extracts from the annual report for the year ended June 30 have reference to the construction of lines connecting with lines in Canada: "The Montana and Great Northern Ry. Co. is building from Jennings, Mont., northerly along the Kootenay river, about 51 miles, to the International boundary, where it will connect with a line being built by the Crow's Nest Southern Ry. Co. to the coal-fields of the Crow's Nest Pass Coal Co. at Fernie, B.C. The length of the lines from Jennings to Fernie, including spurs, will be about 100 miles. Crow's Nest Pass coal and coke are of superior quality. The coal company's plant is being enlarged and the output increased. In addition to furnishing coal for company use and for commercial and domestic purposes in the Northwest, these mines are expected to supply the smelters at Great Falls, Butte, Anaconda, Northport and Everett, and will furnish a heavy and profitable traffic. Since the close of the fiscal year, the M. and G. N. R. Co. has purchased the line of the Great Falls and Canada Railway, extending from Great Falls, Mont., to Sweet Grass, on the International boundary, 134.37 miles. This line is now narrow gauge, and, until widened to standard gauge during the current fiscal year, it will be operated by the G. F. and C. Ry. Co. As a portion of a projected extension, the M. and G. N. Ry. Co. has built 10.32 miles of line from Kalispell, Mont., south to Flathead Lake. The Washington and Great Northern Ry. Co., in the State of Washington, and the Vancouver, Victoria and Eastern Ry. and Navigation Co., Ltd., in B.C., are now building lines of railway that will form a through line from Marcus, Wash., on the Spokane Falls and Nor-

thern, to Republic, Wash., via Kettle River and Cascade, B.C., a total distance, including branches, of about 108 miles. This line will afford transportation to several large, rich and already well developed mining camps, and its opening for traffic will be followed by the development of many properties that have been waiting for rail transportation. It is expected that this line will add largely to the Co.'s traffic and revenue."

Halifax and South Western Ry.—Preliminary surveys have been made covering nearly the whole of the route between Halifax and Barrington, and the plans are being prepared to be laid before the N.S. Government for approval. (Nov., pg. 335.)

Hope Mountain Exploration.—A member of the survey party is reported to have stated that the summit is overcome through a pass at an elevation of 4,000 ft. above sea level, that the grade on both sides will be 2½%, that there are no great obstacles to be overcome, and that the distance from Hope to Princeton, B.C., by it is 77 miles. The distance by the Nicolum creek from Hope to Princeton is 65 miles, but is impracticable for railway purposes, an elevation of 5,000 ft. having to be overcome. (Nov., pg. 336.)

Intercolonial Ry.—The roundhouse at Moncton is being enlarged in order to make room for the locomotives lately added to the equipment.

Work has been commenced on the foundations for the roundhouse in the new yards at Gilbert's island, St. John, N.B. Tracks for the accommodation of 500 cars are being laid in the yard.

Ballasting operations on the Cape Breton division have been suspended for the season. Three ballasting trains and a force of 125 men have been employed on the work. The whole of this division has been relaid with 80 lb. steel rails, with the exception of 4 miles at West Bay road, and 2 miles from North Sydney Jct. towards Leitch's creek.

Inverness and Richmond.—Passenger trains are being run to Hawkesbury, N.S., where a station is being erected, and the line to Point Tupper will be in operation in a few weeks. This will give the Co. a connection with the I.C.R. The station building at Hawkesbury will be 38 ft. by 24 ft., and will have two waiting-rooms, baggage-rooms and offices. A freight shed is also to be built. (Nov., pg. 337.)

Kingston and Pembroke Ry.—The surveys for the branch from Sharbot lake to Carleton Place, via Lanark, 36 miles, have been completed. T. W. Nash, of Kingston, had charge of the survey. The distance from Sharbot lake to Lanark is 24 miles, and it is 12 miles from Lanark to Carleton Place, where a junction will be effected with the C.P.R. line from Brockville to Arnprior, and with the C.P.R. branch line from Ottawa. The line will pass through a considerable section of uncleared country. There are few towns along the proposed route; the places served will include: Zealand, Playfairville, Fallbrook, Ferguson Falls, Watson's Corners, McDonald's Corners, Elphin and Lanark. The grade will not exceed 1% and the curves 4°. Two routes have been surveyed, but it is not yet decided which will be adopted. Much of the right of way is reported to have been purchased. It is not known what effect the absorption of the K. & P. Ry. by the C.P.R. will have on the projected work. (Sep., pg. 273.)

The Kitimaat Ry. was incorporated by the B.C. Legislature in 1898, and in 1899 the route was altered by an amending act, and the title of the Co. was changed to the Pacific and Peace River Ry. Co. J. H. Gray has been engaged in making a survey for the line, which is proposed to start from Kitimaat, a suggested terminus of the Canadian Northern Ry., through the Yellowhead pass, and the

terminus which Mackenzie, Mann & Co. proposed for their Yukon Ry. According to the latest reports the location surveyors have reached Little Canyon, where the line will cut the Skeena, about 35 miles from the head of the Kitimaat arm of the Pacific ocean. Mr. Gray has made a reconnaissance survey to Hazelton, and has found an easy route all the way. The total distance is about 110 miles. The right-of-way is being cleared, and it is reported that contracts for construction will be let in the spring. J. J. Stuart, one of the party of engineers, has returned to Victoria, and speaking of the route to be followed says it is through a level country, with no bridges of any account to be built. There are extensive copper deposits at the Skeena river, while beyond Hazelton, in the Buckley, a number of seams of coal have been discovered. See also Pacific, Northern and Omernia Ry., pg. 357.

Klondike Mines Ry.—E. C. Hawkins, heretofore General Manager of the White Pass and Yukon Ry., is said to be arranging for the construction of this line from Klondike city, a suburb of Dawson, to the mines on Eldorado, Bonanza and Dominion creeks. While it is intended to use steam as a motive power at the beginning, it is intended ultimately to use electricity.

T. W. O'Brien, Dawson city; J. A. Seybold, L. A. Bate, H. B. McGiverin, Ottawa and W. D. Ross, New Glasgow, N.S., were incorporated as the K.M. Ry. Co. by the Dominion Parliament in 1899, and last session the Co. was given until July, 1903, to begin operations, and until July, 1906, to complete the same. The Co. has extensive powers, as it may construct steam or electric railways or tramways within a large area, operate telegraph and telephone lines, and develop electric power and dispose of the same, and may connect its telephone and telegraph lines with similar lines in the U.S. (May, pg. 156.)

J. F. Lee, Traffic Manager of the White Pass and Yukon route, speaking of railway extension in the Yukon, says:—"These new roads will open up that tremendously rich country lying between Indian River and Quartz Creek, which is incomparably more valuable than any district in South America. Further, it is the richest mining district in the entire world."

Kootenay Central Ry.—The following directors and officers were appointed at an organization meeting held recently at Fort Steele, B.C.: Dr. Watt, President; R. L. T. Galbraith, Vice-President; J. T. Laidlaw, Secretary; A. C. Nelson, Treasurer; J. A. Harvey, Solicitor; and Dr. King, Director. Arrangements have been made for making the necessary deposit with the B.C. Government as security for the construction of the line. A preliminary survey will be made as soon as possible. The territory covered by the K.C. Ry. Co.'s charter extends through the valleys of the Kootenay and Columbia rivers, from the International boundary to Golden, on the main line of the C.P.R., and will be the connecting link through this valley between the C.P.R. main line and the Crow's Nest Pass line. Branches may run east and west from Fort Steele to the Upper Wild Horse and Bull river region, with the St. Mary's Valley, Kimberley, Skookum Chuck and Tracey Creek.

Lake Erie and Detroit River Ry.—A contract has been awarded to Ponsford Bros. for the erection of an 8-stall brick round house, a turntable and a coal dock on the site adjoining Pinafore park, St. Thomas, recently acquired. The report which has been current recently, that the Co. intended to erect shops at St. Thomas and would ask for a bonus from the city for that purpose is incorrect.

Application will be made at the next session of the Ontario Legislature for an act to confirm bylaws passed by the Orford, Ald-

borough and Dutton municipalities, granting bonuses to the Co.

A yard has been completed at Dutton for the shipment of live stock.

Press reports state that it is the intention of the Co. to extend its line through to Buffalo, but we are officially informed that this is very indefinite at present. (Sept., pg. 273.)

Lake of the Woods to the Gulf of Mexico.—A company is reported to have been chartered, under the laws of the State of Iowa, with a capital of \$100,000,000, for the purpose of constructing a line from the International boundary, at some point on the Lake of the Woods, to the Gulf of Mexico, as near to the 95th degree of longitude as possible. Galveston, Texas, is the port on the Gulf of Mexico, which is likely to be the terminus, and an air line from Beaudette, on the Lake of the Woods, to Galveston, would be about 1,500 miles. Direct connection could be made with the Canadian Northern Ry. at Beaudette.

Manitoba and Keewatin Ry. Co.—Howell, Mathers & Howell, solicitors, Winnipeg, give notice of application to the Dominion Parliament for an act incorporating a company under this name to construct a railway from Winnipeg or East Selkirk, northeasterly to the eastern boundary of Manitoba, thence easterly through the district of Keewatin to tide water at the mouth of the Severn river or southeasterly therefrom, with a branch line to Lake Winnipeg on one side and to the main line of the C.P.R. on the other.

Manitoulin and North Shore Ry.—Surveys are being prosecuted between Owen Sound and Tobermory, at the end of the Bruce peninsula, where a steam ferry will carry the trains across to Manitoulin Island. Mr. McCormick, the engineer in charge, states that active construction will be commenced next spring. (Nov., pg. 337.)

Manistique Rd.—This road, which runs from Germfask to Grand Marais, in the upper peninsula of Michigan, will build an extension of about 8 miles into Mackinac county, opening up a section of country that is not served by any railway. This line connects with the Duluth South Shore and Atlantic Ry. at Seney, and it is expected that it will in time be built to a connection with the "Soo" line near Corinne.

Michigan Central Rd.—A brick addition 72 ft. by 24 ft. is being built to the blacksmith shop at St. Thomas.

It is reported that a contract has been let for grading for the double-tracking of the line between Bismarck and Ridgetown, 18.1 miles, and that grading has been commenced between West Lorne and Rodney.

A large grain warehouse, it is stated, is to be erected at West Lorne.

Kingsmill, Hellmuth, Saunders & Torrance, solicitors, Toronto, give notice of application to the Dominion Parliament for acts to extend the time limited for the commencement and completion of the uncompleted lines or branches of the Canada Southern Ry. Co., and of the undertakings of the Canada and Michigan Bridge and Tunnel Co., and of the River St. Clair Ry. Bridge and Tunnel Co.

Middleton and Victoria Beach Ry. Co.—The Granville and Victoria Beach Ry. and Development Co. (Ltd.) was incorporated in 1897 by the Nova Scotia Legislature, with two years in which to commence its line; and in 1899 the time within which it was to begin operations was extended for two years. Last session a further act was passed reviving the charter and giving the Co., which was renamed the Middleton and Victoria Beach Ry. Co., (Ltd.), a further period of two years in which to begin work. A further amendment was made in the original act by authorizing the construction of the line from Middleton instead of from Bridgetown.

At a meeting for organization recently held in Halifax, the following officers were elected:

Enameled Iron Station Names.

Guaranteed not to fade or in any way to perish from exposure.

As used on the Canadian Pacific & Canadian Northern Railways. Sign 12 ins. high. Letters 9 ins. high. Length according to number of letters in name. The sign shown is 45 ins. long.



Twenty-nine of these signs supplied the C.P.R. Co. for the Crow's Nest Pass Ry. averaged 6½ ft. in length, the longest being 11 ft. 2 ins. & the shortest 3 ft. 9 ins.

Style no. 1, White letters on blue ground.

Mr. Wm. Whyte, Manager of the Canadian Pacific Railway Co.'s lines west of Fort William, writes,—“ I have pleasure in stating that I am very well satisfied with the enameled iron signs supplied by the Acton Burrows Co. for station names on the western lines of this Company. They have now been in use for some time & have proved very satisfactory. The lettering is clear & distinct & the signs have proved to be impervious to the weather. They have a brighter & neater appearance & are very much more satisfactory than painted wooden ones, & considering their lasting qualities will be found more economical.”

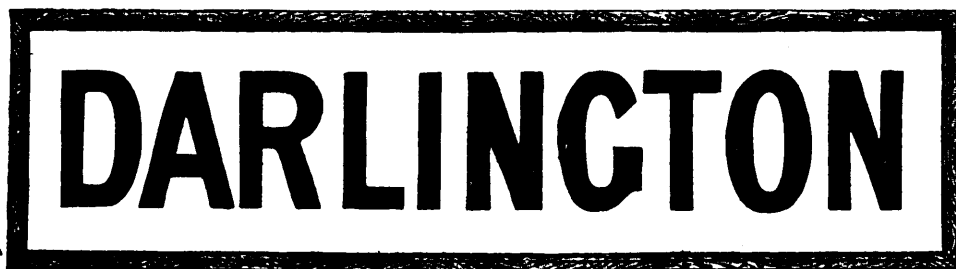
Mr. H. P. Timmerman, General Superintendent of the Atlantic Division of the Canadian Pacific Ry., writes,—“ The enameled iron station names supplied by the Acton Burrows Co., in 1898, for a number of stations on this division, have proved very satisfactory. The letters are well formed & distinct, & the signs present a clean, bright appearance, being just as good now as when they were new.”



Style no. 2, as used on the Grand Trunk Ry. System. Black letters on white ground. This sign is 14 ins. high by 7 ft. long. Length varies with number of letters in name of station.



Style no. 3, as used on the Pennsylvania Railroad. White letters on black ground. This sign is 12 ins. high by 6 ft. long. Length varies with number of letters in name of station.



Style no. 4, as used on the Northeastern Railway of England. Dark brown letters on light ground, framed in wood. This sign is 6 x 18 ft.

These signs have long been used on most European railways, & for a number of years on the Pennsylvania R.R., the New York Central & Hudson River R.R., the Manhattan Elevated R.R., the Long Island R.R., & many other lines in the United States. They are also being extensively used in Canada & are giving complete satisfaction as the best outdoor signs produced. They can be made in any color, size, or shape. Estimates promptly furnished on application.

The Acton Burrows Co., 29 Melinda Street, Toronto.

Importers of Enameled Iron Signs of the best English manufacture.
Dealers in Lithographed Tin and Iron Signs.

S. C. McKay, President; J. Erwin, Vice-President; W. Hay, Secretary-Treasurer; O. T. Daniels, Solicitor and D. S. Noble, engineer.

A contract has been let for the work to M. J. O'Brien, calling for its completion within two years. The first sod of the new line was turned at Granville ferry by the Lieut.-Governor of Nova Scotia, Sept. 3. The line starts at Middleton, where junctions will be effected with the Dominion Atlantic and the Nova Scotia Central railways, and will extend to Victoria beach, 48 miles. Originally the line was projected from Bridgetown to Victoria beach, 30 miles, and a subsidy of \$3,200 a mile was obtained from the Dominion Parliament in 1899-1900. Last year a similar subsidy for the additional 18 miles to Middleton was secured. The route has been surveyed via Brooklyn, Clarence and Barrington, in which towns it is proposed to have stations if arrangements can be made, and also in Belleisle, Granville Center, Granville ferry, Karsdale and Lower Granville to Victoria beach. This terminal point is a natural port open all the year round, with a minimum depth of water of 35 ft., and situated 60 miles from Eastport, Me. The Dominion Iron and Steel Co.'s engineer, Mr. Jennison, has been inspecting Victoria beach to report on its facilities as a shipping point. (Aug., 1900, pg. 239.)

The Minnesota and International Ry. is projected from Bemidji, Minn., to Koochiching, opposite Fort Frances, Ont., about 100 miles, and it was reported that the first 40 miles had been completed in May. Recent reports state that work has been at a standstill all summer, that the road has only been completed on about 20 miles of the 40, and that work had been resumed on the section of the line to Blackduck. A contract has been let for clearing the right-of-way between Blackduck and Bridgie, 55 miles from Bemidji.

Montreal-Longueuil Bridge.—Archer & Perron, solicitors, Montreal, give notice of application for a Dominion act incorporating a company to build a railway, tramway, vehicular and passenger bridge across the St. Lawrence from St. Mary's ward, Montreal, to Longueuil, with power to construct a railway, to maintain a union station, to construct branch lines to connect with other railways, and to make traffic arrangements or to consolidate with the South Shore Ry., the St. Lawrence and Adirondack Ry., the Montreal Street Ry., the Montreal Terminal Ry., the Rutland Ry., the Quebec Southern Ry., and the Canada Atlantic Ry. It is understood that this charter is being applied for in the interests of the South Shore Ry., and the other interests allied with it.

There is in existence a charter for the construction of a bridge between the same points which expires in June next. This charter was held by C. N. Armstrong and Mayor Prefontaine of Montreal, the latter having a one-fifth interest. Mr. Armstrong says he has disposed of his four-fifths interest to the South Shore Ry. people, and that the difficulties in the way of work being gone on with on the building are due to Mr. Prefontaine. Mr. Prefontaine says it is the other way around, and that the S.S.R. people are applying for a new charter in order to protect their interests in the old charter. (Sept., pg. 274.)

Mount Slesker Ry.—The grading of the extension from the crossing of the Esquimalt and Nanaimo Ry. and Osborne bay, Vancouver island, is progressing rapidly, and track laying will shortly be commenced. At Osborne bay wharves and docks are being erected for the shipment of ore from a number of mines served by the railway. (Nov., pg. 337.)

Musquodoboit Ry.—See Nova Scotia Eastern Ry.

New Brunswick Ry. and Coal Co.—The tender of J. Barnes, M.L.A., has been accepted for the construction of 15 miles of this line from Chipman, the terminus of the Central Ry. of N.B., to the Newcastle coal fields, the work to be completed by Jan., 1902. Sub-contracts have been let for the work in two or three mile sections, and rapid progress is being made with the grading. E. G. Evans is engineer in charge of construction. Engineers are locating the line from Newcastle to Gibson, about 30 miles. The Co. will open up its coal fields at once, the object of construction of the line being, it is said, to supply the I.C.R. with New Brunswick coal. With a view to having a direct outlet the N.B. Ry. & C. Co. has purchased the Central Ry. of New Brunswick, 45 miles in length, connecting Chipman with Norton on the I.C.R. It is expected that the line to Chipman will be in operation Jan., 1902, and it is expected to continue the line to Fredericton. The officers of the Co. are: E. Hutchison, Douglastown, President; F. Stetson, St. John, Vice-President; G. W. Allen, Fredericton, Solicitor and Secretary. (Sept., pg. 274.)

Newfoundland Ry.—A coal shed capable of containing 400 tons of coal, and a water tank, have been erected at Burnt bay. Trackmaster Steel had charge of the work.

Work has been commenced on the construction of a station at Westend, St. John's, and the building of the hotel adjoining has been resumed.

The Niagara Grand Island Bridge Co. was incorporated by the Dominion Parliament in 1874 to build a bridge across the Niagara river near Black creek, Welland County, Ont., and has been kept alive by amending acts passed from time to time, the last being in 1900, when the Co. was given until 1903 to begin operations. It is reported from Niagara that a contract has been let to Fraser & Patten for building the concrete foundations and the piers, as well as for grading the approaches on the Canadian side, and that ground has been broken by them on the Lobb farm near Chippewa. C. H. Mitchell is resident engineer.

Norwood and Apsley Ry.—See C.P.R. Betterments, Construction, etc. (pg. 361.)

The Nova Scotia Eastern Ry. Co. (Ltd.), which was incorporated at the last session of the N.S. Legislature to construct a railway from the I.C.R. at New Glasgow, passing through Pictou and Guysborough counties to the deep waters of Country harbor, and from the Cross Roads, Country harbor, to Guysborough and thence to the Strait of Canso, with branches, is also empowered to engage in the express business, to own ships, steamers and ferries; to carry on the hotel business, to own carriages and other vehicles, and to own or acquire telephone or telegraph lines. Its capital is fixed at \$2,000,000 and it has power to issue \$1,000,000 of preferred stock, and other bonds or debentures. Running powers are reserved by the Government in favor of the Musquodoboit Ry. as soon as it completes and operates its line from Windsor Jct., or Dartmouth on the I.C.R., to St. Mary's, where the N.S.E.R., and the Musquodoboit intersect. The two companies have amalgamated and the joint undertakings will be carried out as one line.

The Musquodoboit Ry. Co. (Ltd.) was incorporated by the Nova Scotia Legislature in 1898, to construct a railway from the I.C.R. near Windsor Jct., to Parker's Corners, on the Sheet harbor road, by the Musquodoboit valley, 40 miles; or from Dartmouth to Musquodoboit harbor, thence to Parker's Corners, with power to enter Halifax or Dartmouth and to construct branches. By an act passed last session this charter, which had lapsed,

was revived and the Co. was given two years within which to commence work. An addition to the lines to be constructed is authorized, viz., from Parker's Corners into and through the county of Guysborough by the St. Mary's valley, to St. Mary's village, where the main line of the Nova Scotia Eastern Ry. will intersect the M.R. Co.'s line; with power to construct a branch line to Sheet harbor.

Organization work has not been completed, and although considerable surveying is being done, nothing in the way of a contract has been signed with the N.S. Government for the construction of the lines authorized. Premier Murray, in his recent address to the electors, said: "Attention has been directed to a proposition to construct a line of railway through the Musquodoboit valley, a portion of Pictou county and the county of Guysborough, in order to give railway facilities to these important sections of the Province. Under existing legislation we are in a position to provide a subsidy of \$3,200 a mile. If experience should prove that the subsidies available are insufficient to secure the building of the line, the question of devising other means of supplying the needs of these sections will have to be considered."

Nova Scotia Steel and Iron Co.—The cost of the pier to be erected at North Sydney will be \$120,000. It is to be 1,400 ft. long, of which 800 ft. will be trestle approach work; and the 600 ft. of shipping face will have a width of 40 ft., and at the outer end will be 60 ft. above high water mark. There will be three tracks on the pier, sheds to store 5,000 tons of coal, and chutes and other facilities to ship 15,000 tons of coal a day. (Nov., pg. 337.)

The Pacific Northern and Omineca Ry. Co. gives notice of intention to apply at the next session of the B.C. Legislature to have its act of incorporation amended so as to give it power to build a branch line from a point near Hazelton, on the main line authorized to be constructed from Kitimaat inlet to Hazelton, by the act of 1900, via the Bulkeley river to its junction with the Tel'qua river.

Cornwall and Rogers, solicitors to the P. N. and O. Ry. Co. give notice that application will be made to the B.C. Legislature next session for an act incorporating a company to build a railway from Hazelton by the most feasible route to the northern boundary of B. C. at Teslin lake or Atlin lake, or both, and also from Hazelton by the Skeena, Babine, Driftwood Omineca and Finlay rivers to the Peace river pass, and thence to the easterly boundary of the Province, with power to build branch lines.

See also Kitimaat Ry. pg. 355.

The Pembroke Southern Ry. gives notice of application to the Ontario Legislature for an act to empower it to extend its line from its present terminus in Pembroke to the Ottawa river through the townships of Pembroke, Westmeath and Ross, and to enter into traffic arrangements or to amalgamate with the Toronto, Lindsay and Pembroke Ry., the Pontiac Pacific Ry., or any other railway company or companies.

Pontiac Pacific Jet. Ry.—On Nov. 9 we were informed that there was about a mile of track to be laid on the extension from Aylmer to Hull. The work has been carried on from both ends, and the mile gap is at Deschenes on the Hull side. There were reported to be 200 men on the line, and everything was expected to be completed by Dec. 1. (Sept., pg. 275.)

Prince Edward Island Ry.—Extensions are being made to the roundhouse at Charlottetown to provide stalls for two more engines. The work includes the lengthening of the present ashpits, which are too small to accommodate the new engines.

T. Campbell, Charlottetown, is the contractor for straightening the curve at Blue-shank, about 41 miles from Charlottetown.

The pile work for one cofferdam at the Hillsborough bridge has been completed, and a start has been made at a second. The third caisson is now under construction; it is 46 ft. long, 23 ft. wide, and 32 feet high.

The grading on the Murray Harbor branch from Mutch's point to the Vernon river has been completed, and grading is in progress in sections on the remaining 26 miles of the branch to Murray river. No track has been laid on any portion of the branch, but a beginning will be made in the spring. (Sept., pg. 275.)

Quebec, Atlantic and Western Ry.—Press reports say the directors have made the necessary financial arrangements for construction and that surveys will be begun at once. We have been unable to verify this. The Q.A. & W.R. was incorporated at the last session of the Quebec Legislature to construct a railway from near Gaspé Basin along the valleys of the York river or the Dartmouth river for about 30 miles, then through the interior of the peninsula of Gaspé to some point north of Causapsal, but not beyond Sayabec in the county of Matane.

Quebec Bridge.—More rapid progress was made on the construction of the Cap Rouge pier than was expected, the foundation being completed early in Nov. The foundation of the pier is 39 ft. below low, and 55 ft. below high water mark. Thirty feet of solid masonry will be built up on the foundation. During the winter preparatory work for the foundation of the Chaudiere pier will be gone on with. (Oct., pg. 293.)

The Quebec and James' Bay Ry. proposed last year to have its corporate name changed to the Trans-Canada Ry., by which name its project is spoken of by the promoters.

Grading was commenced at Roberval, Que., in July, but has been suspended pending the settlement of the subsidy with the Quebec Government. It is expected that work will be resumed early next spring. (Aug., pg. 232.)

Quebec and Lake St. John Ry.—The cut-off from Valcartier to Ste. Catherine is 4 miles in length, and reduces the distance between these points on the main line by 1½ miles. The grades opposed to eastbound traffic are 1½% compensated, and those opposed to westbound traffic 1% compensated, while the maximum curvature is 2'. The culverts are all of stone. Jacques Cartier river is crossed by a steel bridge, consisting of three deck lattice spans of 110 ft. each, with side approaches of 44 ft. and 39 ft. plate girder spans respectively. The contractor is Jos. Paquet of Point Levis. Grading has been completed, but the bridge will not be in position until about Dec. 2c. (Aug. pg. 233.)

The Red Mountain Ry., from the International Boundary to Rossland, B.C., which is operated by the G.N. Ry., U.S., is being relaid with 80 lb. rails.

Restigouche and Western Ry.—T. Malcolm, of Edmundston, is the contractor for this line, which will extend from Campbellton, N.B., to the St. John river, 110 miles. The first section of 10 miles to Glencoe was built in 1898, and has now been cleared and fixed up, and arrangements are said to have been made for continuing the construction. (Aug., pg. 233.)

Ste. Marguerite to Seven Islands.—A company is being formed for the purpose of building a big power plant and pulp mill on the Ste. Marguerite river, seven miles from the village of Seven Islands, on the north shore of the St. Lawrence river, Quebec. It is proposed to construct a railway from Ste. Marguerite to Seven Islands and wharfage accommodation for the largest ocean-going steamships.

Sault Ste. Marie (Mich.) Terminal Co.—F. H. Clergue, C.W. Worthington, H. Von Shon, J. H. More, and J. E. Whalen, all of Sault Ste. Marie, have been incorporated under the Union Depot Act of the State of Michigan, for the purpose of building a union station, with terminal facilities, in Sault Ste. Marie, Mich. The Co. has a capital of \$100,000, and it is proposed to locate the station on the power canal of the Lake Superior Power Co. It is said spur tracks will be built around the town connecting with the railways and manufacturing institutions along the canal.

South Shore Line Ry. (N.B.)—During the past few months ballast trains have been at work all along the line, 40,000 new ties have been put in, and the road bed generally improved. At New Musquash the location of the line has been straightened and a new bridge built. A new drawbridge has been completed at Musquash, and a bridge at Digdegush.

South Shore Ry. (Que.)—It is proposed to relay all the tracks with 80 lb. steel rails, for which purpose rails have already been delivered at Sorel. The whole of the line is to be put in thorough order, and as soon as the bridges over the St. Francis and Yamaska rivers are completed the line will be extended to Levis. J. McCarthy, C.E., has been appointed Chief Engineer.

See also Quebec Southern Ry. and Montreal-Longueuil bridge.

The Sydney and Lonsburg Ry., it is reported, is to be relaid with heavy steel rails, and a branch line built to Langan beach, a favorite summer resort. A passenger station and freight house is to be erected at Sydney, N.S., and an iron bridge is to be constructed over the tracks at Charlotte St., Sydney.

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Temiscamingue Ry.—T. Southworth, Director of Colonization for the Ontario Government, writing to the press in regard to this projected line, states that a railway must be constructed before further settlement takes place; that the people of southern Ontario should see that it is connected as directly as possible with Toronto, and that it should start from North Bay.

W. B. Russell, C.E., reports that he has located 25 miles from North bay, which will carry the line over the height of land north of Lake Nipissing. From North bay the proposed route skirts easterly along Trout lake, and turns to the north in the valley of the North river. The heaviest grade on this section is 1.25 per 100 ft. and with the exception of one short 9° curve the maximum curvature is 8°. Mr. Russell expects to have completed a reconnaissance survey to the head of Lake Temiscamingue, 100 miles, by the end of the year.

Hon. F. R. Latchford, Minister of Public Works for Ontario, stated in a recent interview that in view of the great rush of settlement into the Temiscamingue region during the present year, the Government would commence the work of building a railway northward from North bay next spring. The result of the surveyors' work so far had been most satisfactory, an easy route having been secured, and an excellent country alongside being discovered. Mr. Latchford said his personal view was in favor of letting contracts as early as possible, so that the work of making railway connection for the remote region could be completed the sooner. He thought that the whole line might possibly be built in one year, but that remained to be seen. In any event, he thought Lake Temiscamingue could be reached, which would then open the way for a great tourist traffic. The whole line to the head of Lake Temiscamingue would be about 100 miles long, and when completed it would reach about a third of the way from North bay to James bay. Lake Abitibi will probably be the next objective point in continuing the line northward. (Sept., pg. 233.)

Thunder Bay, Nipigon and St. Joe Ry.—President D. F. Burke recently made a proposition that the towns of Port Arthur and Fort William should each take \$10,000 of stock in this co. No construction has been done this year. It is reported that negotiations are in progress between the promoters and Mackenzie, Mann & Co. by which this line will be utilized as the eastern extension of the Canadian Northern. (Sept., pg. 275.)

Tilsonburg, Lake Erie and Pacific Ry.—Recent press reports stated that J. Charlton, M.P., was promoting a railway from Port Rowan to Collingwood, and that active building operations had been commenced at the southern termination. The report evidently refers to the T.L.E. and P.R. Co., of which Mr. Charlton is President, which has its line in operation from Port Burwell to Tilsonburg, Ont., 20 miles, and has about completed an extension from Tilsonburg to Ingersoll, 15 miles. This 35 miles of track will give the T.L.E. and P.R. connection with the four trunk lines of Ontario, and the Co. expects to be in a position to command the coal trade of central Western Ontario, and also to supply the C.P.R., the G.T.R., the Michigan Central Ry. and the Wabash Rd. within the same area. At Port Burwell the harbor is approaching completion, and will be the equal of any on Lake Erie, having 18 ft. of water, and a turning basin 360 ft. in diameter, 1,700 ft. inside the ends of the piers. The Co. proposes to establish a coal ferry to one of the U.S. coal ports, either Erie, 46 miles, the nearest, or Fairport, 57 miles, the furthest; with Conneaut, or Ashtabula, lying between them. As to any extension of the line northerly everything is pure speculation.

There has been some talk of an extension from Ingersoll to Stratford and thence to Collingwood, but there is as yet nothing tangible in the scheme.

Grading was completed early in Nov., and a contract was given to Dart and Hamilton for the tracklaying and ballasting of the extension to Ingersoll. The tracklaying will include 4 miles of siding. It was expected to have this work completed before the end of the season. (Sept., pg. 275.)

At a recent meeting of the Railway Committee of the Privy Council at Ottawa it was agreed between the parties interested that the T.L.E. and P. Ry. should cross the G.T.R. line near the station of the former Co. in Tilsonburg, at right angles, on level crossing, and without grade, and that the former should run its line parallel to that of the Great Western and across the Canada Southern Ry. by an independent subway.

Toronto, Hamilton and Buffalo Ry.—It was recently reported from Woodstock, Ont., that an extension of this line from Brantford was in contemplation, but we are officially informed that the Co. has no present intention of further construction.

The Toronto, Lindsay and Pembroke Ry. has filed with the Ontario Public Works department plans and profiles of a section of its projected line from Bancroft, on the Irondale, Bancroft and Ottawa Ry., and the Central Ontario Ry., to Golden Lake, 60 miles. This section of the line is 8 1-3 miles in length, and shows the route from Bancroft through the townships of Faraday, Herschel and into Monteagle. The maximum grade is 1.25 per 100 ft., and the greatest curvature is 68, while the average will be about 3°. (Aug., pg. 233.)

The Vancouver, Victoria and Eastern Ry. and Navigation Co. is the title given to the Canadian company chartered to construct, in connection with the Washington and Great Northern Ry., a subsidiary of the Great Northern Ry., U.S., a line from Marcus, Wash., on the Spokane Falls and Northern Ry., to Vancouver and Victoria, B.C. Of the main line 65 miles have been located and construction is in progress from Marcus, Wash., to Curlew, and from thence a branch of 20 miles is to be constructed to Republic, Wash. Of this length of line 15 miles, from Cascade to Carson, is in B.C., where the V.V. and E. is also constructing 25 miles of line from Carson to Phoenix, as well as spurs into Grand Forks, and to the Granby smelter. The sections from Curlew to Midway, already located, and from Midway to Molson, Wash., 45 miles west, on the summit of the divide between the Kettle and Okanagan rivers, also located, will not be gone on with this year. Preliminary surveys on the main line have been completed from the International boundary near Molson, westerly as far as Oroville, south of Keremeos, and a survey party is working towards Princeton. The maximum grade on the line between Marcus and Midway is 0.6%, with maximum curves of 8°. The branch line from Carson to Phoenix has a maximum grade of 3%, and the section between Midway and Princeton will have a maximum grade of 1%, and will be very heavy work. The most interesting feature of this section is, that although the distance between Midway and the Okanagan river is only 32 miles in a direct line, it requires about 100 miles of a 1% grade to overcome the summit, which is crossed at an elevation of 3,700 ft. above sea level.

The contractors on the U.S. side are Siems & Shields, while on the B.C. side J. W. Stewart has the contract for the grading, and Porter Bros. that for the bridging and ties. The division engineers in charge in B.C. are: A. E. Hill, with D. R. Thomas, W. I. Bassett and W. A. Duff, as assistants; and G. G. McCarty with J. W. McCreary and H. Hill

as assistants. The surveys in the Okanagan country are in charge of R. H. McCoy, locating engineer, and J. H. Kennedy is Engineer in Chief with headquarters at Grand Forks, B.C., and having as assistants, L. M. Hale, S. Gagne and K. G. Hankinson.

There is reported to be a great scarcity of labor on both sides of the boundary, but nearly all the right of way on the Canadian side has been cleared, and grading is in full swing at a number of points. (Sept., pg. 275.)

The Victoria Terminal Ry. and Ferry Co. has acquired under its act the Victoria and Sidney Ry., 16 miles, and has begun its extension into the market building at Victoria, B.C., which has been acquired as a terminal. H. P. Bell, C.E., made the survey. The work is expected to be completed by Dec. 31.

The barge Georgian is being fitted up as a temporary ferry pending the construction of a regular car ferry. Capt. McKenzie states that the ferry proposed to be built for operation in connection with this line and New Westminster is to be capable of making three trips a day.

On the mainland it is reported that grading is to be commenced on the 20 miles of line between the mouth of the Fraser river, where the permanent ferryslips are to be built, and New Westminster.

Vancouver, Westminster and Yukon Ry.—J. Hendry, President, says much of the news appearing in the daily papers regarding this Co. and its project has been guesswork, and that all the definite information that can be given for publication is that parties of surveyors are in the field, and that considerable preliminary work has been accomplished.

The Vancouver and New Westminster city councils have been approached with a view to right of way being obtained, and committees have been appointed to confer with the directors.

The whole of the right of way between New Westminster and Vancouver has been acquired by the Great Northern Ry., U.S., interests, as well as the Hastings mill property in Vancouver, which it is said will be used as a terminal. It is the only water frontage of any consequence in Vancouver not owned by the C.P.R. A. J. McMillan, C.E., and R. H. Green, C.E., were in charge of the surveys on this section, which will leave New Westminster by Penitentiary gulch, and along by the gully by Burnaby lake, entering Vancouver near the sugar refinery.

Preliminary surveys have been completed for a northern extension of the line between Vancouver and Lillooet by E. B. Hermon, C.E., who reports having found a feasible route. The line will, it is expected, cross the inlet at the second narrows, skirt the shore, passing Moodyville, Point Atkinson, and Britannia landing, and up the Squamish river, going by Daisy lake, Green lake and Seaton lake into Lillooet. T. S. Gore, C.E., is engaged in making a survey from Lillooet via Quesnel to Hazelton.

The Co. has opened an engineer's office in the Templeton block, Vancouver, which is in charge of Mr. Jeffreys, of the Great Northern Ry. (U.S.) Co.'s staff. (June, pg. 177.)

Wabash Rd.—The Mayor of Simcoe, Ont., has recently been interviewing the directors with a view of having the Co. locate its proposed Canadian shops in that town.

White Pass and Yukon Ry.—In confirmation of the denial given in our Sept. issue, pg. 276, of the rumor that an extension was to be built from the present terminal at Whitehorse to Dawson, President Graves says:—"We have no intention whatever of extending the line. At Whitehorse, instead of putting up temporary buildings and wharves, we have put up extensive, costly and substantial improvements, and have made no move looking toward a continuation of the work of construction. On the contrary, we have acquired

by purchase the entire fleet of the Canadian Development Co., and have also built, at great expense, three large, light-draught and finely-finished boats, which are now employed in transporting passengers and freight between Whitehorse and Dawson. With our present facilities we are prepared to land 1,000 tons of freight, but as a matter of fact we are not handling one-tenth the business of which we are capable at a very small extra outlay for rolling stock, fuel and labor."

The Woodstock and Centerville Ry. is reported to have signed a contract with H. Crine, of New York, for the construction of its line in New Brunswick. The difficulties with former contractors are reported to have been settled and outstanding liabilities will be discharged. Active work is to be commenced in April next, and the line is to be completed in 18 months.

The charter of the W. and C. Ry. Co. was granted many years ago and a Dominion subsidy of \$64,000 was voted in respect of 20 miles from Woodstock towards Centerville in 1887. An additional subsidy of \$19,200 was voted in respect of six miles in continuation of the first 20 miles, to the International boundary between N.B. and Maine. Nothing appears to have been done to earn these subsidies and in 1894 they were re-voted.

Canadian Northern Ry. Construction.

Canadian Northern Ry.—W. Mackenzie recently stated that there were 825 miles of the C.N.R. being operated from Rainy river westward. The line would be in operation from Fort Frances to Rainy river as soon as inspected, and the line from Port Arthur to Fort Frances would be completed by the end of the year. There were also 25 miles graded westerly from the Manitoba boundary towards Prince Albert. As soon as the Rainy river section of the line was completed, the Co. would proceed with its line to the Pacific coast. There were on the C.N. Ry. between 90 and 100 elevators, and the rolling stock was being delivered from both Canadian and U.S. manufacturers.

On the Ontario division up to Nov. 22 track had been laid to 180 miles west of Stanley, leaving about 30 miles yet to be laid to connect with Fort Frances, from which point trains are running into Winnipeg. At Fort Frances a track has been laid from the station to the steamboat wharf. The station is a handsome Gothic building, and is situated in grounds covering 26 acres, which will include

a large garden with ornamental trees, shrubs and fountains. The large gasoline engine for turning the central span of the Rainy river bridge is to be discarded for a smaller one, it having been found to be too powerful; meanwhile the bridge is being turned by hand. (Nov., pg. 338.)

In addition to the extension of the old Port Arthur, Duluth and Western Ry. from Gunflint Narrows to Ely, Minn., the C.N. Ry. is credited with having projected an extension from War-road on the Lake of the Woods through Rosseau and Kittson counties, to a junction with the Great Northern Ry. (U.S) at Hallock or Kennedy, Minn. (Jan., 1900, pg. 9.)

An arrangement has been effected with the St. Boniface council, by which the C.N. Ry. will raise the grade on Tache St. to rail level at once, and will construct a subway next year. Permission has been given for the use of the Red river bridge by foot passengers.

The C.N. extension at Emerson, Man., into the town from the end of the old Northern Pacific track, over the iron bridge built by the town 20 years ago, has been completed. The line does not make connection with the track of any other railway company.

The branch to Carman has been completed, and D. D. Mann, Gen. Supt. Hanna, and Hon. R. P. Roblin made a trip over it Nov. 8. (Nov., pg. 338.)

The Railway Committee of the Privy Council has granted permission for the C.N. Ry. to carry its tracks across the C.P.R. tracks at Gladstone, Man., but the matter will come up again in nine months' time. The crossing has been completed, and the C.N. trains now run through to Erwood over its own tracks.

It is reported that a branch will be constructed from Neepawa through the Riding mountain district next summer.

It has not been definitely determined at what point the branch to Hudson's Bay, via Cedar Lake, will leave the main line. No grading has been done this year. (Nov., pg. 337.)

J. Armstrong, C.E., will be engaged all winter in location work on the continuation of the main line towards Prince Albert. The line is operated to Erwood, Sask., and 25 miles of grading have been completed beyond, but no track has been laid, and on Nov. 9 we were informed that it had not been decided whether it would be laid this year. The distance from this point to Prince Albert is about 125 miles. Another survey party, under M.

C. Macfarlane, is working from Edmonton eastward to meet Mr. Armstrong at Prince Albert. Lieut.-Col. S. Hughes, M.P., is also looking over the country in the interest of the Co. (Nov., pg. 338.)

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

Expenditures.—From Jan. 1, 1900, to June 30, 1901, the expenditures on construction and betterments were as follows:—

CONSTRUCTION—ACQUIRED AND BRANCH LINES.	
Souris branch—Pipestone extension.....	\$ 463,400.08
Snowflake branch.....	74,518.89
McGregor branch.....	289,127.85
Waskada branch.....	85,834.64
Lac du Bonnet branch.....	262,979.21
North Star branch.....	75,388.16
Lake Temiscamingue Colonization Ry.....	1,028.71
West Selkirk branch extension.....	54,779.06
Stonewall branch extension.....	73,311.97
Dyment branch.....	57,065.24
Crow's Nest Pass & B. C. Southern Ry.....	1,003,625.52
Vancouver & New Westminster Ry.....	10,485.70
Surveys projected lines.....	57,582.87
Total.....	\$2,509,128.80

ADDITIONS AND IMPROVEMENTS.	
Main line, Quebec to Bonfield.....	\$ 131,170.87
" Bonfield to Port Arthur.....	199,381.19
" Port Arthur to Laggan.....	702,393.64
" Lagan to Pacific Coast.....	820,555.05
" Montreal Terminals.....	342,863.78
Total, main line.....	\$2,196,274.53
Branch lines.....	184,572.90
Telegraph extensions and additions.....	32,442.46
Total.....	\$2,413,289.89

EXPENDITURE ON LEASED AND ACQUIRED LINES.	
Ontario and Quebec Ry.....	\$ 322,767.74
Atlantic and Northwest Ry.....	115,318.54
New Brunswick Ry.....	157,489.04
Montreal and Western Ry.....	13,302.16
Manitoba Southwestern Colonization Ry.....	84,366.91
Columbia and Kootenay Ry.....	52,746.91
Total.....	\$ 745,891.30

Atlantic Division.—Very extensive improvements and enlargements are being carried out at the terminals at West St. John, N.B. The Co. acquired considerable additional land adjoining its present yards and is laying out sidings, building additional wharf accommodation, and providing new cattle yards and shed accommodation for freight. G. S. Mayes had the contract for building 650 ft. of close faced wharf from the corner of Fowler's office on Rodney wharf, along the Dunn slip; the tracks on this wharf will give accommodation for 250 cars. It is stated

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that this wharf will ultimately be enlarged and be utilized for local business. The cattle sheds have been improved and enlarged and now have accommodation for 1800 head, and extra siding accommodation has been provided to facilitate unloading. D. W. Clark & Sons, who had the contract for the cattle sheds, have also a contract for the erection of a freight shed 420 by 40 ft. at the easterly end of the new yard near the city line at Fort Dufferin, to be used for the storage of delayed freight. It was proposed to erect a new six-stall roundhouse, but after the foundations were put in the work of erection was postponed until spring. A large number of additional tracks have been laid down to the different warehouses, in each case doubling the number of cars that can be handled without shunting. When all the alterations are completed it is expected that accommodation will be provided for 1,500 more cars than the yard would hold last winter. The Dominion Government has completed the erection of a large immigrant shed to accommodate 1,200 persons.

Carleton Place to Sharbot Lake.—It was recently reported that the C.P.R. was about to construct a line from Carleton Place to Sharbot Lake, Ont., which would give such connections that it would have a direct route between Toronto and Ottawa, 30 miles shorter than its present one. These rumors probably refer to the surveys made by the Kingston and Pembroke Ry., referred to in our Sept. issue, pg. 273. It is not known what effect the recent acquiring of the K. and P. Ry. by the C.P.R. will have on the carrying out of this extension.

Norwood to Apsley, Ont.—J. R. Pearce, President of the Norwood and Apsley Ry. Co., has received a letter from Sir Thos. Shaughnessy stating that the C.P.R. does not wish to proceed with construction at present, although Dominion and Ontario subsidies had been voted for the work. The decision of the C.P.R. was based on reports of the country to be opened up and the cost of construction. (June, pg. 178.)

Fort William, Ont.—Extensive improvements are contemplated at these terminals, on which it is reported that \$500,000 will be expended within the next 18 months. The new works include an addition to the coal docks, which Gen. Supt. Leonard says will increase the storage capacity from 200,000 to 250,000 tons. Increased facilities for handling the coal will also be provided, and it is stated that the other improvements will include a cleaning elevator, an annex to elevator B and a flour and freight shed.

Lac Seul Branch.—Surveys are being made for a branch of about 21 miles from Dinorwic, Ont., 197.5 miles west of Port Arthur, northwesterly to Lac Seul. The Co. asks the Ontario Government to carry out such improvements in the waterway as will permit free navigation between Lac Seul and Lake Minnetakie. The railway and the water communication would open up a fertile country extending for 100 miles. A. W. Campbell, Deputy Commissioner of Public Works for Ontario, recently paid a visit to the country and made arrangements to have a survey of the waterways made so as to decide what would have to be done in the way of building dams and dredging. N. McDougal, of Fort William, was given charge of the survey, but was forced to return as the lakes were frozen up.

Speaking of this projected branch, Hon. G. W. Ross, Premier of Ontario, said at Ottawa recently: "Means of communication are being opened up through New Ontario, and before long there will be in operation a branch line of the C.P.R. up to Lac Seul. Here is a district capable of yielding a handsome return to those who want to enter it. The Co. has given its promise that it will shortly provide

transportation facilities. Lac Seul is a grand body of water that lies on the old route of communication with James Bay by way of the Albany river. We will spend some money on locks, and should with a very moderate outlay be able to provide a through waterway down to the main line of travel east and west. The waterway is there to our hands already. It has been travelled by the Indians for centuries on their way in and out from the great northern sea, and would need but little attention here and there to give settlers what they need—cheap transportation for their grain and other products to the markets of the world."

Winnipeg Bridge.—The last of the piers for this bridge was expected to be completed by Nov. 15. The steel superstructure is being rapidly gone on with, and the grading necessary for the approaches is being pushed. The bridge is expected to be ready for traffic by Christmas. (Sept., pg. 277.)

Winnipeg Water Supply.—The new system of water supply for the station and yards is reported to be completed and Red river water is being used in place of water from the artesian wells hitherto relied on. The new works, including pumping plant, etc., were constructed by W. F. Lee.

Winnipeg Subway.—C. Schrieber, Deputy Minister of Railways, while in Winnipeg recently, looked into the question of the proposed subway under the C.P.R. tracks on Main St. He is of opinion that one 66ft. wide, the same as at King St., Toronto, will be ample. The local authorities ask for a subway 100ft. wide.

Winnipeg Hotel.—The General Manager has written to the President of the Winnipeg Board of Trade stating that the Co. has no intention of building an hotel at Winnipeg.

Manitoba Branches.—Very little track has been laid on the new branches in Manitoba this year owing to the impossibility of getting rails during the trackmen's strike. The greater portion of the rails for these branches are now on hand at Winnipeg, and track-laying will be actively proceeded with in the spring.

Winnipeg Beach Branch.—In consequence of the extension of the West Selkirk branch to Winnipeg beach, the name has been changed to the Winnipeg beach branch. The grading of the extension to Winnipeg beach has been completed, but no track has been laid. (Sept., pg. 277.)

Carman Extension.—Surveys have been made for the extension of the Carman branch south-west towards Killarney, Man., crossing the valley between Rock and Pelican lakes. The extension will be about 100 miles in length.

Osborne and Morden Cut-off.—Surveys have been made for a branch between Osborne and Morden, Man., on the Pembina Mountain branch, which would serve as a cut-off between these two points.

Snowflake Branch.—Good progress has been made with the grading of the extension of this branch from Snowflake some 10 miles towards Mowbray, Man. But no track has been laid. (Aug., pg. 235.)

Waskada Branch.—About 16 miles of the extension from Waskada has been graded, but no track has been laid. (Sept., pg. 277.)

McGregor Branch.—Grading has been completed on the extension of 7 miles from Wellwood, last year's terminus, 26.4 miles from McGregor, but no branch has been laid. (Sept., pg. 277.)

North West Central Section.—A connecting track has been built between the old G.N.W.C. Ry. and the C.P.R. main line at or near the original location of the grade of the G.N.W.C. Ry. between Chater and Brandon. This gives a direct line from

Brandon in place of the old route via Chater.

Branch from Forrest.—Good progress has been made with the grading and track laying on the branch of 42 miles from Forrest, Man., on the old Great North West Central Ry., west through the municipalities of Daly and Woodward towards the Assiniboine river. Grading is practically completed, and about 20 miles of track has been laid. (Sept., pg. 277.)

Branch from Moosomin.—Surveys have been completed from Moosomin, on the main line, 219.1 miles west of Winnipeg, for 90 miles beyond the Pheasant hills, north of Qu'Appelle river, but no decision has been arrived at in regard to construction. (June, pg. 178.)

Water Supply in Assinibola.—A contract has been let for the construction of a water supply plant at Suffield, 25 miles west of Medicine Hat, Assa. The works include the laying of 4½ miles of pipe to the lake, and the installation of an electric pumping plant.

Banff Hotel.—An extension to provide 80 or 90 additional rooms at the hotel at Banff Springs has been planned, and construction work will be commenced in the spring.

Sullivan Mine Branch.—H. D. Lumsden, C.E., has made a survey for a branch from Kimberley, B.C., on the North Star branch, to the Sullivan Mine.

Porteous Branch.—A contract has been let to Mr. Tierney, of Nelson, B.C., for the construction of a branch of 1½ miles from Porteous, B.C., on the North Star branch, to Senator Turner's proposed smelter near Marysville.

Field-Ottertail Deviation.—A contract has been let to J. W. Stewart for building a deviation of about 7 miles of the main line between Field and Ottertail, B.C., the main object being to reduce the gradients. The deviation will start from 1.1 miles west of Field, running north of the present line, and will rejoin the latter half a mile east of Ottertail. It will increase the mileage 0.91 miles. The present steepest gradients are 2.2% west bound, and 2.6% east bound. These will be reduced to 1.2% compensated. The work will be very heavy, and it is said it will cost about \$100,000 a mile, but it will effect a great saving in operating expense and in time.

Kootenay and Arrowhead Ry.—Track has been laid on this line from Lardo, on Kootenay lake, B.C., to the first crossing of the Lardo river, about 20 miles, and grading has been completed for 8 miles further, to within 4 miles of Selkirk. With the exception of a 300-ft. bridge at the 2nd crossing of the Lardo, all the bridge work has been completed. It is expected that the line will be completed into Selkirk this season. The construction has been comparatively easy, nothing but earthwork having to be done, and a gradient of only 7-10 of 1% being met with. Of the further extension of the line round Trout lake nothing has been decided. The lake is 25 miles in length, thoroughly landlocked and navigable for steamers of considerable draft. Contracts have been let for the building of a station, roundhouse, freightshed, tank and section house at Lardo, and for the necessary buildings at Selkirk. (Sept., pg. 277.)

Kootenay and Boundary Districts, B.C.—Increased locomotive house accommodation and additional terminal facilities are being provided at Nelson, and further track is being laid at Phoenix, and at Smelter Jct., in order to provide accommodation for the increasing traffic at these points.

A six stall locomotive house is to be erected at Eholt, in connection with which there will be a small shop for the repair of light engines. In order to accommodate the increased traffic at this point 4,000 ft. of additional side track is to be laid.

Robson Bridge.—It was expected that the bridge over the Columbia near Robson would have been completed by Nov., but high water in the river has retarded the work. Track was laid over the eastern approaches in Aug. to permit material being delivered at the river, and the short girder spans placed in position, but the construction of the substructure for the long spans across deep water was delayed by the high water. Genl. Supt. Marpole says that when the bridge is completed Nelson will be a more important divisional point than ever, and a larger force of men will be employed.

Similkameen Branch.—It is reported that a route is being surveyed for a line through the Similkameen country via Spence's Bridge, Nicola and Princeton, B.C. Two survey parties are said to be working, one from Keremeos and the other at Spence's Bridge. Since the above was put in type we have been advised that surveys for a branch from Spence's Bridge via Nicola into the Similkameen country were made a year or two ago, but that nothing further has been done in the matter.

Vancouver and Lulu Island Ry.—Construction has been commenced on the bridge over the north arm of the Fraser river. It will be 1,790 ft. long, and will consist of 4 spans of 80 ft. each, one of 100 ft., and a steel swing measuring 150 ft. in all. The swing span will be built on a masonry pier, the other spans being of timber. (Sept., pg. 277.)

C.P.R. SUBSIDIARY LINES.

Duluth, South Shore and Atlantic Rd.—A greenhouse is to be erected at Marquette, Mich., for the supply of flowers for dining cars, and for the gardens at stations.

The Hancock and Calumet Rd.—11.2 miles, connecting with the Duluth, South Shore and Atlantic Rd. at Houghton, Mich., is being changed from narrow to standard gauge.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—The extension from Wishek, N.D., to the Missouri river, S.D., has been opened to Ashley, N.D., 20 miles, and it is proposed to carry the line as far as Herba, N.D., this winter. Grading has been completed on the branch from St. Croix Falls, Wis., to the north line of Polk county, and track laying has been commenced.

The C.P.R. and the G.T.R. have exhibits at the annual exhibition of the International Forest, Fish and Game Association of Philadelphia, which opened Nov. 27 and will continue open until Dec. 21.

Grand Trunk Betterments, Etc.

Portland, Me., Terminals.—The smelting works property below the eastern promenade has been acquired with a view to further track extension at the terminals. The station building will not be gone on with until next spring, and its location will be on the corner of Fore and India streets.

Point St. Charles.—The new station on Wellington St., Montreal, has been completed. It is 60 by 28 ft., and has a floor space of 1,700 sq. ft. It is built of brick with stone dressings and cornice, and contains waiting rooms, ticket office and baggage room.

Montreal Freight Offices.—Plans for the new freight offices on Chaboillez square have been approved. The building will be of the same style of architecture as Bonaventure station, and will front on Chaboillez square on a line with Colborne st. It will be 250 by 50 ft., and will be built of brick at an estimated cost of \$40,000.

The new General Offices in Montreal will not be ready for occupancy until towards spring. The boilers for the machinery from the Polson Iron Works, Toronto, have been erected.

Montreal Elevator.—It is proposed to erect an elevator at Windmill point, or some other convenient point in Montreal harbor, and R. A. Waite, of Buffalo, is preparing plans.

Montreal-Toronto Double Track.—With the exception of a small section between Port Hope and Whitby the double-tracking of the line from Montreal to Toronto will be completed this year. The improvements carried out this season include the raising of the grade in order to reduce the gradient in getting over the Scarborough heights. General Supt. McGuigan has recently been inspecting the progress of the work. (Sept., pg. 277.)

Toronto Jct. to Wexford.—We are officially informed that there is no foundation for recent press reports that the Co. was securing running powers over the C.P.R. from Toronto Jct. to Wexford, and would build a connection from that point to the main line.

Hamilton-Niagara Falls Double Track.—Owing to heavy traffic this season work on the completion of the double-tracking of this section has been delayed, and nothing will be done beyond Jordan this year. The 26 miles required to complete the work will be gone on with in the spring, and the work prosecuted to an early finish.

Point Edward Elevator.—The 40 year old elevator at Point Edward, Ont., has been burned to the ground. It had a capacity of

90,000 bush., and at the time of the fire contained 75,000 bush. An elevator having a capacity of 1,500,000 bush. is to be erected by the Botsford-Jenks Co.

Windsor-Detroit Ferry.—A plant has been installed at Windsor, Ont., for the purpose of operating the turntables at the ferry slip docks by steam instead of by hand as formerly.

G.T.R. Western Ry.—The double-tracking between Port Huron and Durand, Mich., 82.29 miles, was expected to be completed by the end of Nov. Men have been scarce and the work was somewhat delayed. Surveys have been made by T. S. Henley, assistant engineer, for double-tracking the line between Battle Creek and Lansing, Mich., 45 miles. (July, pg. 211.)

Press reports credited the G. T. Western Ry. and the Pere Marquette Rd. with having combined to build a belt line round Lansing, Mich., but this has been denied.

Speaking of the elevation of the tracks of the five companies owning the terminal lines entering Chicago, the G.T.R. Western being one, G. W. Vaux, Assistant General Passenger Agent at Chicago, recently stated that the G.T.R. passenger traffic in the west is increasing by rapid strides, and there is every reason to believe it will continue to expand. The elevation of the tracks, while it will be a very expensive affair, will mean great additional facilities for the handling of the growing traffic.

Central Vermont Ry.—The Quebec Southern Ry. has been notified that it must place interlocking switches at the point where its line intersects the C.V. Ry. at Iberville, Que., 28 miles from Montreal.

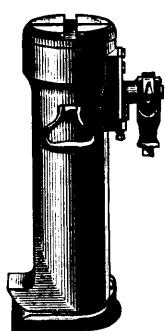
In connection with its proposed terminal improvements in New London, Conn., the C. V. Ry. made application to the U.S. War Department for permission to erect a trestle bridge at Hartford, Conn., in place of the present drawbridge. At a public hearing considerable opposition was made against granting the permission, the main ground being that the erection of the trestle would close the port to commerce except for the smallest boats. The cove now accommodates vessels of 1,500 tons, and could be dredged to a depth of 40 ft.

The city council of New London, Conn., has rejected the petition of the C. V. Ry., to appropriate \$21,000 for eliminating two highway grade crossings, on condition that the Co. erected a grain elevator and made other improvements at East New London at a cost of \$500,000. A committee was, however, appointed to confer with the Co. as to a new proposal which, if obtained, will be submitted to the voters at a general election.

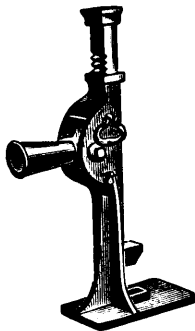
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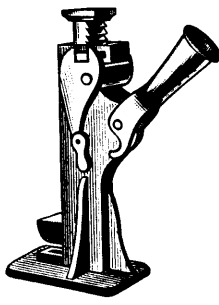
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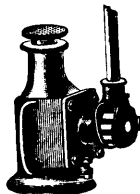
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The 15th annual meeting, held at Montreal Nov. 6, was the most largely attended in the history of the Association, the following being present:—G. N. Asseltine, C.P.R., Gananoque, and wife; J. Adie, C.P.R., St. Catharines, and wife; W. A. Beckner and wife; G. B. Bleecker, C.P.R., Marmora; W. Bunton, G.T.R., Peterborough; A. H. Baird, C.P.R., Paris, and wife; A. C. Brown, C.P.R., Guelph, and wife; J. L. Boyes, G.T.R., Napanee, and wife; Miss M. A. Ball, C.P.R., Goderich; A. Burgess, C.P.R., Wallaceburg; Barlow Cumberland, Toronto; J. Clark, C.P.R., Renfrew, and wife; R. J. Craig, C.P.R., Cobourg, and wife; F. W. Churchill, C.P.R., Collingwood; J. D. Conway, G.T.R., Hespeler, and wife; R. Cox, C.P.R., Enterprise; R. H. Carney, G.T.R., Sault Ste. Marie, and wife; R. Clanahan, C.P.R., Glencoe, and wife; John Carter, C.P.R., Sundridge; F. R. Chalmers, C.P.R., Morrisburg, and wife; E. de la Hooke, G.T.R., London, and wife; Jas. Douglas, G.T.R., Dobbington, and wife; M. C. Dunn, Bay of Quinte, Yarker, and wife; W. F. Egg, C.P.R., Montreal, and wife; R. J. Fletcher, C.P.R., Barrie, and wife; J. P. Hanley, G.T.R., Kingston; W. H. Harper, C.P.R., Chatham, and wife; Mrs. T. E. Higginbotham, G.T.R., Bowmanville; F. R. Hodgins, G.T.R., Clinton, and wife; M. A. Halliday, C.P.R., Chesley, and wife; W. B. Hart, C.P.R., Perth; T. Howard, C.P.R., Hastings; J. Harcourt, G.T.R., Port Hope, and wife; C. H. Hill, G.T.R., Sault Ste. Marie, and wife; W. Jackson, C.P.R., Clinton, and wife; J. H. Jackson, C.P.R., Georgetown; A. Johnston, C.P.R., Pembroke, and wife; J. F. Kellock, G.T.R., Perth, and wife; G. D. La Course, G.T.R., Berlin, and wife; T. Long, C.P.R., Port Hope, and wife; F. F. Lawrence, G.T.R., Goderich, and wife; R. L. Mortimer, G.T.R., Shelburne, and wife; C. E. Morgan, G.T.R., Hamilton; W. B. Morehouse, C.P.R., Sault Ste. Marie, and wife; J. Murchison, C.P.R., Lucknow, and wife; J. D. Meekison,



F. W. CHURCHILL,
Retiring President C.T.A. Association.

burg; W. H. C. Mackay, C.P.R., St. John, N.B.; R. J. Macdonald, C.P.R., Seaforth, and wife; W. H. McFarlane, C.P.R., Paisley; W. McLroy, C.P.R., Galt; C. A. Nettleton, C.P.R., Penetang, and wife; S. O. Perry, Wabash, St. Thomas, and wife; Mrs. E. R. Pelletier, Quebec Central Ry., St. Ferdinand; A. Phelps, G.T.R., Huntingdon; H. J. Pettypiece, M.L.A., C.P.R., Forest, and wife; L. Peine, C.P.R., New Hamburg, and wife; W. E. Rispin, G.T.R., Chatham, and wife; J. A. Robb, C.P.R., Valleyfield, and wife; A. J. Roos, C.P.R., Berlin, and wife; H. F. Sharpe, G.T.R., St. Marys, and wife; W. H. Switzer, C.P.R., Dresden, and wife; D. Smith, C.P.R., Tilbury, and wife; W. G. Stovel, C.P.R., Walkerton; B. Travers, G.T.R., Paris; W. J. Taylor, G.T.R., Tweed; Dr. H. A. Turner, C.P.R., Millbrook, and wife; R. J. Tierney, C.P.R., Arnprior; J. C. Witchelo, C.P.R., Parry Sound, and wife; W. Ward, G.T.R., Dresden; A. H. Wittmaak, C.P.R., Hespeler, and wife; G. T. Whittier, G.T.R., Trenton; C. C. Young, L.E. and D.R.R., London, and wife.

Among the guests and visitors present were: P. Auer, T.P.A., Chicago, Rock Island & Pacific Rd., New York; J. N. Bastedo, T.P.A., Atchison, Topeka & Santa Fe Rd., Detroit, Mich.; B. H. Bennett, G. A., Chicago & Northwestern Ry., Toronto; M. H. Bohreer, D.P.A., Mobile & Ohio Rd., Chicago; J. E. Brittain, G.A.P.D., Chicago & Northwestern Ry., Boston; C. A. Bryant, T. A., Chicago & Northwestern Ry., Boston; C. Cameron, director, Northern Navigation Co., Collingwood, son and daughter; C. E. A. Carr, Manager, London St. Ry. Co., London; P. Charlton, T.P.A., Missouri, Kansas & Texas Ry., Chicago; G. R. Chesbrough, W. P.A., Lehigh Valley Rd., Buffalo; G. H. Colby, T.F. & P.A., Illinois Central Rd., Boston; W. T. Dockrill, T.P.A., C.P.R., Toronto; G. H. Doherty, Niagara Navigation Co., Toronto; J. F. Dolan, C.P.A., R. & O.N. Co., Montreal; J. W. Donald, T.P.A., Chicago & Alton Rd., Buffalo; L. Drago, C.P.A., New York Central Rd., Buffalo; C. W. Graves, D. F. & P.A., Great Northern Ry., U.S., Toronto; G. W. Hardisty, D.F. & P.A., Northern Pacific Rd., Montreal; A. A. Heard, A. G.P.A., Lehigh Valley Rd., New York; T. Henry, T.M., R. & O.N. Co., Montreal; H. R. Houghton, T.P.A., Burlington Route, Boston; J. D. Hunter, Western, Freight Agent, Allan Line, Toronto; H. W. Jameson, T.P.A., Pere Marquette Rd., Detroit, Mich.;

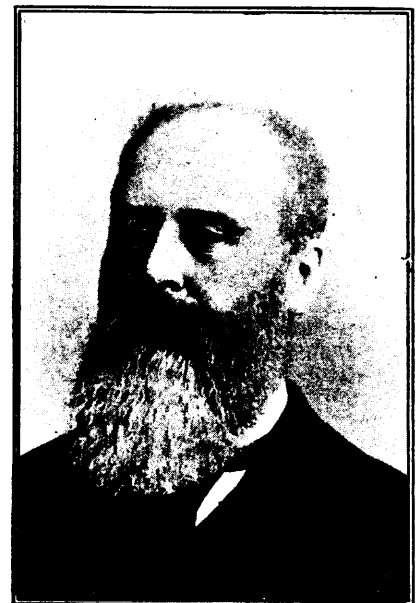
A. Lalonde, Boston and Maine Rd., Montreal; R. S. Lewis, C.P.A., Lehigh Valley Rd., Toronto; F. D. Lyon, T.P.A., Chicago, Rock Island and Pacific Rd., Detroit; G. W. McCaskey, D.P.A., Northern Pacific Rd., Toronto; A. J. McDougall, E. P. A., Illinois Central Rd., New York; A. H. Notman, A. G.P.A., C.P.R., Toronto; W. J. O'Meara, N.E.P.A., Burlington Route, Boston; C. A. Pipon, General Agent, White Star Line, Toronto; C. S. Proctor, T.P.A., G.T.R. Toronto; T. Ridgedale, T.P.A., Chicago and Great Western Rd., Montreal; W. Robinson, T.P. A., Intercolonial Ry., Toronto; S. J. Sharpe, Western Agent, Elder-Dempster S.S. Co., Toronto; F. L. Soper, T.A., Great Northern Ry., Boston; E. O. Soule, G.A.P.D., Burlington, Cedar Rapids and Northern Rd., Cedar Rapids, Ia.; A. J. Taylor, Agent, Chicago, Milwaukee and St. Paul Rd., Toronto; G. W. Torrance, T.A., Dominion Steamship Line, Toronto; H. E. Tupper, G.A.P.D., Denver and Rio Grande Rd., New York; H. J. Vandermark, Queen and Crescent Route, Detroit; T. C. Wallace, T.P.A., Union Pacific Rd., Boston; and the Editor of THE RAILWAY AND SHIPPING WORLD, Toronto.

THE ASSOCIATION'S HEADQUARTERS

were at the Place Viger Hotel, the C.P.R.'s east-end terminus. The hotel is built in the quaint style of the French renaissance, partaking of the type of the old chateaux found on the banks of the Loire. The general outline and effect of the five-story building is one of great solidity combined with gracefulness. It is constructed of grey limestone and Scotch buff fire brick, all in complete harmony with and emphasizing the beauties of its architectural design, and crowned by a massive tower rising from a graceful sweep into a great circle, with its numerous turrets and gables, forms a striking picture. The total length of the building is 300 ft., with a depth of 66 ft. The main facade has a magnificent



W. JACKSON,
President Elect C.T.A. Association.



EDWARD DE LA HOOKE,
Secretary-Treasurer C.T.A. Association.

arcade of 21 arches, which abuts the two projecting gables, with broad granolithic steps leading up to it from the street, and facing Place Viger the balcony affords a delightful resort for guests in the pleasant hours of a summer evening. Reached directly from the arcade is the general waiting-room, off which are offices and ladies' waiting-rooms, and from which it is but a step to the C.P.R.'s covered

C.P.R., Strathroy, and wife; T. C. Matchett, C.P.R., Lindsay, and wife; R. A. Mason, C.P.R., Markham, and wife; J. I. Martin, Canada Atlantic Ry., Pembroke, and wife; M. MacNamara, G.T.R., Walkerton, and wife; E. McLaughlin, C.P.R., Napanee; W. A. McCallum, C.P.R., Buckingham, and wife; W. H. McCaw, G.T.R., Port Perry, and wife; W. H. McGannon, G.T.R., Morris-

tracks immediately in the rear. On the right of this main waiting-room is the hotel department, and all the upper floors are exclusively devoted to hotel purposes on plans arranged on the most modern ideas. The ground floor is laid in marble mosaic, the rotunda and waiting-room being of magnificent proportions, with supporting columns, wainscoting and other wood finishing of quartered oak, and walls and ceilings laid in gold leaf with chaste decorations. The main staircase of Corona marble is beautifully finished, and the general effect of the artistic decorations symbolize the national character of the structure, being wrought in designs of tasteful coloring. The spacious dining-room is bright, cheerful and handsome, with luxurious appointments; the cuisine of that high standard maintained by the C.P.R. in all its hotels. The magnificent drawing-room and parlors, from which the balcony, a grand summer promenade stretching almost the entire length of the building, is reached, are elaborately and richly furnished, and the sleeping apartments, from whose windows unobstructed views of the surroundings can be obtained, are large, well ventilated and elegantly appointed—the rooms being single, or en suite, as may be desired. There is accommodation for 350 guests. In the heating, lighting and sanitary arrangements, which were specially designed for this hotel, the acme of perfection has been secured, and the entire building, which is modern in every respect, is as absolutely fire-proof as human ingenuity can devise.

The hotel's service throughout the meeting was most satisfactory in every respect. The Manager, G. R. Major, did everything possible for the comfort of his guests, and his staff were particularly obliging. The clerks in the Place Viger stand out in marked contrast to the average be-diamonded hotel clerks who treat guests with the slightest possible amount of civility, and answer questions apparently under protest.

MONTREAL'S CIVIC WELCOME.

On Nov. 6, at 10 a.m., the members, their wives, guests and visitors assembled in the city council chamber, where they were welcomed by Mayor Prefontaine in an interesting speech. President Churchill, after thanking the Mayor, said the Association appreciated the importance of Montreal. He felt he could speak for all classes of people throughout Canada, and say that the position of Montreal as the gateway of Canada was universally recognized. No class, perhaps, could realize better than the ticket agents how closely the prosperity of the whole Dominion was dependent upon that of Montreal. The interests of the commercial metropolis and the country at large are very closely interwoven. If Montreal thrives the rest of the country benefits; if the country prospers so does Montreal. In this connection he thought he voiced the opinion of the sound business sense of the whole Dominion when he said that the government, whether Liberal or Conservative, would be supported if it undertook to free the St. Lawrence route from every possible physical obstacle in the way of its development. The question was so important, and so thoroughly a national one, that he felt sure that the people of Canada, from one end to the other, would, irrespective of party, back any government up which would spend any necessary sum of money to perfect the approaches of the country's commercial metropolis.

THE BUSINESS MEETING

opened at the Place Viger Hotel at 10.45. Most of the members of the Association, whose names have already been given, being present. The Editor of THE RAILWAY AND SHIPPING WORLD attended by invitation. The president, F. W. Churchill, occupied the chair.

The report of the Secretary-Treasurer, E. de la Hooke, showed a membership of 159 "hard working ticket agents," 11 new members having joined during the year, and 7 having been dropped from the list for one cause or another, leaving a net increase of 4. Mention was made of the death of R. M. Stocking, of Quebec, who did his utmost to make a success of the annual meeting held there in 1895. Three members have engaged in other lines of business, two others dropped out because they failed to derive any benefit from the connection—neither of them ever attended a meeting—and one member left the limits. Of the 159 members only one has failed to pay his subscription for the current year. In the circular issued in Jan. members were advised of the result of the appeal made to the general passenger agents of lines represented in the matter of the withdrawal of foreign commissions and a substitute therefor. The hope was expressed that in dealing with each agent separately, which the general passenger agents said was the only course open, they have been liberal in their arrangements. Reference was made to the executive meeting in Hamilton, in April, when arrangements were made for the annual meeting, and to the delegation from the Association which attended the meeting of the International Association of Ticket Agents at Toronto in Sept.

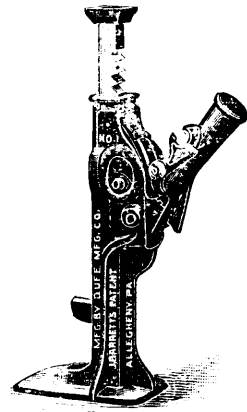
President Churchill thanked the Association for having re-elected him last year during his absence owing to illness. He referred to the general prosperity of the country and to the abolition of commissions. Some letters had been received about the lateness of the date fixed for the meeting, but it was unavoidable owing to the Pan-American travel up to the end of Oct. He made a feeling reference to the death of J. J. McCarthy, G. W.P.A. of the West Shore Rd., who had accompanied the Association on its trip to St. John, N.B., returning by the Hoosac tunnel route.

Barlow Cumberland suggested for consideration the question of holding the next annual meeting in the U.S.

BENEFITS OF ADVERTISING.

W. E. Rispin, G.T.R. Ticket Agent, Chatham, Ont., read the following paper:—We have to do a great deal of advertising in our business, so I thought this was a subject that might well be discussed at our meeting, as viewed from our own standpoint, as to the best means of making our train arrangements and connections, special excursion rates, etc., known and judiciously circulated so as to procure the best results. There are a great many ways of advertising now in vogue, such as the columns of our daily and weekly newspapers, blotters, calendars, magazines, catalogues, fair prize lists, dodgers, painting on country fences, special circulars personally addressed, cards for distribution, permanent cards printed on stiff cardboard, all of which are useful in their own particular way, but of all those mentioned I think it is generally conceded that the newspaper columns offer better opportunities for making our announcements by getting the desired information more widely circulated for the least outlay than do any of the other modes. There are many ways of advertising successfully in a newspaper, but probably the best for our business is a regular space engaged by the year, both in the regular advertising columns and among the personals and locals. When I speak of engaging a certain space for a year, I do not mean to give a paper an advertisement that just fills your space at the time of making the contract and allowing it to stand in that way until the time comes around for renewing your contract, but I recommend paying for this space and using it for making your announcements, taking care that changes are made often, so that readers of the ads. are not con-

fronted always with the same old chestnuts. Vary your announcements by frequent changes, advising any special advantages you have to offer in the way of excursion rates or improved train service, and if you have nothing special to note along these lines make



BARRETT TRACK JACK

Recommended as a Standard by
The Roadmasters' Association of
America

Adopted by all the Leading Rail-
roads in the United States and
Canada

Catalogue on application.

Manufactured exclusively by

THE DUFF MAN'G CO.
Pittsburg, Pa., U.S.A.

Stock carried by
JAMES COOPER, Agent,
MONTREAL.

THE PLACE VIGER MONTREAL.

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

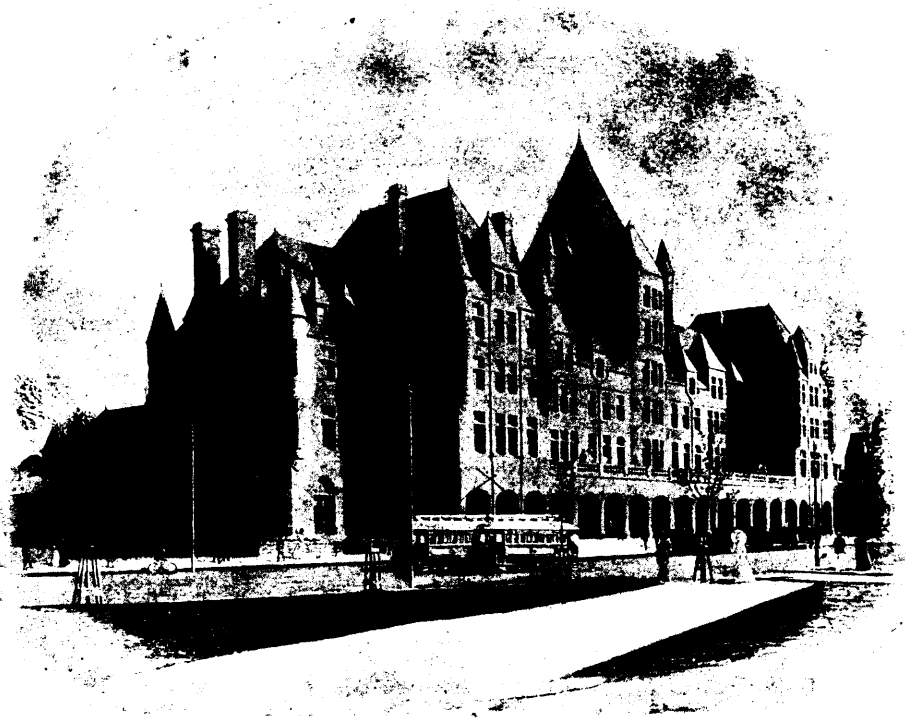
RATES: \$3 UPWARDS.

Special arrangements with large parties and those making prolonged stays. For further information address, Manager, Place Viger Hotel, Montreal.

LELAND HOUSE, Winnipeg Man., W.
D. Douglas, Proprietor. Rooms en suite with baths and all modern conveniences. Rates \$2 to \$4 a day. Special rates for families and large parties, according to accommodation and length of time. Though moderate in price the Leland is first-class in every respect. It is especially adapted to please the commercial trade. It is in the centre of the wholesale and retail district. It is in direct communication with all parts of the city by car lines. It is supplied with the purest spring water from flowing well on the premises.

something, or make your readers believe you are offering them a change. There is nothing more useless as an advertisement than the same old thing that "John Jones is agent for the old reliable through road, and is prepared to furnish tickets and all information at the lowest available rates." Tell the public what you have to offer specifically as often as you can, and get them into the habit of looking for your advertisements, for in this way you can create business for the company you represent and for yourself. I think there is no doubt that travel can be stimulated by special offers, as a great many people take advantage of specially low rates to travel, who would otherwise not think of it, and in this connection it is as well to try and induce travel into new channels by your special offers, so that the regular revenue of your office is not impaired. While it is impossible to prevent your regular customers, who are compelled to travel, from taking advantage of your cheap rates, it is also possible to minimize this reduction in revenue by creating new sources of revenue derived from the non-travellers who take advantage of your special offers, and it is a well-known fact among railway men that the local traffic of a railway is the paying traffic, as all the revenue derived therefrom goes into their own coffers. We should keep ourselves posted on all the local requirements of our patrons, and if a special party is offering for a specially attractive theatrical performance or special attraction of any kind in some nearby city or town, assist those wishing to go by inducing others to accompany them. These are the people who travel by reason of a special inducement and increase your revenue; they are simply attracted by your special offer and have no other business to take them, and would not travel except for the special inducement. Judicious advertising has built up all the large concerns of the day, and to my mind there is no business where the proper application of this principle can be more advantageously adopted than to the increase of railway travel, in which we are all vitally interested, as any increase in the regular channels of travel means not only an increase in the revenue of our employers, but in our own earnings as their representatives. The city ticket agent is particularly interested in this increase, as an addition to the revenue of the company he represents means a corresponding increase in his earnings, and both his employers and himself are benefited financially, not only by increased earnings to himself and his employers, but by the satisfaction enjoyed in earning his company's gratitude for increasing its business. I have so far referred only to newspaper advertising, and I would strongly recommend the use of reading notices in connection with your regular advertisements, making them pithy, attractive and interesting, taking care that they are continually changing, as you will then insure their being read and very often looked for. I have frequently had people to whom I have sold special rate tickets tell me that it was my reader that made them travel, as they had no intention of leaving home until they read of my cheap rate, and decided on taking advantage of it to visit some other point, either for attending the theatre or something else that attracted them. If you get your reading notices interspersed with the personals and locals in your newspapers they are sure to be read, as the local columns of your local papers are generally read by all the subscribers.

Advertising blotters are good mediums for keeping your name before the business man,



PLACE VIGER HOTEL AND STATION, C.P.R., MONTREAL.

while attractive calendars are also a good medium for circulation through the dwelling houses, and if attractive enough are usually kept. Personally addressed circular letters are good in their way, as if properly written the recipient thinks he has been personally chosen; framed permanent cards are also used, but all these have the disadvantage compared with the newspapers of getting stale. You can only use them for the one announcement which never varies, while you can change your newspaper ads. every day if desired.

There is another kind of advertising that I have not yet mentioned, but which may very properly be considered in a paper on advertising, and which I consider the most valuable advertisement a ticket agent can make use of, and that is the name of having the confidence of the travelling public, which you can only secure by always furnishing accurate and reliable information to inquirers at your counters, as I do not think there is any other business where reliability in the information given is so absolutely necessary, or any other business where unreliability will react sooner or with more force on the person giving it. Always be sure when advising rates, routes and connections that you are absolutely correct, and you will find this one of the very best advertisements you can have, as you not only secure your casual customer for a permanent one, but you also secure his good offices in advertising among his friends. Who of us has not assisted in rectifying errors made by inexperienced ticket agents in issuing wrong tickets, or misdirecting passengers as to their connections, or routing them via circuitous routes, or neglecting proper transfers, or many of the little errors made by a ticket agent who is not only inexperienced, but who does not care as to how his customers reach their destinations, so that he sells them their tickets and gets them away. Many of you have met with passengers whom you have had to put right on account of the neglect or mistakes of the agent who started them, and have heard their remarks, and will therefore feel the full force of what I say in recommending that you make every purchaser of a ticket an advertising agent for you. A man in

charge of an up-town ticket office is in a particularly good position to profit by this kind of advertising, as most of his customers come to him because of his accessibility, on account of his office being in the business portion of the town or city, so that they are enabled by calling on him to secure all information about any special trip they may be contemplating before going to take their train, and if they find they can rely on his guidance he is very likely to retain their custom. In this way our offices themselves should be good advertising mediums for our employers, as we are supposed to familiarize ourselves with all our train arrangements and connections, and have the time to supply this information to the public.

I feel that I have very inadequately treated the subject I have chosen for this paper, as it is one that admits of strong arguments in its favor, but perhaps some one of you may again take it up and do it the justice which it deserves and has not received at my hands.

LUNCHEON ON THE TUNISIAN.

The party were entertained at luncheon on the Allan T.R.M.S. Tunisian, H. A. Allan presiding. After toasting the King, Mr. Allan proposed the health of the Association. In speaking of the facilities at Montreal he said: "The alterations and improvements at present being carried on in the harbor are hardly sufficiently far advanced to give an idea of the appearance it will have when they are completed; but I am satisfied from what has already been done that we will have, in the course of another season, a harbor second to none on the continent for convenience in handling ships, though limited in size; and facilities for shipping equal to that of any port to the south of us. It is not going too far to hope that in the very near future our railway connections will be able to run not only their freight trains, but also their passenger trains alongside the steamers on the day of sailing, and also on the day of arrival, so that passengers will then be able to embark and disembark without the trouble and expense of transferring, as is the case at most other ports. When all these improvements have been completed, it will, no doubt, be of

interest to you to inspect them, and we shall look forward to that time with the hope that we may have the pleasure of again meeting you, as we have to-day."

G. Hannah, Passenger Manager of the Allan Line, also spoke, giving some interesting facts about the Tunisian and her sister ship the Bavarian.

President Churchill responded on behalf of the Association, and Barlow Cumberland proposed the health of the Allan line, which was responded to by H. A. Allan.

BUSINESS RESUMED.

The business meeting was resumed at 3.45 p.m. The Secretary read correspondence he had had with the passenger departments of the Pennsylvania, the Lehigh Valley, the Philadelphia and Reading, and the Baltimore and Ohio railroads, and it was unanimously decided to hold the next annual meeting at Washington, D.C., the date to be fixed by the Executive Committee.

The election of officers resulted as follows:—President, W. Jackson, Clinton, Ont.; 1st Vice-President, M. MacNamara, Walkerton, Ont.; 2nd Vice-President, W. H. C. Mackay, St. John, N.B.; 3rd Vice-President, C. E. Morgan, Hamilton, Ont.; Sec.-Treas., E. de la Hooke, London, Ont.; Auditor, R. J. Craig, Cobourg, Ont.; Executive Committee, W. Bunton, Peterboro, Ont.; W. F. Egg, Montreal; W. H. Harper, Chatham, Ont.; T. Long, Port Hope, Ont.; C. C. Young, London, Ont. The committee subsequently met and elected W. H. Harper chairman.

It was decided that the Sec.-Treas. draft a resolution of condolence on the death of J. J. McCarthy.

THE THIRTEENTH ANNUAL DINNER

was held at the Place Viger at 8.30. In addition to most of the male members of the Association and the visitors whose names have already been given, there were present as guests Mayor Prefontaine, W. E. Davis, P.T.M., G.T.R.; J. E. Dalrymple, Assistant to General Manager G.T.R.; G. Hannah, P.

T.M. Allan Line; D. W. Campbell, G.M., and G. A. Ringland, P.T.M. Elder-Dempster Line; R. J. Macfarlane, P.T.M. Dominion Line; J. H. Shearing, Auditor Passenger Receipts C.P.R.; H. A. Price, D.P.A. Intercolonial Ry.; F. O. Hopkins, Pass. Dept. C. P.R. The Chairman and principal guests occupied a large table at one end of the dining room, the others being seated at tables holding from four to eight each, a very happy innovation.

Following is the toast list:—The King. The City of Montreal, responded to by Mayor Prefontaine. The General Passenger Agents, responded to by W. E. Davis, G. Hannah, R. J. Macfarlane, A. A. Heard, D. W. Campbell, T. Henry, and H. A. Price. Our Guests, responded to by C. Cameron and J. H. Shearing. Our Association, responded to by Barlow Cumberland. Travelling Passenger Agents, responded to by A. J. Taylor and W. T. Dockrill. The Press, responded to by H. J. Pettypiece, M.L.A., and the Editor of THE RAILWAY AND SHIPPING WORLD. Messrs. Burgess, Johnstone, Caldwell, and Robinson contributed largely to the enjoyment of the evening by singing some excellent songs.

THURSDAY, NOV. 7.

After being photographed in front of the Place Viger, the party started at 11 a.m. for an electric car ride round the city and to Mount Royal as the guests of the Montreal St. Ry. Co., and then lunched on the steamship Lake Simcoe on invitation of the Elder-Dempster Co. General Manager Campbell welcomed the guests in a brief speech, which was replied to by retiring President Churchill and President-elect Jackson. 1st Vice-Pres. MacNamara and G. A. Ringland, P.T.M., of the Elder-Dempster Line, also spoke.

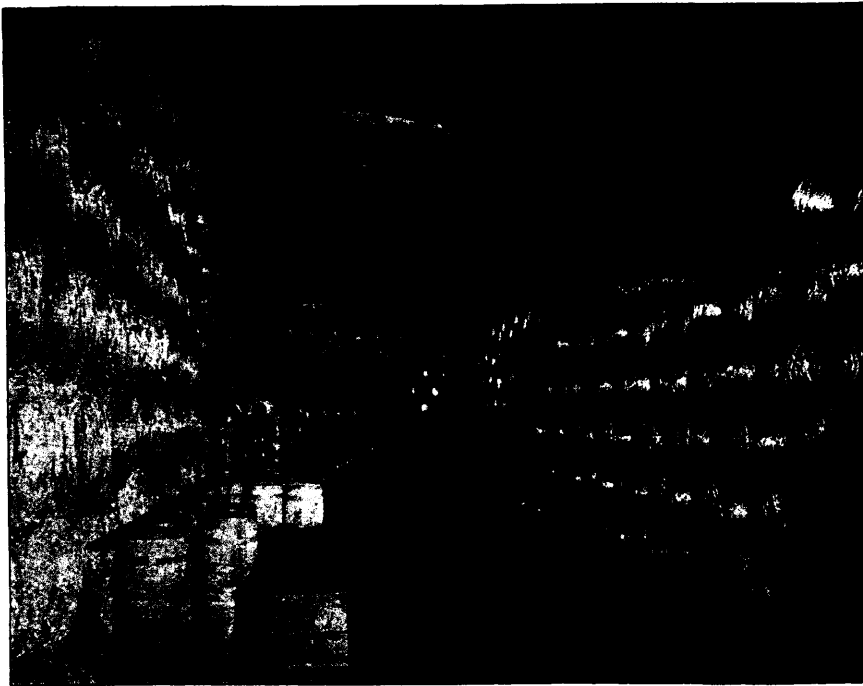
At 7 p.m. over 100 of the party left by R. & O.N. steamer for Quebec, accompanied by Traffic Manager Henry, who did the honors for the Co. Supper was served on board. Quebec was reached on Friday, Nov. 8, at 7 a.m. After breakfasting on board, the party

registered at the Chateau Frontenac and then, on the invitation of the Quebec Ry. Light & Power Co., boarded special electric cars and viewed the city, as well as enjoying a ride to Ste. Anne de Beaupre. General Manager E. A. Evans accompanied them, also E. H. Crean, city ticket agent of the C. P.R., who did everything possible to make things pleasant, point out places of interest, etc. Some of the party had to leave Quebec by an early afternoon train, but most of them lunched at the Chateau Frontenac and left at 6 p.m. on the R. & O.N. steamer, reaching Montreal early on the morning of Saturday, Nov. 9, where they disbanded.

Everything in connection with the meeting, dinner, entertainments, trips, etc., went off without a hitch, thanks to the excellent arrangements made by the veteran Sec.-Treas. E. de la Hooke, who left nothing undone that could add to the convenience and enjoyment of the party.

THE 1902 MEETING.

A. A. Heard, A.G.P.A. of the Lehigh Valley Rd., was very much in evidence during the Montreal meeting, keeping his route prominently before the members. The L.V.R. and its connections, the Philadelphia & Reading Rd. and the Baltimore & Ohio Rd. have invited the Association to use their lines in going to and from Washington next year and have tendered the use of a special train, the L. V.R. to haul it from Suspension Bridge, N.Y., to South Bethlehem, Pa., the Philadelphia & Reading thence to Philadelphia and the Baltimore & Ohio thence to Washington. It is understood that arrangements will be made with the G.T.R. by which the train will start from Toronto or some other point in Canada, and the time and other details will be arranged to suit the wishes of the Executive Committee of the Association. The Philadelphia and Reading Rd. has also invited the Association to go over its line from Philadelphia to Atlantic City, and no doubt other side trips will be arranged.



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Page fencing is in use on all of the leading railroads of Canada. We now make our own wire and hence we can furnish a still better fence than ever. Glad to furnish further information.

THE PAGE WIRE FENCE CO., LIMITED, WALKERVILLE, ONT.

Edward L. Drewry

REDWOOD BREWERY,

Winnipeg, Manitoba.

Fine

ALES, EXTRA PORTER

... AND ...

PREMIUM LAGER.

*Most Extensive and Complete Brewery
and Malthouses in Western Canada.*

CHOICE MALT FOR SALE.

Manufacturer of the Celebrated

Golden Key Brand .. **AERATED WATERS.**

**THE FIRSTBROOK BOX CO.,
LIMITED.**

**CROSS ARMS, TOP PINS,
AND SIDE BLOCKS,**

TORONTO.

RAILWAY APPOINTMENTS, ETC.

Algoma Central and Hudson's Bay Ry.—C. L. Vaughn has been appointed Car Accountant. Office at Sault Ste. Marie, Ont. He will have charge of all car accounting, as well as the distribution and movement of cars.

It is reported that James Bourke has been appointed Auditor of Freight and Passenger Receipts, vice W. O. Smith, and that C. M. McCarthy has been appointed Purchasing Agent.

Canadian Pacific.—A. Piers, heretofore Superintendent of Steamship Lines, has been appointed General Superintendent of Steamships, with charge of all the steamships owned and operated by the Co. Office at Montreal. This places Mr. Piers in charge of the Canadian Pacific Navigation Co.'s fleet as well as all the steamships operated by the C.P.R. Co. on the ocean, lakes and rivers.

G. E. Graham has been appointed Supervisor of Weighing, with office at Montreal.

B. Stinson, formerly locomotive foreman at Megantic, Que., has been appointed locomotive foreman at Farnham, Que., vice G. Hedge, transferred to the western division. A. H. Eager, formerly foreman in the shops, will succeed Mr. Stinson as locomotive foreman at Megantic.

F. J. Macoun has been appointed town ticket agent at Walkerton, Ont., succeeding W. G. Stovel, deceased.

W. Hewitt, heretofore freight conductor at North Bay, Ont., has been appointed Trainmaster there.

G. W. Hutcheson, heretofore Chief Train Dispatcher and Trainmaster at North Bay, Ont., has been appointed Chief Dispatcher there.

It is said Roadmasters Kelly, of Sudbury and Clark of Mattawa, are to be moved to North Bay, Ont.

The following resident engineers have been appointed on the Western division:—1st dis-



M. McNAMARA,
1st Vice-President C.T.A. Association.

transferred to the Fort William-Winnipeg section. He has been succeeded on the Pembina section by R. Marshall, heretofore general foreman of the Winnipeg carpenters' shop.

R. A. Bainbridge has been appointed Resident Engineer of the Kootenay sections with office at Nelson, B.C., succeeding F. P. Gutelius, transferred to the head office. Mr. Bainbridge will have immediate charge of construction work and renewals covered by appropriation, reporting to the Superintendent. Hereafter Bridge and Building Inspector and roadmasters will report to the Superintendent direct in all matters pertaining to maintenance.

H. B. Walkem has been appointed Resident Engineer of the Cascade and Thompson sections, with headquarters at North Bend, vice R. A. Bainbridge, transferred to the Kootenay sections.

F. F. Busted, C.E., has been appointed Engineer of Way and Structures of the Pacific division, with office at Vancouver. All reports and other communications from the superintendents in connection with the maintenance and improvements of road-bed and structures will be made to him, and his instructions in relation to this branch of the service must be observed. Mr. Busted has been appointed to the position which was to have been given to E. J. Duchesnay, Assistant General Superintendent of the Pacific Division, who was recently killed.

W. Stitt, heretofore Assistant General Passenger Agent of the Western division, has been appointed representative of the Co. in Australia. It is understood the position of A. G. P. A. at Winnipeg will be abolished.

Canada Atlantic Transit Co.—J. B. Heckendorn has been appointed Acting Agent at Milwaukee, Wis., vice C. D. Howard, deceased.

Cape Breton Ry. Extension Co.—J. M. Daly has been appointed General Manager, with office at Port Hawkesbury, N.S.

Central Vermont Ry.—T. A. Summerskill, heretofore Master Mechanic of the G.T.R. at Allandale, Ont., has been appointed Supt. of Motive Power of the C.V.R., with office at St. Albans, Vt., succeeding W. Hassman, resigned.

J. L. Marshall, A. B. Tuttle and C. B. Smith have been elected directors, succeeding C. M. Wilds, D. D. Rantlett and A. F. Walker.

Duluth, Virginia and Rainy River Ry.—N. Mills has been appointed General Manager.

Erle Rd.—Marshall McGregor has been appointed Acting General Canadian Agent, with office at Toronto, succeeding the late J. Strachan. On Jan. 1 he will become General Canadian Agent. He was Mr. Strachan's assistant for a number of years.

Grand Trunk Ry.—C. M. Hays will return to the management, probably on Jan. 1. No official announcement of his title has been made, but it is said he will be Vice-President and General Manager, succeeding G. B. Reeve, who will again retire to his California ranch, which he quitted reluctantly a year ago to succeed Mr. Hays, when the latter went to the Southern Pacific Co.

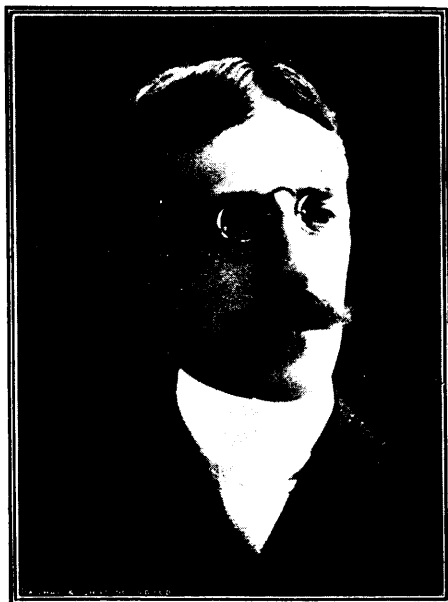
W. Lindley, Secretary, has resigned. He is succeeded by the Assistant Secretary, Mr. Norman.

G. C. Cobb has been appointed Road Foreman of Locomotives, 1st district, at Island Pond, Vt., succeeding N. S. Whitsel, appointed Master Mechanic, Northern division.

N. S. Whitsel, heretofore Road Foreman of Locomotives at Island Pond, Vt., has been appointed Master Mechanic of the Northern division at Allandale, Ont., succeeding T. A. Summerskill, appointed Superintendent of Motive Power, Central Vermont Ry.

The following agents have been installed:—West Paris, J. P. Joyce; Oxford, G. A. Doran; Shelburne, T. H. Mullen; Lockes Mills, J. A. Richard; North Stratford, J. F. Gibson; St. Lambert, A. E. Duff; Tavistock, R. Cossey; Vickeryville, R. M. Matheson; Gooding, G. R. Sillaway; Carson City, E. N. Tillman.

It is reported that W. H. Bullen, for five years General Agent of the Milwaukee and Michigan Transportation Co., at Milwaukee, is to be appointed Pacific Coast Agent of the G.T.R., vice W. F. Botsford.



W. H. C. MACKAY,
2nd Vice-President C.T.A. Association.

trict, R. S. Emsley, office at Fort William; 2nd district, A. R. Davis, at Brandon; 3rd district, J. E. Schwitzer, at Winnipeg; 4th district, G. M. Lang, at Moosejaw; 5th district, A. J. McLean, at Calgary; 6th district, G. H. Richardson, at Cranbrook. They will report to superintendents.

Hugh Ferguson, Bridge and Building Inspector on the Pembina section, has been



C. E. MORGAN,
3rd Vice-President C.T.A. Association.

Great Northern Ry. of Canada.—The position of Master Mechanic has been abolished.

Intercolonial Ry.—The office of General Superintendent has been discontinued. The duties of the office will be handled by the Manager and his assistant. J. E. Price, heretofore General Superintendent, has been appointed Superintendent of the Moncton and

Ste. Flavie district, vice W. Rennels, deceased. Office at Campbellton, N.B.

T. E. Henderson, for a number of years operator and ticket agent at Moncton, has been appointed Superintendent of Car Service and Telegraph, with office at Moncton. This is a new position. He will be assisted by a Car Accountant. He will distribute the passenger and freight equipment between divisions; arrange the interchange of cars between this and other railways; keep in close touch with the traffic department in order to carry out its obligations. He will arrange such schedules as will give prompt and regular movement to traffic. He will receive complaints of and investigate all delays. All tracing for freight will be done through his office. He will arrange for the proper equipment of passenger trains, and keep in close touch with the machinery department on the assignment of engines, and the shopping of passenger equipment. He will have supervision over the telegraph lines along the railway right of way, and the employes maintaining and operating them. No changes of instruments or telegraph machinery shall be made without his permission. He will confer freely with the commercial telegraph companies to see that their revenues are properly protected. Ordinarily telegraph operators will be employed by the district superintendent, but there will be close conference with the Superintendent of Telegraph, as to their ability and attention to duty. The chief train dispatcher of each district will be the representative of the Superintendent of Telegraph, and will make daily tests and reports of the conditions of circuits and all wire irregularities.

W. J. Richardson, heretofore with the G.T.R., has been appointed Assistant to the Superintendent of Machinery and Rolling Stock, with office at Moncton. He is authorized to request and receive information from all concerned in all matters pertaining to this department. This is a new position.

B. C. Gesner, heretofore Air Brake Inspector, has been appointed Master Mechanic, with office at Stellarton. His jurisdiction is from Oxford Jct. to Sydney, North Sydney and Truro, and includes the Truro terminals. This is a new position. He reports to the Superintendent of Machinery and Rolling Stock.

W. C. Hunter, heretofore locomotive engineer, has been appointed Air Brake Inspector, with office at Moncton. He reports to the Superintendent of Machinery and Rolling Stock.

H. B. Dustan has been appointed terminal agent at Halifax. His jurisdiction extends from the deep water terminus to Richmond. W. C. Ross is appointed terminal agent at St. John. These are new positions. D. C. McDonald has been appointed freight agent at Halifax, succeeding H. B. Dustan.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—W. Flanagan has been appointed Store-keeper, vice O. W. Applegate, deceased.

A. M. Sharpe has been appointed Train Inspector, with headquarters at Minneapolis. Trainmen, enginemen and agents will carry out his instructions.

H. J. Cambie continues as Engineer-in-Charge of the Pacific division, reporting directly to and representing the General Superintendent in all matters affecting the engineering department of the division.

Niagara Gorge Road.—Godfrey Morgan, general manager, has resigned. For the present the office will be filled by B. L. Jones, Secretary-Treasurer.

Pullman Co.—W. H. Reed, heretofore Division Supt. at Chicago, and formerly District Supt. at Montreal, has been appointed General Supt., succeeding C. A. Garceon.

Quebec Southern Ry.—J. W. Bartlett, formerly with the West Shore Rd., is reported to have been appointed Assistant Superintendent of the Q.S.R.

The jurisdiction of A. H. Harris, General Traffic Manager of the Q.S.R., has been extended to cover the South Shore Ry.

Canadian Manufacturers' Association.—The Transportation Committee of this Association in its report presented at the recent annual meeting, recommended the appointment of a permanent railway commission by the Dominion Government, and in conclusion said: "We desire to impress upon our members the importance of the transportation question. What we need most in this country is cheap transportation, and if we can adopt any system by which the products of our manufacturers, as well as the farmers, can be transported at a lower rate we will confer upon them a great advantage. In this connection your committee desires to express its approval of the course of the Government in improving the terminal facilities of the port of Montreal, as well as improving the entrance to the Welland canal at Port Colborne. When these improvements are completed we believe the cost of transporting the products of Canadian farms and Canadian manufactures to the seaboard will be considerably reduced, and at the same time a very much larger volume will go down to the sea via our own Canadian route, thus building up our own seaports, and at the same time greatly stimulating shipbuilding in Canada."

Straits of Canso Bridge.—Application will be made at the next session of the Dominion Parliament for the incorporation of a company to build a bridge across the Straits of Canso, under the title of the Straits of Canso Bridge Co., Ltd. The site of the proposed bridge will be from Port Porcupine on the mainland to Port Hastings on the Cape Breton shore. It is proposed to build a suspension bridge which will be suitable for railway, tramway, vehicle and passenger traffic, and authority is asked to construct branch railways to connect the bridge with the I.C.R., the Inverness and Richmond Ry. and the Cape Breton Extension Ry. Tolls are to be

levied and powers asked to fix such as follows: foot passengers, not exceeding 5c.; carriages not exceeding 20c.; tramway per car, not exceeding \$1; railway per car, not exceeding \$8. The proposed bridge to be clear of interference with navigation, say 150 ft. above high water, and the span or distance between abutments to be not less than 1,000 ft. Ross & Ross, solicitors, Sydney, N.S., are acting for the applicants. The strait is about a mile wide, and a bridge across it would rank as one of the highest in the world. It is stated that such a bridge would cost about \$4,000,000, and would contain 350,000 tons of steel. The Cape Breton Ry. Extension Co., Ltd., has among its various powers a clause enabling it to build a bridge across the Straits of Canso.

December Birthdays.

Many happy returns of the day to
A. H. Anderson, Cashier, Paymaster, and Purchasing Agent, Quebec Central Ry., at Sherbrooke, Quebec, born at Cookshire, Que., Dec. 19, 1859.

C. H. Bevington, Master of Transportation G.T.R. at London, Ont., born near Bloomington, Ill., Dec. 1, 1862.

D. Brown, First Assistant General Freight Agent, Grand Trunk Ry. at Chicago, born at Glasgow, Scotland, Dec. 21, 1843.

P. E. Demers, Trainmaster Central Vermont Ry. at Farnham, Que., born there Dec. 10, 1859.

H. P. Dwight, President Great Northwestern Telegraph Co., Toronto, born at Belleville, Jefferson Co., N.Y., Dec. 23, 1828.

P. Gifkins, General Manager Dominion Atlantic Ry. at Kentville, N.S., born at Harpenden, Herts, Eng., Dec. 25, 1850.

D. B. Hanna, General Superintendent Canadian Northern Ry. at Winnipeg, Man., born at Thornliebank, Scotland, Dec. 20, 1858.

E. P. Hannaford, ex-Chief Engineer G.T.R. at Montreal, born at Stoke Gabriel, Devonshire, Eng., Dec. 12, 1834.

S. P. Howard, Assistant General Freight Agent C.P.R. at Montreal, born there Dec. 30, 1865.

R. R. Jamieson, Division Superintendent C.P.R. at Farnham, Que., born at Westover, Ont., Dec. 12, 1856.

J. Niblock, Superintendent C.P.R. at Calgary, Alta., born in York County, Ont., Dec. 21, 1849.

A. Price, Superintendent C.P.R. at Toronto, born Dec. 6, 1861.

C. Schrieber, C.E., Deputy Minister of Railways and Canals, Ottawa, Ont., born at Bradwell, Essex, Eng., Dec. 14, 1831.

A. J. H. Stewart, Secretary Gulf Shore Ry. at Bathurst, N.B., born at Dalhousie, N.B., Dec. 3, 1860.

C. E. E. Ussher, General Passenger Agent C.P.R. Lines East of Lake Superior at Montreal, born at Niagara Falls, Ont., Dec. 20, 1857.

B. D. Webber, General Agent Canadian Pacific Despatch at Boston, Mass., born at Beverley, Mass., Dec. 3, 1851.

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Mainly About People.

C. D. Howard, agent of the Canada Atlantic Transit Co., at Milwaukee, Wis., died there, Nov. 19.

Major F. F. Gourdeau, Deputy Minister of Marine, has been appointed honorary Lieut.-Colonel, dating from Mar. 1 last.

Sir Thos., Lady and Miss Shaughnessy, recently paid a few days' visit to Sir Thomas' parents, in Milwaukee, Wis.

Colonel F. D. Grey, at one time President of the old Great Western Ry. Co. of Canada, died recently in England, aged 74.

N. Graburn, formerly of Montreal, has been appointed General Manager of the electric street railway at Alexandria, Egypt.

John Strachan, General Agent of the Erie Rd. in Toronto for over 30 years, died at the Arlington Hotel, Toronto, Oct. 23, aged 66.

G. Caverhill, Montreal, has been appointed a director of the Richelieu and Ontario Navigation Co., succeeding the late H. Mackenzie.

A. T. Trites, railway contractor, Salisbury, N.B., has secured a contract for the construction of 52 miles of railway in Maine, U.S.A.

Mrs. McLynn, widow of the late J. McLynn, who built part of the G.T.R. between Montreal and Toronto, died in Montreal recently.

Lieut.-Col. Anderson, Chief Engineer of the Department of Marine, and Mrs. Anderson, celebrated their silver wedding at Ottawa, recently.

J. H. Lorimer, President of the American Machine Telephone Co., and a native of St. George, Ont., died in Brantford, Ont., Nov. 6, aged 25.

Judge J. W. Babbitt, brother of G. W. Babbitt, Chief Train Dispatcher, Michigan Central Rd. at St. Thomas, Ont., died at Ypsilanti, Mich., Nov. 8.

Lord and Lady Mount Stephen will entertain the Prince and Princess of Wales at Bocket Hall, Hertfordshire, for a few days' shooting in Dec.

H. G. Haddon, a native of St. John's, Nfld., has been appointed President and General Manager of the Martha's Vineyard Telegraph Co., Mass.

Mrs. Milloy, widow of the late Alex. Milloy, formerly Traffic Manager of the Richelieu and Ontario Navigation Co., died in Montreal Nov. 11.

J. N. Bales, deputy port warden of Montreal, has been appointed non-exclusive surveyor for the British Shipping Corporation, and registrar of shipping.

Sir Wm. Van Horne left Montreal Nov. 15 to spend a few weeks in Cuba in the interests of the Cuba Co.

Wm. Healy, who died recently at Richmond, Que., aged 78, was engaged on the survey of the old St. Lawrence and Atlantic Ry., now part of the G.T.R. system.

W. H. Fredenburgh, one of the promoters, and for many years a director of the Brockville, Westport and Sault Ste. Marie Ry., died at Westport, Ont., recently, aged 79.

The purchasers of the Rogers Locomotive Works at Paterson, N.J., announce the organization of a new corporation, and Sir Wm. Van Horne is one of the directors.

A. F. Laurie, son of W. Laurie, Inspector of steamboats, Montreal, was washed overboard recently from the str. Milwaukee, on which he was third engineer, and drowned.

F. G. Walsh, local manager of the Bell Telephone Co. at Winnipeg, has been given six months' leave of absence on account of ill-health, and has gone to Southern California.

A. LeBlanc, travelling passenger agent, I.C.R., was recently found to be suffering from smallpox on a train at Amqui, Que., and was quarantined in the car at Millstream.

A. N. McLennan, who recently resigned the superintendency of the Sydney and Louisburg Ry., has started business as a real estate, insurance and loan agent at Glace Bay, N.S.

E. C. Hawkins, who recently resigned the general managership of the White Pass and Yukon Route, was presented with \$1,500 by the employes of the road on his leaving Skagway, Alaska.

N. S. Dunlop, recently promoted to the position of Tax Commissioner for the C.P.R., and moved to Montreal, was presented with an illuminated address by the C.P.R. staff at the Union station, Toronto.

W. E. Rennels, District Supt. of the Moncton and St. Flavie division of the Intercolonial Rd., died at Maitland, N.B., Nov. 2, after an illness of some months. He visited England during his leave of absence, but the trip did him no good.

C. M. Hays, ex-President of the Southern Pacific Co., left San Francisco early in Nov., and after a brief stay in New York proceeded to England, from where soon came the news that he had decided to return to the management of the G.T.R.

W. C. Hunter, who has been appointed Air Brake Inspector for the Intercolonial Ry., was born at St. John, N.B., in 1865. Entered the I.C.R. service as wiper in June, 1882, became fireman in Oct., 1884, and locomotive driver in Feb., 1888.

An album containing an address and photographs of the C.P.R. staff on the Ontario and Quebec division, has been sent to Winnipeg to General Supt. Leonard at Winnipeg, who was General Supt. at Toronto before being appointed to Winnipeg.

The citizens of Port Arthur will give a banquet to W. Mackenzie and D. D. Mann, on Dec. 18, when the last spike of the Ontario and Rainy River section of the Canadian Northern Ry. will be driven by Hon. G. W. Ross, Premier of Ontario.

W. H. Rowland has been presented with a dress-suit case and travelling toilet set by the officers and clerks at Bonaventure station, Montreal, on his resigning his position as accountant to the G. Supt. G.T.R., eastern division, to go to the Missouri Pacific Rd., at Mer Rouge, La.

R. P. Dalton, formerly Assistant Supt. Western Division G.T.R. at Detroit, and recently Superintendent of Terminals St. Louis, Iron Mountain and Southern Ry. at Little Rock, Ark., has been appointed Supt. of the Valley division of that line, with office at Mer Rouge, La.

C. L. Vaughan, who has recently been appointed Car Accountant of the Algoma Central and Hudson's Bay Ry., was for some months previously on the office staff of the General Superintendent at Sault Ste. Marie, Ont. Prior to that he was freight cashier for the Great Northern Ry., U.S., at Willmar, Minn.

J. M. Herbert, formerly Supt. of the Eastern division of the G.T.R., who recently resigned the management of the Pacific system of the Southern Pacific Co., has been appointed Manager of the Denver and Rio Grande Rd., and of the Rio Grande Western Ry., succeeding J. G. Metcalfe, General Manager, resigned.

E. H. Fitzhugh, who resigned the position of Assistant to the President of the Southern Pacific Co. when C. M. Hays resigned the Presidency, left San Francisco at the end of Oct. and came east, visiting Toronto, Montreal, Boston and other points. At the end of Nov. he was at Tuxedo, Missouri. The im-

pression prevails that he will re-enter the G.T.R. service under Mr. Hays.

G. C. Jones, Supt. of the Middle Division, G.T.R., has been absent from duty for a couple of months on account of ill-health. After recovering from an attack of pneumonia, he went to Moberley, Mo., for a change, and has since been at Washington and other southern points. He is expected to return early in Dec.

Capt. McDougall, of the C.P.R. str. Athabasca, has been awarded the parchment certificate of the Royal Humane Society for distinguished bravery, and is to receive a suitable testimonial from the U.S. Government, in connection with the rescue of the captain and crew of the U.S. barque Preston, in June last, on Lake Superior.

W. R. Baker, Assistant to the 2nd Vice-President C.P.R., has been presented by his Winnipeg business friends with a silver tea service, on the occasion of his removal from Winnipeg to Montreal, "in recognition of the integrity, unflinching courtesy and great abilities he has displayed, both as an official, and as a public-spirited citizen."

Assistant Manager McCullough, of the Liverpool, Eng., municipal electric tramways, and at one time connected with the mechanical department of the Toronto Ry. Co., has been dismissed by the city council on account of having, it is alleged, entered into some agreement, held to be a partnership with a contractor supplying material to the system.

W. G. Stovel, C.P.R. town ticket agent at Walkerton, Ont., died suddenly, Nov. 11, aged 30. He was at the annual meeting of the Canadian Ticket Agents' Association at Montreal, and returned from there on Nov. 9. It is a strange coincidence that his father was killed in 1898 by being run over by a street car in Toronto while on his way home from the meeting of the C.T.A.A. at Ottawa.

Mrs. Dunsmuir, widow of the late R. Dunsmuir, has entered suit against Hon. James Dunsmuir, Premier of B.C., and President of the Esquimalt and Nanaimo Ry., for the delivery to her of 4,998 shares of the Dunsmuir Co., which controls the E. and N. Ry., and the other Dunsmuir properties, and for an account of all dividends, etc., from Jan. 31, 1900, and for a declaration that the shares are held by him as trustee for the plaintiff.

B. C. Gesner, who has been appointed Master Mechanic on the I.C.R., at Stellarton, was born at Cornwallis, N.S., April 23, 1859. He entered railway service as messenger in the mechanical department of the I.C.R., Jan. 23, 1877, since which his record has been: fireman, same road, Mar., 1878, to Oct., 1882; locomotive driver, same road, Oct., 1882, to Sept., 1898; general air brake inspector, same road, Sept., 1898, to Oct. 31, 1901.

W. Richardson, who has been appointed Assistant to the Supt. of Machinery and Rolling Stock of the I.C.R., at Moncton, N.B., was born at St. Thomas, Ont., April 26, 1881, and entered railway service in 1898, his record being: June, 1898, to Sept., 1899, clerk, Wabash Rd., at St. Thomas, Ont.; Sept., 1899, to Oct., 1900, clerk, Chicago and Grand Trunk Ry., at Port Huron, Mich.; Oct., 1900, to Nov. 1, 1901, timekeeper, Fort Gratiot shops, same road.

Supt. Chapple and Roadmaster D. Jelly, while proceeding on an inspection trip of the C.P.R. line between Schrieber and Port Arthur, Ont., on a gasoline motor, Nov. 3, collided with a velocipede ridden by the night engineer at the Port Arthur power house at Current river, while on his way to work. Mr. Jelly had his collar bone and two ribs broken, and Mr. Chapple had his shoulder bruised, while the rider of the velocipede was uninjured.

ed. Mr. Jelly was taken to Port Arthur, and thence home.

G. H. Strelve, railway contractor, Winnipeg, has retired from business. He has carried out large contracts on the Canadian Pacific and Canadian Northern railways.

A. Piers, who has been appointed Genl. Supt. of C.P.R. Steamships, was born in 1851, and received his education in France and England. He entered railway service in 1870 as clerk in the office of the General Manager of the Great Western Ry. of Canada, since which he has been, consecutively, to 1882, secretary and assistant to General Manager, same road; 1882 to 1889, secretary to General Manager, C.P.R.; 1889 to 1891, engaged in shipping business at London, Eng.; 1891 to 1901, Supt. Steamship Lines, C.P.R.

T. A. Summerskill, who has recently been appointed Superintendent of Motive Power of the Central Vermont Ry., at St. Albans, Vt., entered railway service as an apprentice at the G.T.R. erecting shops, Montreal, in 1873, and after having been appointed charge hand there, he entered the service of the C.P.R., and was subsequently appointed Master Mechanic of the Manitoba and Northwestern Ry., leaving that Co. to take a similar position with the Southern Pacific Co. Later he was appointed Locomotive Foreman, G.T.R. at York, Ont., and in August last, Master Mechanic, Northern Division, G.T.R., at Allandale.

John M. Daly, who has been appointed General Manager of the Cape Breton Ry. Extension Co., was born at Peoria, Ill., June 18, 1860. He entered railway service in 1874 as clerk in the car accountant's office, Toledo, Peoria and Western Rd., since which he has been consecutively to 1877, switchman same road; 1877 to 1878, clerk Wabash, St. Louis and Pacific Rd.; 1878 to 1879, clerk Atchison, Topeka and Santa Fe Rd.; 1879 to 1883, clerk Chicago and Northwestern Ry.; 1883 to 1887, car accountant and trainmaster Chicago, St. Paul and Kansas City Ry.; 1887 to 1891, car accountant New York, Chicago and St. Louis Rd.; 1891 to Sept., 1892, car accountant Illinois Central Rd.; Sept., 1892, to May, 1899, superintendent of transportation same road; May 1, 1899, to Feb. 1, 1901, superintendent of transportation Delaware, Lackawanna and Western Rd. Recently he has been temporarily in the service of the Intercolonial Ry. at Moncton, organizing the car service department.

Canadian Society of Civil Engineers.—On Oct. 24 a paper by W. W. Colpitts, on the "Economics of Railway Improvements" was read before the Society. On Nov. 21, a paper by F. P. Shearwood, on the "Superstructure of the Inter-provincial Bridge at Ottawa" was read."

The G.T.R. system was elected a member of the Committee on Safety Appliances at the fall meeting of the American Ry. Association at St. Louis, Mo., Oct. 23.

Canadian Northern Ry. Construction.

Since the other matter under this head on page 360 went to press, newspaper reports state in connection with the proposed extension to the Pacific coast that W. Mackenzie and D. D. Mann, of Mackenzie, Mann & Co., Hon. C. M. Wells, Chief Commissioner of Lands and Works for B.C., and J. N. Greenshields, K.C., acting for the B.C. Government, had met at Ottawa for a discussion of railway matters. The intention was to build from the Yellowhead pass through Quesnel northwest to the Skeena river, but Messrs. Wells and Greenshields proposed that the line should be diverted at Quesnel and built southwest to Bute inlet. As a result of the negotiations, Mackenzie, Mann & Co. are reported to have submitted a proposition for the early construction of the line from Quesnel, to begin at Bute inlet and build inland. At Bute inlet a connection would be made by ferry to a point at Seymour's narrows, Vancouver island. The Esquimalt and Nanaimo Ry., which now runs from Victoria to Wellington, would be extended northward and connect at Seymour's narrows with a ferry from Bute inlet. In this way a direct connection would be made with Quesnel, and Victoria would become the terminus of the C.N.R. It is further said that as a result of the negotiations the Dominion Government will give the usual assistance in the way of subsidies, and that the B.C. Government will give a subsidy of \$4,000 a mile. D. D. Mann and J. N. Greenshields will, it is said, go to Victoria early in Jan. to determine the terms and other details with the B.C. Government.

We have made inquiries with regard to the foregoing, but have been unable to verify many of the statements. So far as we can ascertain Messrs. Wells and Greenshields have been in communication with Mackenzie, Mann & Co. on this matter, and certain propositions have been made, but it is questionable whether any definite arrangement has been effected. The political situation in B.C. is and has been very unsettled, and it would be a very delicate matter to suggest what may happen in the near future.

The suggested line from the B.C. eastern boundary via the Yellowhead pass and Quesnel to deep water at Port Essington or Port Simpson would be about 400 miles in length, and surveys have been made or are being prosecuted for the construction of lines covering most of the country under the charters of the Kitamaat Ry. (see pg. 355) and the Pacific, Northern and Ominica Ry. (see p. 357).

In reference to the suggested line from Victoria to Seymour narrows, and on to Quesnel, the Esquimalt and Nanaimo Ry. is in operation to Wellington, and there are two charters in existence under which the remainder of the line could be constructed. The Comox and Cape Scott Ry. Co. was incorporated by the Dominion Parliament in 1900, with J. Dunsmuir, R. M. Jeffrey, J. A. Lindsay, L. H. Solby, and H. K. Prior, of Vic-

toria, B.C., as provisional directors, to build a line from Wellington district, Vancouver island, northerly to or near the 50th parallel of latitude in Comox district, on the east coast of the island, and thence northerly through Sayward and Rupert districts to Cape Scott, or other point at the north end of the island. The Co. is authorized to enter into an agreement with the Esquimalt and Nanaimo Ry. among other companies, to sell or lease its property in whole or in part. The second charter was granted at the last session of the B.C. Legislature, incorporating E. G. Tilton and D. E. Campbell as the Imperial Pacific Ry. Co. Power is given to the Co. to "construct or acquire" a standard gauge railway from Victoria to Seymour narrows; and north-easterly "by way of Tete Jaune Cache or Yellow Head pass, or vicinity of Fort George, or Pine river or Peace river passes" to within 50 yards of the provincial boundary.

HOPE MOUNTAIN ROUTE.

At the conference at which the above was discussed, the question of the railway through the Hope mountains was also considered, but no definite decision was arrived at. Mackenzie, Mann & Co. represent the Vancouver, Victoria and Eastern Ry. and Navigation Co.'s interests, and have surveyed a route through the district; and the C.P.R. Co. has also surveyed a route from Midway via Princeton to Spence's Bridge, but the B.C. Government desires a direct line between Hope and Midway. Negotiations are in progress between the B.C. Government and the representatives of the two companies, but nothing has been settled.

Kingston and Pembroke Railway.

As mentioned in our last issue, the control of this Co. has been secured in the interest of the C.P.R. Co., over 70% of the stock having, it is said, been acquired. At a meeting at Kingston, Nov. 13, the board of directors was reorganized. C. F. Gildersleve, who had been President since the road started, resigned, and is succeeded by H. M. Folger. The following five directors resigned:—R. V. Rogers and J. Swift, Kingston; H. Porter, Chicago; F. S. Flower and H. Seibert, New York, and were succeeded by the following C.P.R. officials:—A. R. Creelman, T. Tait, C. W. Spencer, W. R. Baker, and H. P. Timmerman. The old directors remaining, besides H. M. Folger, are B. W. Folger and W. D. Hart, Kingston. C. W. Spencer, General Superintendent of the Eastern division of the C.P.R., was elected Vice-President and General Manager, succeeding B. W. Folger in the latter position. The other officials are as follows:—Sec.-Treas., J. Whitehead; Gen. Freight and Passenger Agent, F. Conway; Gen. Superintendent, F. A. Folger, Jr.; Chief Engineer, T. W. Nash.

It is said that the road will be considerably improved next year, that new rails will be

Rails, Locomotives, Steam Shovels, Second-hand Plant, Dominion Wire Rope,		Scrapers, Picks, Shovels, Wheelbarrows, Track Tools, Barrett- Jacks, Relaying-Rails

laid, and that the equipment will be brought up to date. It is also expected that a line will be built from Sharbot lake to Carleton Jct., which would give the C.P.R. a much more direct route between Ottawa and Toronto than it has at present.

The K. & P. R. runs from Kingston to Renfrew, Ont., 103.10 miles; from Bedford to Zanessville Mine, Ont., 4 miles; and has a branch to iron mine and mills, 5.75 miles—total, 112.85; total track, 133.85 miles. Rail (steel, 103.10 miles), 56 lbs. and (iron, 9.75 miles) 50 to 84 lbs. Gauge, 4 ft. 8½ in. Chartered April 14, 1871; road opened June 17, 1875; extended to Renfrew in 1884. At the latter place and at Sharbot Lake connection is made with the C.P.R. The Co. has running powers over the C.P.R. from Renfrew to Pembroke, about 35 miles, and from Pembroke to Nipissing, a further distance of 140 miles. It has also the right to have its traffic carried, with the same diligence, despatch and care as C.P.R. traffic, and at arbitration rates, from Nipissing to Sault Ste. Marie, 300 miles. These privileges were settled by statute. The Co. received from the Dominion Government 30 acres of land in Kingston for terminal facilities, and 60 acres additional under water for docks, at nominal figures. The Co. owns 18 acres at Renfrew and 10 acres at Sharbot Lake. It is exempt from taxation for 20 years in Kingston and Renfrew. The Bay of Quinte Ry. Co. uses this Co.'s line between Kingston and Harrowsmith, 19 miles. Default was made on interest due on 1st mortgage 6% bonds on Jan. 1, 1893, and on Oct. 15, 1894, a receiver was appointed. On June 13, 1898, the Dominion Parliament passed an act authorizing the reorganization of the Co. on the following terms: (1) the exchange of its 6% bonds for 3% bonds due Jan. 1, 1912, on payment of 6½ years' 6% interest up to Jan. 1, 1899; (2) the reduction of the common stock 50%, and for the purpose of paying its indebtedness to issue \$1,000,000 of 1st preference 5% non-cumulative stock. The Co. was also authorized to issue for the benefit of the bondholders only, \$150,000 2nd preference 3% non-cumulative stock, to be given to the bondholders in lieu of 3% reduction of interest to maturity of bonds in 1912. The receiver has been discharged, and the Co. has no floating debt. Equipment:—Locomotives, 9; cars—passenger 12, palace 1, baggage, etc., 5, freight (flat 150, box 22), 172; total cars, 190. Also 2 snow ploughs and 2 flangers. For the year ended June 30, 1900, the gross earnings of the K. & P. Ry. were \$163,218.06, and the net earnings \$44,364.11.

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

Gross earnings, working expenses, net profits and increases or decreases over 1900, from July 1, 1901:—

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July	\$2,851,455.31	\$1,755,888.37	\$1,095,866.94	\$211,493.04+
Aug.	3,118,551.32	1,812,919.23	1,305,632.09	251,156.49+
Sept.	3,264,024.16	1,911,292.44	1,352,731.72	292,031.71+
	\$9,234,030.79	\$5,479,800.04	\$3,754,230.75	\$756,681.24+

Approximate earnings for Oct., \$3,573,000; increase over Oct., 1900, \$808,000.

DULUTH, SOUTH SHORE AND ATLANTIC.—Gross earnings for Sept., \$241,440.24; net earnings \$105,171.75, against \$222,083.62 gross and \$80,164.78 net, for Sept., 1900. Net earnings for three months ended Sept. 30, \$312,956.33 against \$283,680.05 for the same period 1900. Approximate earnings for Oct., \$231,159, against \$237,203 in Oct., 1900.

MINERAL RANGE AND HANCOCK AND CALUMET.—Approximate earnings for Oct., \$54,027, against \$53,296 for Oct., 1900.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE.—Gross earnings for Sept., \$566,751.63, net earnings \$333,061.28, against \$382,984.34

gross and \$164,997.03 net for Sept., 1900. Net earnings for three months ended Sept. 30, \$777,311.53, against \$406,612.85 for the same period, 1900. Approximate earnings for Oct., \$639,812, against \$412,867 in Oct., 1900.

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1900	1901	1900	1901
July	40,715	49,089	\$129,483.42	\$154,646.84
Aug.	50,747	32,178	165,871.16	103,480.78
Sept.	60,060	21,807	197,057.61	69,012.54
Oct.	150,572	18,858	465,655.62	52,769.54
	302,094	121,932	\$958,067.81	\$379,907.70

On Nov. 1, the price of the Company's lands in eastern Assiniboia was increased \$1 an acre, the average price now being from \$4 to \$6 an acre.

Grand Trunk Earnings, Expenses, &c.

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

	1901.	1900.	Increase.	Decrease.
July	\$2,365,970	\$2,177,495	\$188,472	....
Aug.	2,645,340	2,439,045	206,295	....
Sept.	2,631,773	2,468,948	162,825	....
Oct.	2,741,318	2,541,141	200,177	....
	\$10,384,401	\$9,626,629	\$757,772	....

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

GRAND TRUNK RAILWAY.

Revenue statement for September:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£437,100	£418,600	£18,500	....
Working expenses	268,900	253,100	15,800	....
Net profit	£168,200	£165,500	£2,700	....

Aggregate July 1 to Sept. 30:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£1,292,100	£1,193,300	£98,800	....
Working expenses	835,300	797,800	37,500	....
Net profit	£456,800	£425,500	£31,300	....

GRAND TRUNK WESTERN RAILWAY.

Revenue statement for September, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£84,900	£69,300	£15,600	....
Working expenses	67,500	60,200	7,300	....
Net profit	£17,400	£9,100	£8,300	....

Aggregate July 1 to Sept. 30:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£217,800	£204,700	£13,100	....
Working expenses	190,700	181,200	9,500	....
Net profit	£27,100	£23,500	£3,600	....

DETROIT, GRAND HAVEN AND MILWAUKEE RY.

Revenue statement for September, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£18,100	£19,300	....	£1,200
Working expenses	13,600	13,300	£300	....
Net profit	£4,500	£6,000	....	£1,500

Aggregate July 1 to Sept. 30:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£59,700	£57,900	£1,800	....
Working expenses	42,200	44,100	....	£1,900
Net profit	£17,500	£13,800	£3,700	....

TRAFFIC RECEIPTS OF THE SYSTEM.

Traffic receipts, July 1 to Oct. 31:

	1901.	1900.	Increase.	Decrease.
Grand Trunk	£1,752,076	£1,623,549	£128,527	....
G. T. Western	297,207	276,409	£20,798	....
D., G. H. & M.	80,795	78,053	2,742	....
Total	£2,130,078	£1,978,011	£152,067	....

W. B. Bulling, Assistant Freight Traffic Manager of the C.P.R. eastern lines at Montreal, was married in New York, Nov. 23, to Miss Lilyan L. Helliwell, of that city.

RAILWAY FINANCE, MEETINGS, ETC.

Bale des Chaleurs Ry.—Ninety-three bonds of this Co. of a face value of £100 each, together with about £100 worth of overdue coupons, were sold in Montreal recently at bailiff's sale in the suit of M. Connolly vs. the Co. The whole sale netted only a little over \$2,200. M. Connolly, the plaintiff, bought in about 90 of the bonds, while Garand, Terroux & Co., of Montreal, and Galindes Bros., of London, purchased the balance.

Canada Atlantic Ry.—It is reported that the earnings for the past fiscal year were \$1,786,000 against \$1,824,000 for the previous year, leaving after paying fixed charges a balance of \$375,000 against \$366,000 for the previous year.

Calgary and Edmonton.—Gross earnings for Sept., \$34,529.33; net, \$4,888.55; against \$28,639.50 and \$10,142.23 for Sept., 1900, the decrease in the net earnings being due to large expenditures under the heading of "maintenance of way and structures."

The Cape Breton Ry. Co., Ltd., has deposited with the Provincial Secretary of Nova Scotia a deed to the Standard Trust Co., of New York, being 1st mortgage to secure \$2,400,000 5% gold bonds, dated October 10, 1901.

The Central Ry. of New Brunswick, which runs from Norton to Chipman, N.B., 45 miles, has been sold to the New Brunswick Coal & Railway Co. (See page 357 for fuller particulars.)

Dominion Atlantic Ry.—Gross receipts for Sept., \$132,805, an increase of \$11,382 over Sept., 1900, making for the 8 months to Sept. 30, \$712,954, an increase of \$74,948 over corresponding period.

Hampton and St. Martin's Ry.—The New Brunswick Coal and Ry. Co., which has purchased the Central Ry. of New Brunswick, is said to have an option on the Hampton and St. Martin's Ry., which runs from Hampton to St. Martins, N.B., 30 miles. Until Oct. 1, 1897, the H. and St. M. Ry. was known as the Southern division of the Central Ry. of N.B. The ownership of the two lines is practically the same, the chief officials being in Philadelphia, Pa.

Since the above was put in type we have been officially informed that the N.B.C. and Ry. Co. has no option on the H. and St. M. Ry., and has no intention of purchasing it.

Hudson's Bay and Pacific Ry. Co.—Notice is given that a mortgage deed, dated Sept. 19, 1901, from this Co., to G. Kitchin and W. H. Tomson, as trustees for the bondholders, has been deposited with the Secretary of State for Canada. The Co. was incorporated by the Dominion Parliament, Oct. 5, 1896, with Admiral A. H. Markham, Captain E. Bourke, R.N., Colonel J. Harris and J. Weston, of London, Eng.; J. R. Stewart and J. Reid, of Glasgow, Scotland; G. H. Massy and J. Cochrane, of Montreal; J. Ross, of Niagara Falls, Ont.; W. F. Orr, of Calgary, Alta.; and S. J. Dawson, of Port Arthur, Ont., as incorporators, to construct a railway from Port Churchill, on Hudson's bay, to deep water at or near Fond du Lac, on Lake Athabasca; and from Port Churchill through the territory north of Nelson river to the northwest end of Lake Winnipeg, and thence to Prince Albert, Sask., and Calgary, Alta., with a branch from near Manitou lake to Edmonton. The Co. was given power to construct and operate telegraph and telephone lines, to build docks, wharves, and elevators, to build or acquire steam or other vessels, and to carry on a general navigation business. The capital stock was fixed at \$8,000,000, and power was given to issue bonds to the extent of \$20,000 a mile of line constructed.

Minneapolis, St. Paul and Sault Ste. Marie.—The rumour that the C.P.R. Co. is

contemplating taking over the M., St. P. and S.S.M.R. does not seem at all unlikely, but no confirmation of the rumour can be obtained. The C.P.R. owns \$7,066,600 of the "Soo" line's \$14,000,000 common stock, \$3,533,400 of the \$7,000,000 preferred stock, and \$3,993,000 4% bonds of the bonded debt, and its prospects and earning power would make it a valuable acquisition to the C.P.R. The "Soo" line's surplus of \$327,373 for the year ended June 30, 1901, which was an off year for wheat, is equivalent to 4½% on the preferred stock, and the large earnings since that date indicate a surplus for the current year of nearly, if not quite, double last year's figures. Its territorial position, its earning power, and the small cost of maintenance and operation, all help to make it a valuable property for the C.P.R. to own in its entirety.

The Nova Scotia Steel & Coal Co., Ltd., has acquired the business property, etc., of the Nova Scotia Steel Co., Limited, including the railway from the I.C.R. at Ferrona Jct. to Sunny Brae, 12.5 miles.

Ottawa and New York Ry.—At the recent annual meeting the following directors were elected: H. W. Gays, Ottawa; G. B. Moffat, G. F. Peabody, R. B. Moffat, S. Trask, A. M. White, C. J. Peabody, and H. S. Snow, New York.

Qu'Appelle, Long Lake and Saskatchewan.—Net loss for Sept., \$2,133.33, against net earnings of \$3,033.32 in Sept., 1900, making for the 10 months a net loss of \$5,024, against a net loss of \$12,315 for same period 1900.

Quebec Central Ry.—We are officially informed that there is no truth whatever in the reports recently published in the daily press to the effect that the control of this line has passed into the hands of the Vanderbilts.

Gross earnings for Oct., \$54,044.76; working expenses, \$37,270.17; net earnings, \$16,774.59, against \$18,085.75 for Oct., 1900. Gross earnings from Jan. 1 to Oct. 31, \$534,831.30; working expenses, \$353,290.29; net earnings, \$181,541.01, against \$156,531.26 for same period, 1900.

Reid Newfoundland Co.—It is said that R. G. Reid has handed back to the colony all

the grants of the lands conveyed to him under the '98 contract, and that the matter of an adjustment of his grants under the '93 contract is now taking place. By the terms of this latter arrangement he holds about 2,600,000 acres, the possession of which, when all details are adjusted, will pass to the Reid Newfoundland Co. as part of its holdings.

St. Lawrence and Adirondack Ry.—A special meeting was called to be held at Montreal, Nov. 25, to consider a proposition to increase the capital stock from \$1,300,000 to \$1,631,500. There was a further proposition to retire the debenture bonds of the Co., amounting to \$310,000, and to issue in payment thereof, 3,315 shares of the capital stock at par and 5% premium, under the terms of the trust agreement providing for the retirement of the bonds.

With gross earnings of \$223,000 for the past fiscal year, or \$2,000 less than the previous year, this Co. put \$110,000, as compared with \$98,000, into operating expenses. The freight traffic declined from 12,367,000 to 11,908,000 ton miles, but passenger mileage increased from 5,050,000 to 5,497,000. The development of new industries along the line continues to make good progress.

Shuswap and Okanagan Ry.—The gross receipts for the 3 months to June 30 were \$7,534, and the net \$3,014, making for the 6 months to June 30 gross earnings \$14,521, and net \$5,809.

The South Shore Ry., Que., which is now part and parcel of the Quebec Southern Ry., will cease to exist in so far as its name is concerned, and will only be a division of the latter road. The whole system from Noyan Jct. to Sorel, and later to Levis, when the extension is complete, and from Sorel to Iberville, will be known as the Quebec Southern Ry.

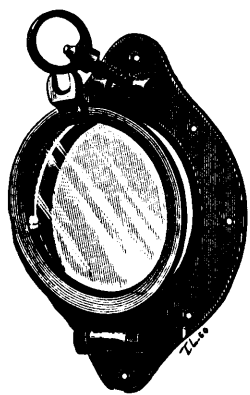
A meeting of the shareholders of the S.S.R. Co. was called to be held at Montreal Nov. 25 to consider a proposition to issue \$3,760,000 of 4% gold bonds to be secured by a first mortgage.

Tilsonburg, Lake Erie and Pacific Ry.—At the annual meeting at Tilsonburg, Sept. 10, the following directors and officers were elected: J. Charlton, M.P., President; J. H. Thomas, Vice-President; T. Jenkins, Secretary; J. H. Teall, General Manager. Other directors: C. C. L. Wilson, E. V. Tillson, and S. S. Clutton. The directors do not issue an annual report and statement of accounts.

White Pass and Yukon Ry.—Gross earnings, Aug. 1 to Oct. 21, \$618,901.

The Rutland Railway at Montreal.—Consequent upon the deals in connection with the South Shore Ry. and other lines south of the St. Lawrence, the Rutland Rd. has secured an entrance into the C.P.R.'s Windsor St. station at Montreal, using the C.P.R. tracks from the Quebec Southern Jct. The South Shore Ry., which had an arrangement with the G.T.R. by which its cars were hauled over the Victoria Bridge and into Bonaventure station, was given notice that these privileges would cease, and that no through rates for passengers or goods would be accepted after Nov. 10. Passengers have to change from the South Shore train to the G.T.R. at St. Lambert, and traffic is only accepted at local rates from St. Lambert as formerly. Later information stated that an arrangement had been made between the South Shore Ry. by which its through traffic would be handled by the I.C.R., which would give access to Bonaventure station as formerly, and G.T.R. officials stated that the terms on which this will be done could not be lower than G.T.R. rates, as the I.C.R. arrangement with the G.T.R., it is claimed, does not permit it letting other companies have the advantage of its privileges. The Dominion Government has been petitioned to use its influence with the G.T.R. in favor of the continuance of the old arrangement with the South Shore Ry.

The Duff Manufacturing Co., of Allegheny, Pa., has issued a descriptive catalogue of Barrett patent compound lever jacks, track, automatic lowering, car box and oil well jacks and differential screw jacks, of which they are sole manufacturers.



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RICHARD SOUTHAM, MANAGER

Central Vermont Railway Report.

The annual report for the year ended June 30, 1901, shows the following results compared with the year ended June 30, 1900 :

	1900-1901.	1899-1900.
Receipts	\$3,262,133.85	\$3,448,749.11
Operating expenses.....	2,495,134.07	2,593,538.53
Balance	766,999.78	885,210.58
Taxes	104,702.14	101,771.48
Balance	662,297.64	783,439.10
Interest on securities held by the Co.....	10,400.00	10,845.88
Income	672,697.64	794,284.98
Interest on bonds, and rent of leased lines	669,893.67	665,435.93
Net surplus.....	\$2,803.97	\$128,849.95

The improvement and extraordinary expenditures included in operating expenses for the year ended June 30, 1901, were \$199,760.42, against \$375,305.81 in the previous year.

The percentage of expenses to earnings was 76.48% as compared with 74.33% in the preceding year. The percentage of improvements included in operating expenses, to earnings, was 6.12%, as compared with 10.88% in the preceding year. The percentage of ordinary expenses, to earnings, was 70.36% as compared with 63.45% in the preceding year.

Rates have been well maintained during the year, except in some instances on through business. The number of tons carried one mile was 248,896,794, a decrease of 3,654,815; the earnings per freight train mile, \$1.41, a decrease of 20c., and the earnings per ton per mile, 0.86c., a decrease of 0.05c. The number of passengers carried one mile, 42,594,685, shows a decrease of 1,113,236, the earnings per passenger train mile 0.96c., a decrease of 0.08c., and the earnings per passenger mile have increased from 2.22c. to 2.24c.

The passenger traffic has been affected by the extension of the Rutland Rd., between Burlington and Rouses Point, connecting at the latter point with the Ogdensburg and Lake Champlain Rd., which the Rutland Rd. has acquired. The completion and competition of parallel electric lines on the southern division has also seriously affected passenger traffic. During Oct. and Nov. freight traffic to and from New York and New London, Conn., was seriously interfered with by a strike of freight handlers at the latter point. The absorption of the Fitchburg Rd. into the Boston and Maine system has materially reduced the freight revenue on the southern division. Vice-President and General Manager Logan, however, expresses his confidence that the Co.'s local business is capable of material development, and this is being encouraged, wherever possible.

There has been a marked increase in the cost of conducting transportation, largely due to the increased cost of coal, which has averaged nearly \$1 a ton.

The annual meeting was held at St. Albans, Vt., Oct. 22. The officers for the current year are : Chairman, G. B. Reeve, Montreal; President, E. C. Smith, St. Albans; Vice-President and General Manager, R. S. Logan, St. Albans; other directors, W. S. Webb, Shelburne, Vt.; J. W. Stewart, Middleburg, Vt.; J. G. McCullough, Bennington, Vt.; E. H. Baker and H. B. Day, Boston, Mass.; J. Bell, Belleville, Ont.; J. L. Martin, Brattleboro', Vt.; C. P. Smith, Burlington, Vt. Executive Committee : G. B. Reeve, R. S. Logan, E. H. Baker.

The G.T.R. pays \$5,700 a year for its ticket office at the corner of Yonge and King streets, Toronto.

Alberta Ry. and Coal Co.'s Report.

The report for the year ended June 30, 1901, shows that the coal sales were 171,656 tons, against 160,645 in the previous year. The earnings of the railway, apart from the carriage of the Co.'s coal, were \$170,495, against \$119,139 for the preceding year. The earnings would have been larger had there not been a falling off in the coke traffic to Montana in May and June last. This traffic has been resumed.

After payment of interest on prior lien debenture stock there remained a balance of profit of £8,489 10s. 2d., which, added to the balance of £45 12s. 7d. from the previous year's accounts, amounted to £8,535 2s. 9d. The auditors have certified this amount as payable to the A debenture stockholders, and a distribution of £3 8s. %, requiring £8,500, will be made amongst them.

By the Alberta Railway Debenture Stock Act, 1895, £100,000 was directed to be set apart from the proceeds of the sale of the Lethbridge-Dunmore Ry. and of old rails and rolling stock for the purpose of redeeming £100,000 of B debenture stock at par. The whole of the £100,000 having been received has been so applied, and the amount of B stock, which originally stood at £750,000, now stands at £650,000.

In May last the debenture stockholders authorized the sale of the Montana portion of the Co.'s railway system, from the International boundary to Great Falls, about 134 miles. Since June 30 the net proceeds of the purchase price, £150,537 12s. 8d., have been received by the trustees for the debenture stockholders, and with part of the proceeds prior lien debenture stock to the extent of £75,023 has been redeemed at a premium of 10%. This required £82,525 6s., leaving a balance of £68,012 6s. 8d., which is held by the trustees, the object being with this balance to widen to the standard gauge the remaining portion of the Co.'s railway system, from Lethbridge to the International boundary, about 64 miles, and thus secure a through traffic without unloading, with the connecting large railway systems in Canada and in the U.S., and take advantage of the liberal traffic concessions embraced in the contract of sale with the Great Northern Ry. Co. (U.S.A.).

The progress of the operations of the Canadian Northwest Irrigation Co. throughout the year has been satisfactory, and considerable sales of land, both irrigable and ranch, have been made by that Co. The construction of the irrigation canal has already had a good effect upon the lands of the Alberta Co. and of the Lethbridge Land Co.

At the annual meeting, in London, Eng., Oct. 30, the following directors were re-elected : President, E. T. Galt, Lethbridge; Vice-President, Col. K. R. B. Wodehouse, London; W. Burdett-Coutts, E. Crabb, Lord Farrer, and E. Waterhouse, London; H. Joseph and W. M. Ramsay, Montreal. J. Galt, Winnipeg, was elected to fill the vacancy caused by Sir Roderick Cameron's death.

Calgary and Edmonton Ry. Report.

The report for the year ended June 30 shows that the gross earnings, after deducting earnings from Government service, were \$399,481.59, against \$319,500.58 for the previous year. The total expenses were \$227,532.82, against \$197,861.63 for the previous year. The percentage of expenses to earnings for the year was 56.95% against 61.93% for the previous year. The net earnings were \$171,948.77, against \$121,638.95 for the previous year. The earnings from passenger traffic (including Government service) were \$119,610.72

against \$92,247.73 for the previous year. Freight, express, mail and miscellaneous earnings (including Government service) were \$286,742.11, against \$233,878.56. Both freight and passenger earnings continue to be derived entirely from regular traffic, which may be expected to continue increasing in volume. The increase of \$29,671.19 in operating expenses over the previous year is for the most part due to the increased traffic. Of this over \$10,000 is applicable to increase in expenditure for maintenance of way and structures. During the year a large number of ties were put in the track, and the road bed has been generally much improved by ballasting, widening dumps, ditching, etc., and the road put in very fair condition to meet the increased traffic. The increase in traffic generally has been very satisfactory. Immigration to the districts served by the railway has steadily increased, a much larger area of land being taken up by settlers than in any previous year, and it is expected that the traffic during the current year will increase very materially. The cattle trade continues to increase and is in a most prosperous condition. The export of dairy and other farm produce is increasing in proportion to the settlement of the country. The total cost of the Crow's Nest connection referred to in last year's report, \$25,619.15, has been paid for out of the earnings of the Co., and after this payment and a payment of 3¼% in cash on the bonds of the Co. for the year, \$77,364.97 is carried forward to next year. The working agreement with the C.P.R. Co. under which the road has been operated for some years past expired on July 1 last, since which date the C.P.R. Co. has continued to operate the road on the same terms, but subject to a month's notice of termination by either Co. The directors hope to be able to make more permanent arrangements as to operation before long.

The annual meeting was held in Toronto Oct. 18. Following are the officers for the current year :—President, H. C. Hammond, Toronto; Vice-President, N. Kingsmill, Toronto; Secretary, R. A. Smith, Toronto; other directors, E. B. Osler, D. W. Saunders, W. P. Torrance, Toronto; C. E. L. Porteous, Montreal.

Quebec and Lake St. John Ry. Bonds.

A general meeting of the holders of certificates representing 5% 1st mortgage bonds of this Co., deposited with the London Bondholders' Committee, was held in London, Eng., Nov. 18, C. A. Hanson presiding, for the purpose of receiving the report of the transactions of the committee. The chairman said that the committee regretted that they had not been able to submit their report at an earlier date. At the meeting in July, 1900, the committee were authorized to enter into an agreement with the Co. for the rearrangement and conversion of the bonded debt. That bonded debt on the main line was represented by £780,000 5% 1st mortgage bonds, in exchange for which they were to receive £390,000 in 1st mortgage bonds, being 10s. in the pound, bearing interest, at the outset at 3%, and finally at 5% per annum. They were to receive likewise £468,000 6% income bonds, which, however, would not be cumulative, making a total of £858,000. The committee were also authorized to enter into an agreement with the Co., on the one hand, and with the bondholders of the Chicoutimi branch on the other hand. Under the first bill passed by the Legislature of Quebec, the terms of fusion were those of equality with the bondholders of the main line, but, as the result of prolonged negotiations, the committee obtained better terms, namely, that instead of £50 of 1st mortgage bonds the Chicoutimi bondholders should receive £25 and £82 5s.

in income bonds for every £100 of their old security. The present bonded debt of the Co. was, therefore, £442,400 of 1st mortgage bonds, instead of £990,000 on all portions of the line, and there was the further income bond indebtedness of £648,381, making the total £1,082,781, roughly, as against £1,000,000 previously. There was every reason to believe that the Co. would be prepared to meet regularly the first fixed charges, and it was hoped that the time was not far distant when a beginning would be made with the payment of interest on the income bonds. The next feature of the scheme was the necessity for new money. This necessity was established, not by the Co.'s representatives, but by independent consulting engineers appointed by the committee. This new money could only be obtained by creating a prior lien charge. The opportunity of subscribing to the issue on terms which he might say were practically fixed by the Legislature of Quebec, was afforded to the bondholders. The result of the offer was so insignificant that the committee had no alternative but to tell the Co. that they must find the fresh capital themselves. Eventually the requisite capital was found on very much better terms than, in the present financial condition of the markets, it could be obtained to-day. Although the bondholders did not provide the new capital, the committee had secured for them a proportion of the common stock of the Co., and this would be distributed among them pro rata. He did not think that this common stock paper was worth money to them, but they could put it in their books, and, whatever might be its value eventually, it would be at their disposal. The two new series of 1st mortgage bonds and income bonds were in the denominations of £100 and £50. In the case of income bonds, amounts under £50 would be represented by fractional scrip certificates issued by Glyn, Mills, Currie & Co. Coates, Son & Co. had undertaken, without remuneration, the distribution of the new securities. The Co. had agreed to bear the expenses incurred by the committee, including the solicitors' charges, the secretary's salary, and the considerable item for stamps on the new bonds. The only charge which the bondholders would be called on to bear was that of 10s. % on the bonds deposited,

being the agreed remuneration to the Railway Share Trust and Agency Co. for acting as depositaries of the bonds and issuing in exchange the committee's certificates. As main-line bondholders they had to receive, in respect of each old 5% mortgage bond of £100, the following in new securities and cash:—One 1st mortgage bond of £50, one income bond of £50, one fractional income bond scrip certificate for £10, cheque for three half-years' accrued interest on the new 1st mortgage bonds at the rate of 3% per annum, from which would be deducted the tax and 1/2 of 1% on deposited bonds, and proportion of common stock represented by voting trustees' certificates of \$61.36. He estimated that, after deducting tax and the charge in respect of deposited bonds, the amount due to them in cash would be £1 12s. 4d. per old £100 bond. He concluded by moving the adoption of the report. The motion was agreed to, and a resolution was afterwards passed approving the transfer to voting trustees of a portion of the common stock of the Co.

Passenger Rates, Etc., in Ontario.

In response to a call issued by G. T. Bell, G.P. & T.A. of the G.T.R., and C. E. E. Ussher, G.P.A., of the C.P.R. eastern lines, a meeting of the passenger representatives of Ontario transportation companies was held in Toronto, Nov. 26, the following lines being represented:—Canadian Pacific Ry., C. E. E. Ussher, G.P.A., A. H. Notman, A.G.P.A.; Grand Trunk Ry., G. T. Bell, G.P. & T.A., G. A. Morency, Chief Clerk Passr. Dept., J. E. Quick, G.B.A., M. C. Dickson, D.P.A.; Kingston & Pembroke Ry., F. Conway, G.P.A.; Lake Erie & Detroit River Ry., T. Marshall, G.P.A.; Michigan Central R.R., Geo. E. King, A.G.P. & T.A.; Muskoka Nav. Co., A. P. Cockburn, Mgr. & Secy.; New York & Ottawa R.R., H. K. Gays, A.G.P.A.; Niagara Nav. Co., John Foy, Mgr.; Richelieu & Ontario Nav. Co., H. F. Chaffee, W.P.A.; Toronto, Hamilton & Buffalo Ry., F. F. Backus, G.P.A.; Wabash R.R., J. A. Richardson, D.P.A.

The question of limiting local tickets was discussed, but no action was taken.

On the request of commercial travellers for extension of territory to which week-end commercial travellers' tickets may be issued, a unanimous decision was reached that the Secretary notify the Secretary of the Dominion Commercial Travellers' Association, who made the request, that the trans-

STEAMERS FOR SALE.

The undersigned offers for sale by tender the passenger steamers Niagara and Canada, lying at the York Street Wharf, Toronto. The Niagara is an iron hull screw steamer, built at Glasgow, Scotland, registered tonnage 225.34 tons, length 159 feet, breadth 21.1 feet, depth 10.4 feet, draft 7 feet. Tenders for the purchase of the Niagara will be received by the undersigned at 97-98 Freehold Building, Toronto, till the 20th December, 1901. The Canada is a wooden hull screw steamer, built at Wallaceburg, Ont., 1874, registered tonnage 208.55 tons, length 123.2 feet, breadth 24.10 feet, depth 8.7 feet, draft 9 feet. Tenders for the purchase of the Canada will be received by the undersigned at the said address till the 1st of February, 1902. A large amount of money has lately been spent in the repair and equipment of these vessels. For further particulars apply to the undersigned. Purchasers will be required to pay all the purchase money forthwith after acceptance of tender or tenders. These boats are assets of the Toronto Navigation Company, Limited, insolvent, and must be sold.

A. C. NEFF, Assignee.

97-98 Freehold Building, Toronto, Ont.

Dated November 25th, 1901.

STEAMER FOR SALE.

One wooden Passenger and Freight Steamer, length 135 feet, beam 22 feet, draft 9 feet, speed 13 miles. Licensed to carry 490 passengers. Working pressure allowed on boiler 108 pounds. Address

BOX 349, RAILWAY & SHIPPING WORLD,
Toronto, Ont.

NOTICE.

THE Canadian Pacific Railway Company will apply to the Parliament of Canada at its next Session for an Act extending the time within which it may commence and complete the construction of the Branch line from a point at or near New Westminster to Vancouver, authorized by the Act 63-64 Victoria, Chapter 35.

By order of the Board.

CHARLES DRINKWATER,

Secretary.

Established 1831.

Annual Capacity, 1,200.

BALDWIN LOCOMOTIVE WORKS.

SINGLE EXPANSION AND COMPOUND LOCOMOTIVES.



Broad and Narrow Gauge Locomotives; Mine and Furnace Locomotives; Compressed Air Locomotives; Steam Cars and Tramway Locomotives; Plantation Locomotives; Oil Burning Locomotives.

Adapted to every variety of service, and built accurately to gauges and templates after standard designs or to railroad companies' drawings. Like parts of different engines of same class perfectly interchangeable.

Electric Locomotives and Electric Car Trucks with Westinghouse Motors.

Burnham, Williams, & Co., - - Philadelphia, Pa., U.S.A.

Established 1849

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

BRADSTREET'S

Capital and Surplus \$1,500,000

OFFICES THROUGHOUT THE CIVILIZED WORLD

EXECUTIVE OFFICES

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

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

Subscriptions are based on the service furnished, and are available only by reputable wholesale, jobbing and manufacturing concerns, and by responsible and worthy financial, fiduciary and business corporations. Specific terms may be obtained by addressing the Company at any of its offices.

CORRESPONDENCE INVITED

OFFICES IN CANADA:

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

THOS. C. IRVING,

Gen. Man. Western Canada, Toronto.

JOHN A. FULTON,

Gen. Man. Eastern Canada, Montreal.

portation lines cannot extend the present agreed territory to which the sale of week-end tickets is authorized.

It was generally understood by the lines represented that no special allowance beyond 150 lbs. per ticket should be made commercial travellers presenting ordinary 1st class tickets issued to the public, even though the commercial travellers' certificate is presented in connection with such tickets.

It was decided that a theatrical company numbering less than 10 people would be permitted to check to the extent of 150 lbs. each the same paraphernalia which is generally used in producing an entertainment on the stage of a hall or theatre, under the same restrictions as to release, etc., as applies to theatrical companies numbering 10 or more people.

It was unanimously agreed that theatrical companies of over 25 persons were entitled to have carried free in regular baggage car 150 lbs. of baggage or theatrical property per ticket upon all tickets over 25 in addition to one special baggage car free for 25 persons.

The disadvantage of lines able to supply only small baggage cars in competition with lines offering larger baggage cars was considered, and it was decided to refer the subject to the conference of general baggage agents to be held at Toronto on Dec. 12, with a view to a rule being prepared for submission to general passenger agents that would equalize conditions in such cases.

J. S. Russell, ex-Secretary of the Ontario Curling Association, was heard in support of an application from that association for reduced fares for clubs of 8 or more, instead of 10 or more as provided in existing rules. After careful consideration, during which many reasons were advanced against compliance with the request, it was unanimously resolved not to change the present regulations, and the Secretary was directed to make a suitable reply to Mr. Russell, sending a copy to each transportation line interested.

The following rule of the Central Passenger and Trunk Line Associations, now in force on some of the Ontario lines, was referred to a committee composed of C.P.R. and G.T.R. representatives, the result of their conference to be advised by the Secretary to all interested lines:—The charge for special cars shall not be less than 18 full 1st class one-way limited fares or 25 party fares, provided the revenue therefrom is not less than 18 full 1st class one-way limited fares, or 25 round trip fares for each such car for the distance traversed by it, and for more than 18 persons holding one-way tickets, or 25 persons holding round trip or party fare tickets, an additional fare shall be charged for each adult, or half fare for each child under 12 or over 5 years of age; except that if occupied by parties in excess of 18, special cars may be moved one-way on the basis of authorized fares for each adult and half fare for each child under 12 or over 5 years of age, provided the minimum amount is not less than the value of 18 full 1st class one-way limited fares; and provided further that the minimum earnings from a party shall not be less than \$10 for each movement.

Petitions were read from certain religious bodies in Ontario requesting reduced fares for their members. Attention was called to the efforts being made to curtail and do away entirely with such reductions, and it was agreed unanimously that no reduced fares be granted other than might be necessary to meet local conditions prevailing in a limited territory.

It was unanimously agreed that the same reduced fares apply to deaconesses, in the costume of their order, engaged exclusively in charitable and religious work, as apply to nuns and sisters of charity.

Standard Dimensions of Box Cars.

At the recent fall meeting of the American Railway Association the report of the committee on the standard dimensions of box cars was adopted. The committee met at Mackinac Island, Mich., Aug. 21 and 22, when there were present by invitation several representatives of traffic associations, including J. Earls, Sec.-Treas. of the Canadian Freight Association. Under resolution of the Association passed in April, 1901, the committee was requested to confer with the representatives of the various traffic associations and the recommendations submitted are the result of the action of this joint conference as follows:—

A standard car of the dimensions of 36 ft. in length 8½ ft. in width and 8 ft. in height was originally favored. It was subsequently stated that cars 8 ft. in height could not be transported over certain important lines and the height was therefore made 7½ ft. This was adopted by the Association in April, 1901.

The following principle was approved by the Association April, 1901:—That the essential elements of the standard box car require the height and width be as great as are permitted by the physical limitations of the important railroad clearances and the present established height of loading platforms; that the length be determined by economy in construction, maintenance and operation, and the requirements of economical stowage.

The objections to the car 8 ft. in height have been withdrawn, and in pursuance of the principle above enunciated the following resolution is offered for adoption: That the dimensions of the standard box car be 36 ft. in length, 8½ ft. in width and 8 ft. in height, all inside dimensions. Cross section, 68 sq. ft.; capacity, 2,448 cub. ft. The side door opening to be 6 ft. in width.

After a thorough discussion of all phases of the question as affecting both the transportation and traffic departments, the following resolution was approved and recommended for adoption: That the standard 36 ft. car be considered the unit for the establishment of minimum carload weights; and that where necessary in any classification territory to recognize cars under 36 ft. in length, it shall be by a reduced minimum of 2½% for 35 ft. cars and 5% for cars 34 ft. or under, inside dimensions.

In the opinion of the conference committee cars exceeding the standard dimensions are uneconomical and undesirable vehicles of transportation and they ought not to exist. As they do exist, minimums are recommended which will permit of the use of such cars until they shall be worn out. The rate of increase of the minimum is slightly greater than the increase in the capacity of these cars, and will therefore tend to discourage their further construction. These figures have been embodied in the following resolution, which is recommended for adoption: That for cars over 36 ft. in length the percentage of increase of the minimum weights shall be as follows:

For cars of 37 ft. and 38 ft., 10% over the minimum for the 36 ft. car. For cars of 39 ft. and 40 ft., 25% over the minimum for the 36 ft. car. For cars of 41 ft. and 42 ft., 40% over the minimum for the 36 ft. car. For cars of 43 ft. and 44 ft., 55% over the minimum for the 36 ft. car. For cars of 45 ft. and 46 ft., 65% over the minimum for the 36 ft. car. For cars of 47 ft. and 48 ft., 70% over the minimum for the 36 ft. car. For cars of 49 ft. and 50 ft., 80% over the minimum for the 36 ft. car. For cars of over 50 ft., 150% over the minimum for the 36 ft. car.

As the alterations in the minimums above recommended may affect the revenue the committee suggests the passage of the following: That any diminution of revenue in-

cident to the minimum proposed in the accompanying schedule shall be adjusted in the rate.

With improved methods of construction, the carrying capacity of freight car equipment has been constantly increasing. It is therefore recommended: That the minimum carload weights of heavy articles, such as iron, brick, lumber, minerals, etc., should as fast as practicable be advanced to the stenciled capacity of the car.

In order that the growth of the evil now under consideration may be effectually checked, the following resolution is recommended for adoption: That no box cars of larger dimensions than those prescribed for the standard car shall be hereafter constructed and all owners and builders of cars be officially notified of the adoption of this resolution.

American Association of Railway Passenger Agents.—The 29th annual convention met at Los Angeles, Cal., Nov. 12, 1906 delegates being present. The Secretary's report showed a membership of 747, with 107 applicants for membership since the last meeting. Philadelphia was selected as the place for the next meeting. J. C. Clair of the Illinois Central R. R. at Boston was elected President; T. F. Fitzgerald of the Texas Pacific at Los Angeles, Vice-president; and L. W. Landon of the Hocking Valley, Secretary-Treasurer.

Railway Equipment Notes.

The Cuba Co. recently placed an order in the U.S. for 100 cars.

The Duluth, South Shore and Atlantic Ry. has ordered 4 locomotives.

The Inverness and Richmond Ry. (N.S.) has recently received a postal car.

The Prince Edward Island Ry. recently received 2 additional locomotives.

The C.P.R. shops at Winnipeg are exceedingly busy, 750 men being employed.

The Salisbury and Harvey Ry. (N.B.) has added another locomotive to its equipment.

The Canadian Northern Ry. has received 5 locomotives from the Baldwin Locomotive Works.

The Central Vermont Ry. has built at its shops at St. Albans, Vt., 13 cinder cars, 5 cabooses and 1 box car.

The Michigan Central Rd. has commenced the construction of 80,000 lb. flat-cars in its shops at St. Thomas, Ont.

The C.P.R. has rented 25 locomotives from the G.T.R. to help out during the movement of the Northwest grain crop.

The Lake Erie and Detroit River Ry. has added a pay car to its equipment; also a number of passenger coaches.

The C.P.R. has built a business car for Supt. Downie, of the Kootenay and Boundary districts of the Pacific division.

The rolling stock at present in use on the Algoma Central and Hudson's Bay Ry. consists of 16 locomotives and 500 cars.

The Cape Breton Ry. Extension Co. has placed an order for 100 platform cars with Rhodes Curry & Co., of Amherst, N.S.

The Canada Atlantic Ry. is reported to be building at its Ottawa shops 2 parlor cars for use between Montreal and Ottawa.

The Bruce Mines and Algoma Ry. has purchased a locomotive and ten flat-cars which the contractors are using for track laying and ballasting.

The South Shore Line Ry. (N.B.) has had its locomotives overhauled and some of its passenger cars renovated by Rhodes, Curry & Co., of Amherst, N.S.

The Record of Recent Construction, No. 29, of the Baldwin Locomotive Works, Philadelphia, Pa., tells of the building of a modern locomotive. It has 28 views illustrating the different processes, showing the engine in all stages of construction and as it appears ready for shipment.

The inadequacy of the Central Vermont Ry.'s equipment having been seriously felt during the past year, Vice-President and General Manager Logan has recommended the purchase of 4 freight locomotives, 2 switching locomotives, 100 coal cars, 100 flat cars, 1 baggage car and 4 first-class coaches.

The Central Vermont Ry. has installed four new boilers for its mogul locomotives, and has purchased six new boilers of increased pressure for its consolidation locomotives. Arrangements are being made to secure locomotives of a class which will permit of more economical operation, a large number of wooden bridges having been replaced by steel.

The Ontario Court of Appeal in the case of Oatman v. The Michigan Central Ry. Co., has upheld the finding of the jury in the court below that the Co. was negligent in running an engine with a "diamond" instead of a "straight" smokestack, in consequence of which sparks were emitted, and plaintiff's barn with its contents was set on fire and destroyed.

The Minneapolis, St. Paul and Sault Ste. Marie Ry. during the past fiscal year added to its equipment 3 consolidation and 1 decapod locomotives, and 393 box cars. Since the commencement of the current fiscal year

orders have been placed for four consolidation locomotives of the latest type, and for 300 freight cars. It is said that orders have also been placed for 4 sleeping cars, 8 passenger cars, 1 dining car and 1 baggage car.

The special cars comprising the Royal train have been exhibited by the C.P.R. Co. at various points in the Maritime Provinces, Quebec and Ontario, since the departure of their Royal Highnesses from Halifax. An admission fee of 25c. was charged, the entire proceeds being handed over for the benefit of the charitable institutions of the towns in which the cars were on exhibition. It is stated that next year the cars will be exhibited at other points throughout the Dominion. The newspaper reports that the train would be taken over to Great Britain for use on the Royal journeys there is obviously without foundation.

The Minneapolis St. Paul & Sault Ste. Marie Ry. has ordered three 10-wheel engines from the Baldwin Locomotive Works to be delivered in Feb. 1902. They will burn bituminous coal, will weigh about 150,600 lbs. in working order and will have cylinders 20 by 26 in., fitted with piston valves. The driving wheels will be 69 in. in diameter outside of tire, with cast-steel centres, while the engine truck wheels will be 33 in. in diameter, with standard steel spoke. The boilers will be of the extended wagon-top type, 62 1/4 in. in diameter at smallest ring; they will be adapted to a working pressure of 200 lbs. and will include 312 tubes 2 in. in diameter. The fire-box will be the overframes type, 108 3-16 in. long, 41 in. wide and 70 in. deep at front, and will have a grate area of 30.8 sq. ft. The en-

gines will have a total heating surface of 2,480.24 sq. ft., of which the tubes afford 2,285.92 sq. ft., and the fire-box 194.32 sq. ft. The tender will have steel channel frame, with eight 33-in. wheels, with standard plate centres and will have a capacity of 6,000 gallons of water and ten tons of coal. The special equipment will include Westinghouse brakes, and train signals, and Westinghouse friction draft gear on tender.

General Baggage Regulations.—J. E. Quick, G.B.A. of the G.T.R., and R. H. Morris, G.B.A. of the C.P.R., have called a conference of the representatives of the baggage departments of Canadian transportation companies to be held at the G.T.R. general baggage office, Toronto, on Dec. 12, to review and revise the Canadian baggage agreement for 1902. As the Trunk Line, New England and Central Passenger Associations' territories have made several changes in baggage regulations which materially affects interchange of interline business, it is necessary that some changes be made in the Canadian rules. One of the most important is, that lines in the above territories are now all charging for the transportation of baby carriages, both locally and on interline business, and in order to check them through to points on lines in above territories, which is very desirable, it will be necessary to change the methods in Canada relative to transportation of these articles. Other subjects of interest to the baggage departments of all lines, such as through bonding arrangements, charges for storage on baggage in bond, etc., will come up for discussion and action.

C. P. R. LANDS.

The Canadian Pacific Railway lands consist of the odd-numbered sections along the Main Line and Branches, and in Northern Alberta and the Lake Dauphin District. The Railway Lands are for sale at the various agencies of the company in Manitoba and the North-West Territories at the following prices:

Lands in the Province of Manitoba average \$3 to \$6 an acre.

Lands in Assiniboia, east of the 3rd meridian, average \$3 to \$4 an acre.

Lands west of the 3rd meridian, including the Calgary District, generally \$3 per acre.

Lands in Northern Alberta and the Lake Dauphin District, \$3 per acre.

TERMS OF PAYMENT.

The aggregate amount of purchase money and interest is divided into ten instalments, as shown in the table below; the first to be paid at the time of purchase, the remainder annually thereafter, except in the case of the settler who goes into actual residence on the land and breaks up at least one-sixteenth thereof within one year, who is entitled to have second instalment deferred for two years from date of purchase.

The following table shows the amount of the annual instalments on a quarter section of 160 acres at different prices:

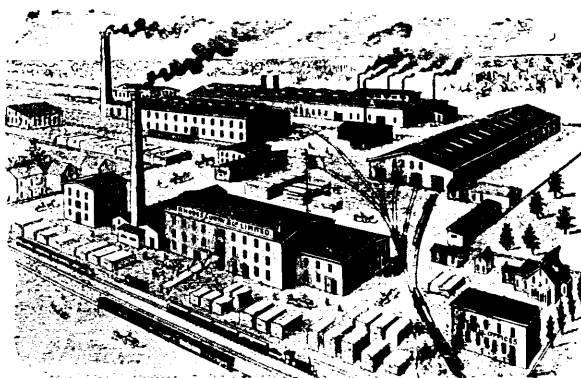
160 acres at \$3.00 per acre, 1st instalment \$71.90, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st instalment \$107.85, and nine equal instalments of \$90.
160 acres at \$5.00 per acre, 1st instalment \$119.85, and nine equal instalments of \$100.
160 acres at \$5.50 per acre, 1st instalment \$131.80, and nine equal instalments of \$110.
160 acres at \$6.00 per acre, 1st instalment \$143.80, and nine equal instalments of \$120.

DISCOUNT FOR CASH. If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. of the amount paid in excess of the usual cash instalment.

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

Write for maps and full particulars.

F. T. GRIFFIN, - Land Commissioner,
WINNIPEG.



Rhodes, Curry & Co.,

Ltd.,

Railway and Street Cars

of all descriptions.

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

Car Wheels, Castings, Forgings, &c. AMHERST, NOVA SCOTIA.

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A partial list of elevators which have been designed and constructed by us and under our supervision.

Burlington Elevator, St. Louis, Mo.	Capacity	1,300,000 Bushels
Grand Trunk Elevator, Portland, Me.	"	1,000,000 "
Export Elevator, Buffalo, N. Y.	"	1,000,000 "
J. R. Booth Elevator, Depot Harbor, Ontario	"	1,000,000 "
Cleveland Elevator Company's Elevator, Cleveland, O.	"	500,000 "
Eric R. R. Transfer & Clipping House, Chicago, Ill.	"	100 cars in 10 hrs.
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	"	1,500,000 "
Burlington Elevator Co., Peoria, Ill.	"	500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.	"	500,000 "
Northern Grain Co., Manitowoc, Wis.	"	1,350,000 "
Union Elevator, East St. Louis, Ill.	"	1,100,000 "
Montreal Warehousing Co.'s Belt Conveyor System	"	"

We make a specialty of furnishing **PLANS AND SPECIFICATIONS.**

Passenger Traffic Matters.

The winter service between Whitehorse and Dawson, Yukon, will be operated by means of a bi-weekly stage line, and passengers, express and freight are to be carried. Six four-horse sleds have been constructed, each having accommodation for 12 passengers and 1,000 lbs. of express, freight and mail matter, and road houses have been built for the accommodation of travellers every 25 miles. The trip will occupy 5½ days, no travelling being done during the night, but this time will, it is expected, be cut down somewhat when the trail becomes well broken. The trail follows the river and lake to Lower Labege, then across country to Mackay's Post, and thence to Dawson by the river, except for one or two short cut-offs.

U. S. papers recently stated that transatlantic passenger fares were being cut to Canadian ports as well as to New York, and that the Elder-Dempster S.S. Co. was quoting a rate of \$29.50 to St. Lawrence ports, with low rates over the C.P.R., the G.T.R., and the Minneapolis, St. Paul and Sault Ste. Marie Ry. Enquiry shows that there has not been any change in the fares on incoming Elder-Dempster boats, and the railway companies have not received any notice that immigration rates are being cut to any points west. The only \$29.50 rates quoted by the Elder-Dempster Co. are from Antwerp and other continental ports, the rates from the British ports being as low as \$26.50. The railway fare from the port of debarkation is the same as it has been all summer. The rate to Toronto is \$8.50 for 1st cabin passengers, and \$6.65 for 2nd cabin and steerage passengers.

In May last a meeting was held at the Western Passenger Association's offices in Chicago with the object of securing the co-operation of the lake steamboat lines with the railways in abolishing commissions to ticket agents. The question was fully discussed by the representatives of the majority of the lake lines interested, but no decision was arrived at, and it was decided to call another meeting at Toronto in order that a fuller representation of the lines interested might be had. This meeting was duly held, but nothing was done, it being generally the opinion that the season was too far advanced to make any change, and in addition arrangements had been made for the payment of commissions to agents for the season. The W.P.A. is now again bringing the matter before the representatives of the lake lines with a view of having steps taken that may lead to the abolition of the commissions to ticket agents, at least for the season of 1902. It is requested that the question be considered at the annual meeting of the Great Lakes and St. Lawrence River Rates Committee which will meet at Sault Ste. Marie, probably in Jan., 1902. The railways having abolished commissions to ticket agents desire the co-operation of the lake lines in order to maintain the position they have taken on the matter. It is claimed that the agreement to this end has proved very satisfactory so far as the rail lines are concerned.

The Dominion Wire and Cable Co. is erecting a large factory on Lusignan St., Montreal, for the purpose of manufacturing wires and cable for electrical and other purposes, the most important department being that devoted to lead covered cable work. The ground floor of the new building has about 50,000 sq. ft. of space, and there will be two additional stories raised at the Guy St. end. The Co. will move into its new quarters in the spring, perhaps earlier.

A building to cost \$15,000 is to be erected at Point St. Charles, Montreal, by the local Railway Y.M.C.A.

Montreal Harbor Elevators, Etc.

No substantial advance has been made with the proposal to improve the terminal facilities in Montreal harbor by the building of an elevator and the construction of additional wharves, with tracks connecting them with the railway systems. Two years ago W. J. Connors entered into a contract with the Commissioners to build an elevator at Windmill point, in return for certain concessions, and deposited \$50,000 as a guarantee. He did a certain amount of work putting in foundations, but failed to obtain the necessary financial support for the undertaking, and so allowed the contract to lapse. The Commissioners have entered an action in the Supreme Court to void the contract, and to recover the \$50,000 deposit. Mr. Connors says he has spent between \$40,000 and \$50,000 on the foundation and on plans, and offers to hand this and his contract over to the Commissioners in consideration of their giving him back his deposit.

The Commissioners wanted the elevator, however, and after consideration of ways and means applied to the Minister of Public Works, who decided to advance \$1,000,000 for the erection of an elevator and the carrying out of a comprehensive scheme of improvement of the terminal facilities. After paying visits to the U.S. grain exporting centers, the Commissioners decided to erect one elevator at a central point in the harbor at once, and to work out a scheme for additional wharf and elevator accommodation at Windmill point, and extra railway facilities in conjunction with the various railway companies and the Minister of Public Works. In carrying out this plan the Commissioners asked for tenders for the construction of an elevator, and accepted a proposal from Mr. Jamieson, of Montreal, to build one (described in our Oct. issue, pg. 311) for \$642,000. The plans were submitted to the Minister of Public Works, who said the price was too high, when compared with other elevators, notably the G.T.R. one under construction at Portland, Me. The plans were submitted by the Minister to Mr. Jenks, of St. Louis, Mo.; H. E. Vantlet, assistant engineer of the C.P.R.; Jos. R. Roy, and A. St. Laurent, who reported in detail, their findings being:—"That the whole machinery had been found to be efficient and well designed; that the elevator building itself has been found deficient in strength from the foundations to the top of the bins; that we cannot even approve of the general design of the bins as far as shown by the plans and specification; and that consequently we would recommend that the plans submitted for the elevator building be not approved." The Commissioners were not satisfied with this report, and instructed J. Kennedy, their engineer, to examine the plans and this report, and give his opinion thereon. Mr. Kennedy takes up the engineer's statements in extenso, and gives reasons for believing that the plans presented by Mr. Jamieson provided for the erection of a building sufficiently strong and of satisfactory design. This report has been sent to the Minister, and meanwhile the position remains unchanged.

In connection with the discussion of the plans, the Minister stated that \$20,000 had been offered by Mr. Jamieson in order that the awarding of the contract might be stimulated somewhat. The Commissioners asked for an investigation, the Minister declined to go into the matter, and Mr. Jamieson and the Commissioners denied that anything of the kind had been talked about. The result is that a strained feeling is said to exist, and there is a talk of abolishing the Commissioners and placing the harbor and the whole of the works under the Department of Public Works.

The Government experts who disapproved of Mr. Jamieson's elevator plans have replied

to the criticisms on their report by Mr. Kennedy, the engineer for the Harbor Commissioners. Their reply reiterates their former statement, that if concrete and iron columns are used, as proposed, the elevator will not stand, and that this is the inherent weakness of the Jamieson plan. The report concludes: "We believe the only way in which a contract should be given is on a carefully prepared plan, including all details, and with complete and detailed specifications. The contractor and engineer know then exactly what they have to do, and the work proceeds smoothly and quickly." An additional report by Mr. Lafleur, acting Chief Engineer of the Public Works Department, has been forwarded to Mr. Tarte, concurring in the report made by Messrs. Vantelet, Roy and St. Laurent. "It therefore seems to me," concludes Mr. Lafleur, "that a general scheme of terminal facilities, including railway tracks, sheds and cranes, should have been fully matured and laid out before the location and mode of construction of the grain conveyers was definitely decided upon."

Northwest Elevators.—Rules and regulations have been adopted by the Dominion Government for the control of public elevators and warehouses in the Manitoba grain inspection district. They provide that all elevators and warehouses on the right of way of any railway or on station grounds or other lands used in connection with such line of railway, at any siding or station in the inspection district referred to, in which grain is received, shipped, stored or handled, other than at terminal points, come under the new regulations, and the owner or lessee is required to take out a license, the annual fee for which is \$2. Complaints of fraud or oppression on the part of any person, firm or corporation operating such elevator or warehouse, will be investigated by the Commissioner, upon complaint being made to him in writing, duly sworn to, with proper presentation of the facts by any person aggrieved. Any person attempting to operate any such elevator or warehouse without obtaining a license, or any licensed warehouse man who violates the provisions of the act, is liable, on conviction thereof, to a fine of not less than \$10, and not more than \$1,000.

The G.T.R. exhibit at the recently closed Glasgow Exhibition has been removed to the Imperial Institute, London, Eng., where it will be placed on view.

SHIPPING MATTERS.

Suspension of Coasting Regulations.

The Winnipeg Grain Exchange wired the Minister of the Interior on Nov. 18 requesting that U.S. vessels be permitted to carry grain from Fort William to Georgian Bay ports for the balance of the season, alleging a shortage of Canadian vessels and congestion of elevators.

This action was followed on Nov. 19 by the following telegram from Montreal to the Premier and the Minister of Public Works: "Owing to the exceptionally bad weather on the lakes the past two weeks every Canadian boat has lost at least one trip before navigation closes. This reduces our tonnage for grain from Fort William to Canadian ports by at least 1,500,000 bush., and seriously hampers us in filling our contracts for wheat which we have sold or contracted for with the railways to Goderich, Meaford, Collingwood, Midland, Owen Sound and Depot Harbor, and unless something can be done to help us out every grain shipper will have to default on his contracts. We would suggest giving American boats the privilege of

carrying grain from Fort William to either of above ports for the balance of the season. H. D. Metcalfe, J. Carruthers & Co., A. McFee & Co., L. Coffee & Co., Crane & Baird, Northern Elevator Co."

The Premier replied to the Montreal telegram that the request could not be granted on the information furnished, but that a deputation might wait on the Government on Nov. 20.

The Minister of Public Works wired Capt. Gaskin, of the Montreal Transportation Co., who replied as follows:—"Owing to a serious accident to our steamer Rosemount when entering Port Colborne harbor last trip, and also on account of exceptionally bad weather the last 10 days, we have been obliged to cancel some of our contracts from Fort William to Georgian Bay. Under these exceptional circumstances, we would not object to granting the request of Montreal grain men for balance of the season. We do not know of any Canadian bottoms available at present."

Other vessel-owners took prompt action, and the following telegram was sent the Premier from Toronto Nov. 19:—"Have received the message of Montreal shippers, and beg to say that facts as outlined are not correct. It is true weather has been stormy, but not exceptionally so for this season of the year. Vessels have been making good time, and with every prospect of doing so until close of navigation. There is no blockade at Fort William, and present shipping capacity can move fully 1,500,000 bush a week. We have not had an unusual demand for charters, and it will be most unfair and contrary to all promises received to bring American competition against our Canadian vessels at this time of the year. Our present rates of freight are on a par with American rates. New boats are now in course of building, and contracts for more vessels to be built this winter now under way. We can never expect to build up a Canadian merchant marine unless we are assured of a permanent policy regarding coasting trade. The plea that defaults in contracts would occur is not correct, as shippers are not bound by contract except as tonnage is secured. We protest against any change being made, and it was promised

to the marine deputation by Sir Wilfrid Laurier that none would be made except by vote of Parliament. Hamilton & Fort William Steamboat Co., St. Lawrence & Chicago Steam Navigation Co., Montreal and Toronto Steamboat Co., the Wentworth Navigation Co., J. B. Fairgrieve & Co., R. O. & A. B. Mackay, Sylvester Bros., G. E. Jacques & Co., Conlin Bros., W. D. Matthews, J. T. Matthews, J. H. G. Hagarty, S. Crangle, Playfair & Co., Barlow Cumberland, Myles Transportation Co."

The Editor of THE RAILWAY AND SHIPPING WORLD telegraphed the Minister of Public Works as follows:—"Understand application has been made to allow U.S. vessels to carry grain from Fort William and Port Arthur to other Canadian ports for balance of season. Trust in the interests of Canadian marine you will oppose this."

At a meeting of the Cabinet Nov. 20 it was decided not to suspend the regulations.

Steel Shipbuilding in Canada.

By W. E. Redway, N. A., of the Polson Iron Works, Toronto.

Canada to-day is almost the only country having any pretension to maritime prominence which has not taken some national steps to encourage the development of her marine interests. Owing to the scarcity of suitable timber for shipbuilding except in British Columbia, the "wooden age" is passing away, and the time has arrived now, as it did in Great Britain about 35 years ago, when the old wooden fleet is gradually diminishing in numbers and not being replaced with new ships. During this transition period it appears to be inevitable that there should be a pause in the progress of the marine construction of the country because the manufacture of steel plates and bars by Canada herself is bound to be a condition precedent to the universal and successful adoption of metal construction. In the meantime the new ships that are being added to the Canadian marine are of steel, those of them which are capable of being brought across the ocean are imported from Great Britain and those which, owing to the

nature of their construction or to their size, are unsuitable for such a passage, are being built in Canada. Several steel shipbuilding plants have already been laid down and are now capable of producing vessels and their machinery of a moderate size, but, owing to the conditions referred to in a preceding article, are only able to engage profitably in the construction of such vessels as cannot safely and readily cross the Atlantic.

The policy of the Dominion Government towards the development of Canadian railways is achieving such results as appear almost marvelous, and we are as yet only just at the "preliminary trial" stage. A similar policy towards the production of pig iron appears destined within a few years to place Canada in a position to dictate to the world what shall be the price of pig iron, whilst the erection of Bessemer and open hearth steel plants and rolling mills for the production of plates and bars are simply necessary corollaries and bound to follow immediately upon the output of the raw material. The first important step has thus been taken towards the possibility of successfully building steel ships in Canada. Before, however, steel shipbuilding can be of a sufficiently remunerative nature to encourage the investment of capital the conditions which make the work more costly in Canada than in Britain will have to be first carefully enquired into and understood and then such remedies applied as will overcome the difference in cost between the two countries. What those remedies should be, it would be premature to attempt to define accurately until the matter has been carefully examined and proved. One can but indicate the possible direction in which they might be applied, but the statesman who takes this matter up and carries through Parliament such legislation as will tend to rehabilitate the merchant marine of Canada and thus assist her in acquiring that dominant position in the maritime world which her geographical position entitles her to will deserve the good will of his country.

The fact that a British built ship, registered in Britain, can be imported into Canada free of duty is the hard proposition facing the Canadian shipbuilder, hard because that ship can be built in Britain (for reasons previously stated) much cheaper than in this country and

MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1899, gives the following statistics for the year:

CROPS.		
ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.....1,629,995	17.13 bus.	27,922,230 bus.
Oats.....575,156	38.80 "	22,318,378 "
Barley.....182,912	29.4 "	5,379,156 "
Potatoes..19,151	168.5 "	3,226,395 "

STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,559 09

10,500 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

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

MANITOBA LANDS—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.00 to \$5.00 per acre. Payments extend over eight years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.00 and \$3.50 per acre.

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

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Or **JAMES HARTNEY**, Manitoba Emigration Agt., 77 York Street, Toronto, Ont.

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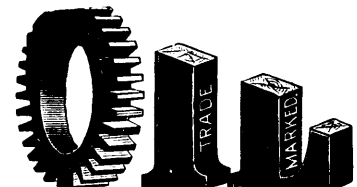
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to overcome that difficulty by equivalent compensation is the problem that has to be solved before the fleet of the future can be built in Canada. It may be taken for granted that no legislation is practicable that would tend to exclude British ships from Canada, consequently the necessary relief cannot be found in that direction. The policy which has been adopted with regard to railways and the production of iron ore appears to be the only one suitable for producing like results in ship-building, (the extent of that assistance and its mode of application to be the subject for consideration) viz., a direct bonus per ton of ships constructed. The tonnage can be calculated in several ways. 1st. On the gross registered tonnage, which means in tons of 100 cubic feet internal capacity. 2nd. On the displacement which is equivalent to the gross weight of ship, cargo and equipment. 3rd. On the total weight of steel used in the construction of the hull. Each section will doubtless have its own advocates, and it will require careful consideration before a fair adjustment can be made. For instance, the advocates of the displacement tonnage would be those who would build heavy cargo steamers with large co-efficients, whereby they would have immense advantage over the builders of fast passenger boats which would carry no cargo, and would have small displacement. On the whole, it would appear as if a bonus paid on the actual quantity of steel consumed would be the nearest approach to a fair distribution, but that, of course, is a matter to be determined after the first principles have been agreed upon.

In discussing government aid to steel ship-building in Canada, Hon. W. S. Fielding, the Minister of Finance, recently said, "While the country would be able to find employment for the wooden vessels turned out, if we are ever to engage in the carrying trade of the world, of which we formerly had so large a share, we must have steel vessels to do it. It would be better that we should buy them abroad than be without them, but it would be still better to build them ourselves, if that would be feasible, and I have a strong hope that we may gradually do so. All that I care to say on that point, or on the general question of aid, is that the Government is most anxious to see the industry carried on in Canada in a large way, and any reasonable proposals looking to a development of that kind would receive very favorable consideration."

As showing the present difference of cost of construction of steel steamers in the U.S. and Great Britain, the following interesting comparison is made in a letter by B. N. Baker, of Baltimore, President of the Atlantic Transport Line, to the U.S. Commissioner of Navigation: "The cost of the English ship (building by Harland & Wolff, of Belfast) will be about £292,000 or \$1,419,120. The same identical ship built at the works of the New York Shipbuilding Co. will be a little over £380,000 (\$1,846,800)," an increase of 30% over the British price. "The cost of two smaller ships now building by the New York Shipbuilding Co. for us is £150,000 each (\$729,000). Two were built by Harland & Wolff, of exactly the same detail, within the last year, one for £110,000 (\$534,000), and the other £100,000 (\$486,000)," or a difference on the average of about 40%.

Assuming that we in Canada, given equal facilities as regards plant and equipment, can build ships as cheaply as ship-builders of the U.S., we have here apparently a fair indication of the amount of assistance necessary to enable Canadian ship-builders to compete with those of Great Britain, in the construction of the class of steamers referred to. What the difference would be in the case of ocean cargo boats from 3,000 to 8,000 tons capacity, has yet to be ascertained.

Mr. Redway's previous article on this subject appeared in our April issue, pg. 122.

The St. Lawrence Route.

A deputation of Montreal shipping men, comprising R. Reford, H. Harling, J. Torrance and A. A. Allan, accompanied by C. J. Smith, General Traffic Manager of the Canada Atlantic Ry., recently waited on the Dominion Government to discuss the present heavy insurance rates on vessels using the St. Lawrence. R. Reford presented a written statement in which it was suggested that the British Government be asked to appoint an experienced hydrographic engineer to survey and report on the waterway from the ocean to Montreal, showing the natural state of the gulf and river, what had been done by the Government to render navigation safe, and what further works, lights or buoys were necessary. Canadian officers should accompany this officer, so that they would be enabled afterwards to supervise the construction of the works recommended. The memorandum also recommended as a necessary part of the project for perfecting the shipping facilities of Montreal, the extension of the I. C. R. to a port on the Georgian bay, and shortening the line by the construction of a cut-off between Riviere du Loup, Que., and Moncton, N.B. C. J. Smith dissented from the suggestion as to the construction of a Government line to a Georgian bay port. In supporting the application Mr. Reford pointed out that the insurance rate on vessels to Montreal was 9 and 10% as against 4% to Boston and New York, which meant a handicap of about \$25,000 a year for each vessel coming into Montreal. The channel between Quebec and Montreal should have a depth of 30 ft., and a width of 500 ft., a continuous line of lighted buoys should be provided along the channel, and modern lights and buoys should be provided at Anticosti island, Cape Race and Belle Isle. Other gentlemen having spoken, the Deputy Minister of Marine stated that a report on the Gulf lights was being prepared for the Minister of Marine. Hon. J. I. Tarte favored the appointment of a British expert, and observed that within two years the whole channel from Montreal to Quebec would be dredged to a depth of 30 ft. for a width of 450 ft. Fifty miles of the work had yet to be done. Five new dredges had been constructed, including the J. Israel Tarte, and a sixth was to be built. The whole matter is to be taken into consideration by the Cabinet.

Notices to Mariners.

The Department of Marine has issued the following notices:

No. 86, Oct. 18.—Ontario—1. Pelee passage telegraph cable relaid. 2. Re-establishment of southeast shoal light vessel. 3. Western passage into Thunder bay, shoals.

No. 87, Oct. 19.—Nova Scotia—1. Charlott harbor range lights. 2. Poulamon lighthouse.

No. 88, Oct. 19.—Newfoundland—1. Cape Race, change of characteristic fog whistle. 2. Plate point light and siren irregular. 3. Gallantry head, irregularity in fog signal.

No. 89, Oct. 22.—New Brunswick—1. Richibucto harbor entrance, changes in aids to navigation.

No. 90, Oct. 22.—Quebec—1. Bécancour beacon, re-erection. 2. Buoyage of ship channel between Montreal and Quebec.

No. 91, Oct. 22.—Quebec—St. Petronelle lighthouse.

No. 92, Oct. 22.—British Columbia—1. Lawyer islands lighthouse. 2. Lawyer Islands group, hydrographic notes. 3. Hazel point, buoy established. 4. Middle passage Skeena river mouth, sailing directions.

No. 93, Oct. 26.—Ontario—1. Uncharted shoal off Blackrock, entrance to Parry Sound. 2. Bar point cut, gas buoy.

No. 94, Oct. 30.—Quebec—1. Change in position of Red islet lighthouse. 2. Reported derelict in gulf of St. Lawrence.

No. 95, Nov. 4.—Ontario—Change in position of Port Colborne back range light.

No. 96, Nov. 4.—British Columbia—1. Hydrographic notes, Broughton strait, Queen Charlotte sound, Blackfish sound, and Johnstone strait. 2. Rocky patch in Discovery passage. 3. Barkley sound, new dangers, etc.

No. 97, Nov. 5.—Prince Edward Island—1. Improvements in Annandale range lights. 2. Annandale wharf light discontinued.

No. 98, Nov. 7.—New Brunswick—Machias seal island, height of lights, etc.

The U.S. Hydrographic Office has issued the following among others relating to the great lakes:

No. 42, Oct. 19.—Lake Erie—Peele passage, Southeast Shoal gas buoy, intended removal to Detroit river entrance.

No. 43, Oct. 26.—Lake Erie—Detroit river entrance, wreck eastward of Bar point lighthouse. Lake Ontario—Charlotte harbor entrance, Genesee range front light, increase in arc of illumination.

The Toronto Navigation Co., Ltd.

This Co. made an assignment, Nov. 5, to A. C. Neff, accountant, who called a meeting of the creditors for Nov. 18, and gave notice that he would distribute the assets after Dec. 19. The T.N. Co. was incorporated under the Ontario Companies' Act, May 11, 1901, and on organization the officers elected were: E. L. Sawyer, broker, Toronto, President; A. M. Colquhoun, of Sawyer, Ross & Co.'s office, Secretary; H. C. McLean, publisher, Toronto, Treasurer; and R. S. Hicks, formerly with the Northern Navigation Co., Manager. The capital of the Co. was fixed at \$100,000, and it was reported that a little over \$50,000 of the stock had been subscribed and paid up, partly in cash, some of the stock being issued free from call.

With the capital subscribed two steamers were purchased, overhauled and run from early in July to Sept. 16, between Toronto and Youngstown, N.Y., where connection was made with the Lewiston, Youngstown and Frontier Ry. Co., in connection with which through tickets were issued to Niagara Falls and Buffalo, and from these places to Toronto. For a portion of the time one of the boats ran between Toronto, Oswego, N.Y., and Charlotte, N.Y., the other maintaining the Toronto-Youngstown route. It was reported that the T.N. Co. had an option on the L.Y. & F. Ry. Co. for \$166,000, and had paid \$1,000 on account, but nothing further appears to have been done, and a few days before the assignment the Ry. Co. issued a writ against the Steamship Co. for \$1,755.70 for tickets sold over its line. Other writs are also reported to have been issued.

No particulars are given as to the Co.'s indebtedness, but it is estimated that, outside liabilities to shareholders, it will not exceed \$7,000. The assets consist of two steamers, the Canada and the Niagara. The former was the Queen City, built in 1874, and practically rebuilt within the last four years; and the latter was the Dominion Government cruiser, Druid, built in 1856, which was sold out of the service this year, and converted into a passenger boat, with a license to carry 300 passengers.

Maritime Provinces and Newfoundland.

Bishop & Monroe, of St. John's, Nfld., have placed an order with John French, Burnt Bay, Nfld., for a 130-ton schooner.

The Department of Marine proposes to have a steam launch constructed for the use of the Oyster Inspector of Nova Scotia and New Brunswick.

Attention is being directed to the necessity of regular steamboat communication between

Moncton, N.B., and other ports on the river to Dorchester.

The I.C.R. ferry steamer Scotia is to be dry-docked and overhauled at Halifax before being put on the service from Port Mulgrave to Point Tupper.

The Fredericton and Woodstock, N.B., Steamboat Co. proposes to purchase the str. Aberdeen, of St. John, N.B., and to operate it on the Woodstock route.

The St. John, N.B., Board of Trade is of opinion that a lightship should replace the present automatic buoy marking the Lurcher shoals off Yarmouth Cape, N.S.

B. Trefry, M. H. Martin and R. Burns, of Hantsport, N.S., are the provisional directors of the Schooner Lord of Avon Co., for which incorporation is being applied under the N. S. Companies' Act, with a capital of \$16,000.

The Messenger, a second steamer for the Harbinger Steam Trawling Co., has been launched at Shelburne, N.S. She is 105 ft. long, 20 ft. beam, and 8 ft. 6 in. depth of hold, and will have a speed of 13 knots.

The Norwegian steamer Elk, employed in the Montreal-St. John's, Nfld., service, by the Black Diamond line, was reported to have been lost with all hands on the northern shore of Newfoundland, near Belle Isle, on Nov. 17.

R. Thomson, Rothsay, N.B.; J. H. Thomson, P. W. Thomson, J. R. Armstrong and G. R. Robertson, St. John, N.B., are applying for incorporation under the N.B. Companies' Act, as the Steamship Nemea Co., Ltd., with a capital of \$220,000.

The Eastern Steamship Co. is the new corporation formed by the consolidation of New England coast steamboat companies. One of the amalgamated companies—the International—operated a line between Boston, Mass., and St. John, N.B. It is reported that two steamers are to be built for this route.

There will be five regular lines of steamers running into St. John, N.B., during the winter season of navigation, from Liverpool, Glasgow, Belfast and Manchester, and it is probable a line will also be in operation to Havre, in addition to the other lines running during the summer. The railways have made many alterations in their terminal facilities in order to handle traffic promptly.

In addition to the vessels mentioned in our last issue as just launched or under construction the following contracts are in hand in Nova Scotia yards: a 150-ft. schooner at Economy; a 250-ton schooner for J. Shankel, of La Have, at Lunenburg; a 250-ton schooner at Port Greville; a 600-ton barkentine at Economy; a four-masted schooner at Parrsboro'. Contracts are reported to be under consideration for a number of other vessels.

Province of Quebec Shipping.

The over-sea tonnage arriving in Montreal to Oct. 1, was 1,144,000 tons, against 1,060,284 in 1900.

The Leyland line purposes running additional steamers to Quebec next season, and will operate a winter service if certain improvements in the port and some additional dock accommodation is provided.

Colonel Anderson, of the Dominion Department of Marine, has located the foundations of eleven new lights, forming six ranges, which will be erected in the St. Lawrence channel between Montreal and Quebec, for the opening of navigation next season.

There was launched at Levis recently a steel barge named the Quebec, for the Montreal Transportation Co. She is a sister ship to the Hamilton, built this year; she is 206 ft. long, 40 ft. beam, 15 ft. depth of hold, and will carry 73,000 bush. on a 13 ft. draught.

The Allan Steamship Co.'s liners Pretorian and Parisian recently navigated the St. Law-

rence between Quebec and Montreal during the night by moonlight, and experts state that there is no reason why night navigation should not be a regular thing, provided the necessary lights and beacons are put in place.

The grounding of H.M.S. Indefatigable on Sept. 18, at Chaudiere, when coming up to Montreal, has been found to be due to the vessel being out of the channel, but E. Guerin, Commissioner of the Montreal Pilots' Court, does not directly place the responsibility for the accident on the pilot, who was in charge.

The new passenger str., Quebec, building in Toronto for the R. & O. Navigation Co., is expected to be launched early in Dec. She is 30 ft. longer than the Kingston, built in 1900. It is stated that the Co. will place an order for another similar steamer as soon as the Quebec is launched. Both these vessels will run between Montreal and Quebec.

WHEN YOU GET THERE

You are within from half a minute to fifteen minutes of 77 hotels, 85 clubs, and 31 theaters. All this, provided you arrive in the second city of the world at **Grand Central Station**, this being the Metropolitan terminus of the **New York Central**, which is the only trunk line whose trains enter the city of New York.

The following remark of an experienced traveler tells the whole story:

"For the excellence of its track, the speed of its trains, the safety and comfort of its patrons, the loveliness and variety of its scenery, the number and importance of its cities, and the uniformly correct character of its service, the **New York Central** is not surpassed by any similar institution on either side of the Atlantic."

Call on nearest ticket agent of the C.P.R. or T.H. & B. for further information, or address

LOUIS DRAGO, Genl. Agent, TORONTO, ONT.
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GEORGE H. DANIELS, Genl. Passr. Agent, Grand Central Station, NEW YORK.

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It uses all modern appliances for the comfort and safety of its patrons.

Its train employes are civil and obliging.

It tries to give each passenger "value received" for his money, and

It asks every man, woman and child to buy tickets over the Chicago, Milwaukee & St. Paul Railway—it is A Great Railway.

Time tables, maps and information furnished on application to A. J. TAYLOR, Canadian Passenger Agent, 8 King Street East, Toronto.

Price Bros., of Quebec, have asked for a Government investigation into the grounding of the steamer *Urania* at the mouth of the Saguenay river on Oct. 10. The Quebec Harbor Commissioners found the pilot to have been at fault, and have suspended his certificate for nine months. This is not considered satisfactory, hence the appeal to the Government.

D. W. Campbell, manager of the Elder-Dempster Steamship Co., says the only remedy for the insurance discrimination against Montreal is mutual underwriting by Canadians. The high rates affect the freights more than the vessels, although Mr. Campbell says the insurance on hulls is 9% from Montreal as against 4% from Portland and Boston.

The Northey Manufacturing Co. of Toronto have completed a large "deviline" whistle for the Department of Marine, for use as a fog horn on the Gulf of St. Lawrence. The horn is 4 ft. in diameter and 12 ft. long, it is controlled by clock work, operated by a compressed air motor. Two sets of sounds are produced, one a deep roar, and the other a shriek which can be heard at a distance of 12 or 15 miles.

In a recent interview Capt. Carey, of the Elder-Dempster str. Lake Simcoe, says the chart of the gulf of St. Lawrence and its approaches is "practically useless," being "inaccurate as to the depth of soundings," and "misleading in its calculation of position." Speaking of the lights and fog signals, he classed them as "inefficient in many respects." He thought the channel between Montreal and Quebec should be 500 ft. wide, 30 ft. deep, and properly lighted and buoyed. This, he said, would make navigation safe.

H. J. Cloran, of Hawksbury, Ont., has patented a scheme for enabling vessels to navigate the St. Lawrence by day or night, and without pilots, lighthouses or buoys. He proposes to establish a power house at Montreal in connection with the harbor works. From this power house he proposes to run transmitting cables to the center of the channel. Down the exact center of the channel he would lay a cable from Montreal to Quebec to supply a line of electric lights, either on the water level or at whatever height above the water level should be decided upon. These lights would be fastened by small anchors, so as to remain exactly over the sides of the channel, which would thus be clearly marked out. The lights on the one side would be of one color, and those on the other side of another color.

Ontario and the Great Lakes.

J. Vankoughnet, Thornbury, has been running his str. *Irene* with freight between that port and Collingwood during Oct. and Nov.

A proposition has been made in Goderich to give a bonus of \$20,000 or \$25,000 to W. Marlton to start an iron shipbuilding yard there.

During the winter 12 additional staterooms are to be added to the present accommodation of the new Kingston steamer *Aletha*, and an electric light plant is to be installed.

The Cornwall canal is lighted by electricity, some 250 lights of 2,000 candle power each being used. The lamps are placed 300 ft. apart and there are from 6 to 13 at each lock.

The returns for Oct. show that 4,174,545 tons of freight were moved through the Canadian and the U.S. canals at Sault Ste. Marie, making a total of 24,543,610 for the season.

The Midland Steamship Co.'s new str. *Midland Queen* grounded recently in the canal at Sault Ste. Marie, and is now in dry dock at Detroit having 24 new plates placed in her hull.

The Montreal Transportation Co.'s str. *Rosemount*, from Fort William to Kingston with grain, went ashore at Port Colborne, Nov. 5, and damaged some plates in her hull.

During the season just closed the R. and O. Navigation Co.'s steamer *Torontocovered* 29,026 miles, made 806 stops, and was tied up at wharves 1,181 hours. The season lasted 19 weeks.

It is suggested that weather signals be displayed on the large liners navigating the lakes, for the benefit of slower steamers and sailing boats that may have been absent from port for some days.

The foundations for the new lighthouse on the middle ground in Pelee passage, Lake Erie, have been completed. A temporary light has been placed in position at a height of 30 ft. above the lake.

A shoal has been discovered in the Canadian channel of the St. Lawrence opposite Brockville. It is about 80 ft. square and has barely 15 ft. of water over it. A buoy has been placed to mark it.

Capt. Donnelly, of Kingston, who has been collecting information as to outbreaks of fire on lake boats, says in the majority of cases the fire was due to lamp explosion on account of the inferior grade of oil used.

During the season the number of men employed in handling freight for the C.P.R. lake boats at Owen Sound has increased from 180 to 300, and about 300 are being employed at the Co.'s wharves and freight sheds at Fort William.

The str. *Lincoln*, of St. Catharines, *White Star*, of Toronto, and *New York*, of Kingston, which were under charter for the past season to the International Navigation Co. of Buffalo, have returned to their respective ports of registry.

The repairs to the str. *Richelieu*, which heeled over and sank near Kingston, Oct. 2, and was afterwards raised, are being carried out at a cost of \$3,000. The whole of the upper works are being replaced and the engines are to be overhauled.

The Ontario Government has decided to enlarge the lock at Port Carling, Muskoka, from 133 to 170 ft. at a cost of \$12,000. The work is to be done in time for next season, in order to afford accommodation for the larger vessels which are required for the tourist traffic.

Early in Nov. a clerk in a trust company's office in Toronto on going over the stock book of the Northern Navigation Co. of Collingwood discovered there five bills of \$100 each and a cheque for \$24. The money was sent to the head office, where it was recognized as being the money that mysteriously disappeared from there in 1899.

The sidewheel steamer *Crandella* has been purchased by the Kawartha Lakes Excursion Co., and will be overhauled and put on the lakes next season. She was built in Lindsay, Ont., in 1891, for G. Crandle, her port of registry being Port Hope. Her dimensions are: length, 122 ft.; breadth, 20 ft.; depth, 5.6 ft.; gross tonnage, 266; net 170.

The Port Huron and Duluth Steamship Co., which has the contract with the G.T.R. for carrying grain and package freight from Duluth, Minn., to Port Huron, Mich., where it is transferred to the railway, proposes to build several new steamers for the trade. The Botsford & Jenks Co., which owns a number of elevators on the great lakes, and which contemplates building another of 1,500,000 bush. capacity opposite Point Edward, Ont., for the accommodation of this traffic, is largely interested in the steamship line. The B. J. Co. purposes opening a shipyard on the St. Clair river to build its own steamers and to take other work. The vessels proposed to be built will have a capacity of 6,500 tons,

and a draught of 20 ft. A deputation from Point Edward has pressed upon the Dominion Minister of Public Works the necessity of dredging the Canadian channel of the river in order to provide for this traffic.

Pacific Coast Shipping.

The C.P.R. is having built at Toronto a twin-screw steamer for use on Okanagan lake, B.C. She will be shipped in sections and put together on the lake.

The Yukon river steamer *Olive May* made an attempt to run the Whitehorse rapids recently, but she refused to answer her helm, ran on a rock and became a total wreck.

The Yukon river steamer *Lavelle Young* has succeeded in navigating the Tanana river for some 50 miles, being the second and largest steamer that has attempted to ascend this river.

The Upper Yukon Consolidated Co.'s steamer *Goddard* was wrecked on Lake Laberge Oct. 15, and three of her crew drowned. The *Goddard* was an iron-hulled steamer, 60 ft. in length, built at Bennett in 1898.

The repairs to the hull of the C.P. Navigation Co.'s steamer *Hating*, which stranded at Jarvis island, Oct. 19, are being made at Victoria, B.C., at a cost of about \$22,000. The machinery is also being given an overhaul.

Referring to the proposal to place a new *Empress* liner on the trans-Pacific service, the *Shanghai Mercury* says endeavors are being made to unite the C.P.R. and the German Imperial mail lines and to operate a weekly fast service.

H. A. Munn, of Victoria, B.C., has been granted a patent for "portable and collapsible watertight compartments for boats, vessels and scows." The invention is being used by the Upper Yukon Consolidated Co., Ltd., of which the inventor is President.

The dredge recently completed at Vancouver for the Dominion Government has been named *King Edward VII*. It will be used to deepen the Fraser river from its mouth to New Westminster, a distance of 16 miles, and to better the conditions of Victoria and Vancouver harbors.

By an arrangement with the Victoria Board of Trade it has been agreed that there shall be a daily ferry service, except Saturdays, both ways between Victoria and the mainland, and that the C.P.N. Co.'s steamer *Charmer* will wait at Vancouver till 4 p.m. for the C.P.R.'s Pacific express should it be late.

The business of W. A. Ward, of Victoria and Vancouver, B.C., has been incorporated under the B.C. Companies' Act with a capital of \$75,000, as "W. A. Ward, Ltd.," with power among other things to own and operate steam and other vessels, and to carry on business as ship brokers, freight contractors, dock proprietors, etc.

J. Mills, President of the Union Steamship Co., operating the line between Vancouver, B.C., and Australia, is on his way home to Australia after a visit to Great Britain. He says the Co. proposes to build a 4,500-ton steamer for the Australian trade, one of 6,000 tons for the Canadian trade, and one of 8,000 tons for the Indian trade. The Canadian-Australian steamer will be 460 ft. long and will have a speed of 15 knots.

E. M. Sullivan, D. W. Davis, T. W. O'Brien, R. B. Woodson and C. G. Marsh, of Dawson, Yukon, are applying for incorporation under the Dominion Companies' Act as the Dawson & White Horse Navigation Co. (Ltd.) to carry on a general navigation business, and to take over the business at present carried on under the style of the Dawson & White Horse Navigation Co. The capital is \$150,000, and the head office is to be at Dawson.

ASSESSMENT SYSTEM



INDEPENDENT ORDER OF FORESTERS.

THE BEST FRATERNAL BENEFIT SOCIETY IN EXISTENCE.

Cost to Join the I.O.F.

(For \$1,000 Mortuary Benefit.)		(For more than \$1,000 Mort. Benefit.)	
Initiation fee (minimum).....	\$1 00	Cost to take \$2,000 Mort. Benefit..	\$6 00
Certificate fee.....	1 00	" " \$3,000 " " "	7 00
Registration fee.....	1 00	" " \$4,000 " " "	9 00
Medical Examination fee.....	1 50	" " \$5,000 " " "	10 00
Total minimum cost.....	\$4 50	Sick benefits, when required, cost extra.	

Benefits given by the I.O.F.

- 1.—The Mortuary Benefit of \$500, \$1,000, \$2,000, \$3,000, \$4,000 or \$5,000.
- 2.—A Total and Permanent Disability Benefit of one-half of face value of policy, with exemption from further payment of premiums or Court Dues.
- 3.—An Old Age Benefit consisting of exemption from payment of premiums and Court dues after age 70.
- 4.—An Old Age Disability Benefit of one-tenth of face value of policy payable yearly for ten years, on being declared totally and permanently disabled by infirmities of age after the seventieth birthday.
- 5.—An Old Age Pension payable during disability, which may be taken as a substitute for the Old Age Disability Benefit.
- 6.—Free Medical Attendance by Court Physician where not dispensed with by Court by-law; also trained nurses in certain cases.
- 7.—A Sick Benefit of \$3 to \$5 per week, subject to provisions of the Constitution and Laws of the Order; optional, and when taken costs extra.
- 8.—A Burial Benefit of \$100 at death of a Pensioner.
- 9.—A Funeral Benefit of \$50 at death of a member enrolled in Sick and Funeral Benefit Department.
- 10.—Social and Fraternal Privileges of the Court Room.

The Members, the Benefits, and the Surplus At 31st December Each Year.

Year.	Total Membership.	Benefits Paid.	Total Surplus.	Surplus per Capita.	Death Rate per 1,000.
1881	1,019	\$ 1,300 00	\$ 4,568 55	\$ 4 48	4.50
1882	1,134	12,058 86	2,967 93	2 61	11.00
1883	2,210	9,493 68	10,857 65	4 91	4.73
1884	2,558	13,914 31	23,081 85	9 01	4.23
1885	3,642	26,576 99	29,802 42	8 18	7.76
1886	5,804	28,499 82	53,981 28	9 30	4.85
1887	7,811	59,014 67	81,384 41	10 44	5.78
1888	11,800	89,018 16	117,821 96	9 98	6.43
1889	17,349	116,787 82	188,130 36	10 84	5.85
1890	24,604	181,846 79	283,967 20	11 54	5.18
1891	32,303	261,436 21	408,798 20	12 65	6.40
1892	43,024	344,748 82	580,597 85	13 49	6.25
1893	54,484	392,185 93	858,857 89	15 76	5.47
1894	70,055	511,162 30	1,187,225 11	16 94	5.47
1895	86,521	685,000 18	1,560,733 46	18 03	5.67
1896	102,838	820,941 91	2,015,484 38	19 60	5.56
1897	124,685	992,225 60	2,558,832 78	20 52	5.56
1898	144,000	1,176,125 14	3,186,370 36	22 12	5.67
1899	163,610	1,430,200 33	3,778,543 58	23 09	6.30
1900	180,717	1,545,145 64	4,483,364 44	24 81	6.53

For Further Information Respecting this Great Fraternal Benefit Society, Apply to
Oronhyatekha, M.D., S.C.R., Toronto, Ont.
James Marshall, 24 Charing Cross, London, Eng.
John A. McGillivray, K.C., S.S., Toronto, Ont.
A. E. Stevenson, 431 E. Sixty-Third St., Chicago, Ill.
 Or Any Officer or Member of the Order.

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