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For Subscription Rates,
See page 429.

The Intercolonial Railway Shops.

In our issue of July, 1906, general particulars were given of the new shops which it was proposed to erect at Moncton, N.B., for the I.C.R. These general facts were supplemented by an illustrated article in our issue of Sept., 1908, giving considerable additional information respecting the shops, which are now fast approaching completion. In a recent speech the Minister of Railways said "these shops will serve the Grand Trunk Pacific Ry. (National Transcontinental Ry.) also." He then presented to the House of Commons the following memorandum descriptive of the shops:

FREIGHT CAR REPAIR SHOP.—362'-0" x 134'-8". Area covered 48,700 sq. ft. Net floor area 47,400 sq. ft. Gross cubic contents 1,573,000 cubic ft. Net contents 1,541,000 cubic ft. This building is composed of concrete foundations; reinforced concrete wall columns, curtain walls, and roof slab; steel trusses and purlins. There are two longitudinal rows of steel columns within this shop. Floors between rails are of 3" plank; between tracks the floors are of mastic cement. Six repair tracks run through the building, providing working accommodation for 48 cars. Reinforced concrete air ducts are placed beneath the floor.

PLANING MILL.—202'-8" x 81'-10"; together with a fan house 20' x 20'. Area covered 17,100 sq. ft. Net area of floor 16,400 sq. ft. Gross cubic contents 550,000 cubic ft. Net contents 523,000 cubic ft. This building is composed of concrete foundations, surmounted by a steel frame, with curtain walls and roof slab of reinforced concrete. The bottom chords of trusses are designed to carry 3 ton trolleys, and the floor space is entirely free from obstruction. The floor is of hardwood. Reinforced concrete air ducts are placed beneath the floor.

PASSENGER CAR REPAIR SHOP.—361'-3" x 100'-0". Area covered 36,100 sq. ft. Net area of floor 371,000 sq. ft.; Gross cubic contents 887,000 cubic ft. Net contents 856,000 cubic ft. This is a transverse shop with 18 tracks, besides an area at one end of 36 ft. x 100 ft., which together with a mezzanine floor 18 ft. x 100 ft. is for use as a cabinet shop. The building is of reinforced con-

crete throughout, having four longitudinal rows of columns. Between the rails plank floors are provided; between tracks the flooring is of concrete. Reinforced concrete air ducts are placed beneath the floor.

PASSENGER CAR PAINT SHOP.—361 ft.—8 in. x 100 ft.—0 in. Area covered 361,000 sq. ft. Net area of floor 371,000. Gross cubic contents 887,000 cubic ft. Net contents 856,000. This building is practically a duplicate of the repair

shops, consisting of two stories and a basement. The greater part of the upper floor is devoted to offices. The building is provided on two sides and one end with a concrete platform designed for heavy loads. Freight elevators connect the different floors. The interior is well finished. Floors are of hardwood except in basement which is of concrete. An ample supply of plumbing fixtures has been provided, and the building equipped for steam heating.

LOCOMOTIVE SHOPS.—Area covered 171,000 sq. ft. Net area of floors 168,000 sq. ft. Gross cubic contents, 7,360,000 cubic ft. Net contents, 7,270,000 cubic ft. This is a group of buildings comprising;

BOILER SHOP.—375 ft.—1 in. x 102 ft.—3 in. In two bays, with riveting tower at one end of the erecting bay. The tool bay is served by a 10 ton electric travelling crane; the erecting bay by a 35 ton crane; and the riveting tower by a 30 ton crane. Plank floor on timber sills.

LOCOMOTIVE ERECTING SHOP.—375 ft.—1 in. x 81 ft.—1 in. This shop is arranged with a central longitudinal pit, flanked upon either side by individual pits arranged in herring bone pattern. There is standing room for six locomotives upon the central pit, and for sixteen locomotives upon the side pits. Two electric travelling cranes, each of 60 ton capacity, command the shop. Flooring is of plank resting upon timber sills.

FORGE SHOP.—375 ft.—1 in. x 76 ft.—8 in. This shop is served by jib cranes. The flooring is of earth.

MACHINE SHOP.—408 ft.—4 in. x 132 ft. 6 in. This shop is in two bays, each of which is commanded by a 10 ton electric travelling crane. The flooring is of plank, supported by a concrete base.

MACHINE SHOP ANNEX.—408 ft.—4 in. x 44 ft. 10 in. This includes the bolt room, tool room, brass room, brass foundry, with lavatories upon a mezzanine floor. The foundations of all these shops are of concrete, the skeleton is of steel, with curtain walls and roof slabs of reinforced concrete. Travelling cranes command all floor space except that of the forge shop and the machine shop annex. Reinforced concrete air ducts are placed beneath the floors of all these shops, forming the locomotive group.

POWER HOUSE.—203 ft.—2 in. x 69 ft. Area covered, 14,000 sq. ft.; net area of



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Master Mechanic, G.T.R. Shops, Stratford, Ont.

shop, the end area, not occupied by tracks, and the mezzanine floor being devoted to upholstering and varnishing.

STOREHOUSE AND OFFICE BUILDING.—343 ft.—8 in. x 51 ft.—8 in. Area covered by building 17,700 sq. ft. Net area of floors, 50,800 sq. ft. Area covered by platform, 7,900 sq. ft. Net area including platform, 58,700 sq. ft. Gross cu. contents exclusive of platform, 674,000 cu. ft. Net contents, 610,000 cu. ft. The building is of reinforced concrete throughout, except the office partitions, which are of porous tile. The building

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floor, 13,300, plus basement, 1,400; gross cubic contents, exclusive of basement, 477,000; net contents, 460,000. This building consists of concrete foundations, surmounted by a steel frame, with curtain walls and roof slab of reinforced concrete. The engine room is served by a 15 ton travelling crane operated by hand. The engine room is provided with a hardwood floor, supported by steel framing over the basement portion.

GAS-PRODUCER HOUSE.—40 ft.—10 in. x 38 ft.—10 in. Area covered, 1,600 sq. ft.; net area of floors, 2,750 sq. ft.; gross cubic contents, 61,600 cubic ft.; net contents, 52,700 cubic ft. This building consists of a single story with a basement. It is a steel frame structure with reinforced concrete walls and roof slab. The basement floor is of concrete, the charging floor is of steel.

DRY KILN.—57 ft. x 25 ft.—4 in., 17 ft.—4 in. x 16 ft.—8 in. Area covered, exclusive of platform, 1,730 sq. ft.; net area of floors, 1,550 sq. ft.; gross cubic contents, 22,500 cubic ft.; net contents, 14,000 cubic ft. This is a brick and wood combination building, upon concrete foundations. There is a platform on either side, 6 ft. in width.

LUMBER SHED.—150 ft. x 20 ft. Area covered, 3,100 sq. ft.; net floor area, 2,800 sq. ft.; gross cubic contents, 46,500 cubic ft.; net contents, 36,000 cubic ft. This is a wooden structure upon concrete foundations.

Replying to questions as to the cost of the shops, the Minister of Railways said the contracts had been completed, but the final payments had not been made. The contract price of the passenger car and paint shops, and the stores and office building was \$146,445, with a schedule for additions and deductions. The amount paid to date was \$147,736.08. A voucher for \$72,304.75 had been prepared for final estimate but not paid. The contract price for the freight car repair shop was \$66,630, with a schedule for additions and deductions; the amount paid on final estimate was \$75,213.32. The contract price for the locomotive shops was \$430,000, with a schedule for additions and deductions. The amount paid to date was \$403,171.29, and a voucher for \$81,740 had been prepared for final estimate, but not paid.

E. A. Walberg, the contractor, has issued a writ against the Government to recover \$105,000 alleged to be due for extra work on the shops.

Railway Subsidy Commission Suit.

Royce & Henderson, solicitors, Toronto, recently sued the National Trust Co., as executors and trustees of the estate of the late E. A. Bremner, of London, Eng., for \$19,416.96 for professional services rendered to Mr. Bremner, and after his death on June 23, 1908, to his estate. Of this amount \$16,000 was commission claimed for procuring on Oct. 23, 1903, a general subsidy of \$160,000 for the Temagami Railway Co. Mr. Justice McMahon dismissed the action as to all items of claim subsequent to Bremner's death, including the \$16,000 item, saying: "As Alan H. Royce's retainer terminated with Mr. Bremner's death, and as he was, I find not retained by the National Trust Company as solicitor after Bremner's death, he cannot recover in respect of any items in the bill subsequent to June 23, 1903." Reference was made to the taxing officer to tax plaintiffs' bill of costs for services rendered prior to Bremner's death.

Government Railways Managing Board.

Following is a copy of a report of a Committee of the Privy Council, approved by the Governor General:—On a memorandum, dated April 16, 1909, from the Minister of Railways and Canals, representing that he has, for some time past, had under most careful consideration the various complicated questions involved in the operation of the Government Railways, both from the financial and administrative points of view, and, as the result, has concluded that a change in the present method of management is desirable. The Minister directs attention to the following facts; The Intercolonial Ry. was built as a Government road, in pursuance of the requirements of the British North America Act of 1867, sec. 145; and without amendment of this Act, must retain that characteristic. It was opened for traffic on July 1, 1876, between Halifax and Riviere du Loup; its length, including the Pictou and Windsor branches, and the line from St. John to Point du Chene (Shediac) being 745 miles. By various extensions, purchases, and leasing arrangements its length, in the year 1907-8, reached a total of 1,448.62 miles—the cost of operation being \$9,157,435.53. Its traffic comprised 4,134,046 tons of freight and 2,789,371 passengers. The Prince Edward Island Ry. was taken over by the Government on December 29, 1873, under the express provisions of the Imperial Order-in-Council of June 26, 1873, admitting P.E.I. into the Dominion. At the time of the original opening of the I.C.R. for traffic, and the taking over of the P.E.I.R., an organization was adopted, which, with some modifications, has remained in force up to the present day, notwithstanding the changed conditions, and the expansion of the road and its operations. The official placed in immediate charge is a General Manager, who is also in charge of the P.E.I.R., under the title of "General Manager, Government Railways." By Section 49 of the Government Railways Act, R.S.C., 1906, chapter 36, it is provided that the Governor-in-Council may, from time to time, make such regulations as he deems necessary for the management, proper use and protection of all or any of the Government railways, including station houses, yards and other property in connection therewith; for the ascertaining and collection of tolls, dues and revenues thereon; to be observed by the conductors, engine drivers, and other officers and servants of the Minister, and by all companies and persons using such railways; relating to the construction of the carriages and other vehicles to be used in the trains on such railways.

The Minister considers it expedient and recommends that, in pursuance of the above statutory provision, the following be fixed as the organization to be in force on and after April 1, 1909, for the Government Railways—the I.C.R. and the P.E.I.R.—as at present constituted, and as the same may hereafter be extended or modified; such organization to be in supercession of the existing organization;—The position of General Manager of Government Railways be abolished. A Board to be constituted under the name "The Government Railways Managing Board." The said Board to consist of four persons, namely: M. J. Butler, Deputy Minister and Chief Engineer of the Department of Railways and Canals, who shall be Chairman of the Board; D. Pottinger, I.S.O.; E. Tiffin, the present Traffic Manager, he retaining that

position; F. P. Brady, of Montreal. The said Board to supervise and direct all departments of the railways owned or operated by the Government of Canada. The duties and powers of the said Board to be as hereunder defined, namely: They shall have the powers usually vested in the executives of railway corporations. They shall prepare, subject to the Government Railways Act, and the Provident Fund Act, and, with the approval thereto of the Governor in Council first obtained, carry out rules and regulations as follows: For the organization of the staff and officials of the railways; for the conditions of employment in the railway service; for the purchasing of supplies and the sale of materials; for the ascertaining and collection of the railway tolls, dues and revenues; those to be observed by the conductors, engine drivers and other officers and servants, and by all companies and persons using such railways; those relating to the rolling stock to be used in the trains in such railways. They shall meet for the transaction of business at least once a month, and shall keep regular minutes of each meeting. They shall report to the Minister of Railways and Canals monthly, and shall also make a special and comprehensive report at the end of each fiscal year, on the expenditures and receipts of the Government roads; and on all occurrences, and transactions of importance, and shall, further, furnish such reports as may be, from time to time, required of them by the Department of Railways and Canals. The Minister further recommends that the salaries payable to the several members of the said Board above-named be fixed as follows: To Mr. Butler, no salary as a member of the Board; and to Messrs. Pottinger, Tiffin and Brady, \$6,000 a year each. The Minister also recommends that, with the exception of Mr. Butler, whose Departmental duties render such provisions inapplicable, the appointees be required to devote the whole of their time to the official duties attached to their positions. The Committee submit the same for approval.

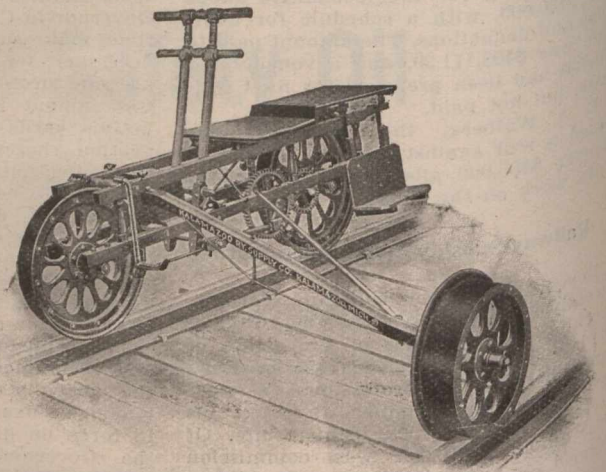
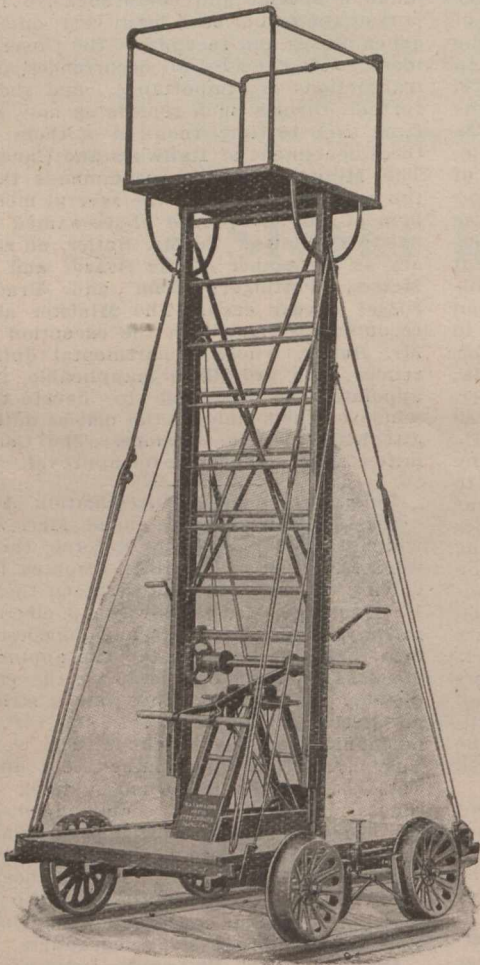
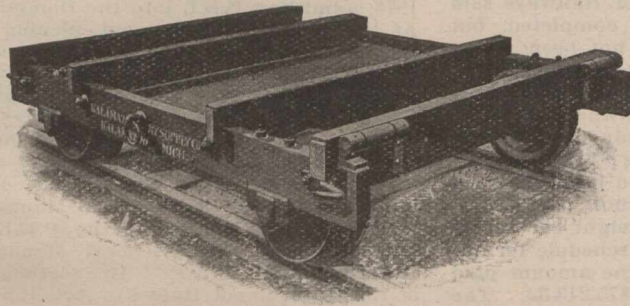
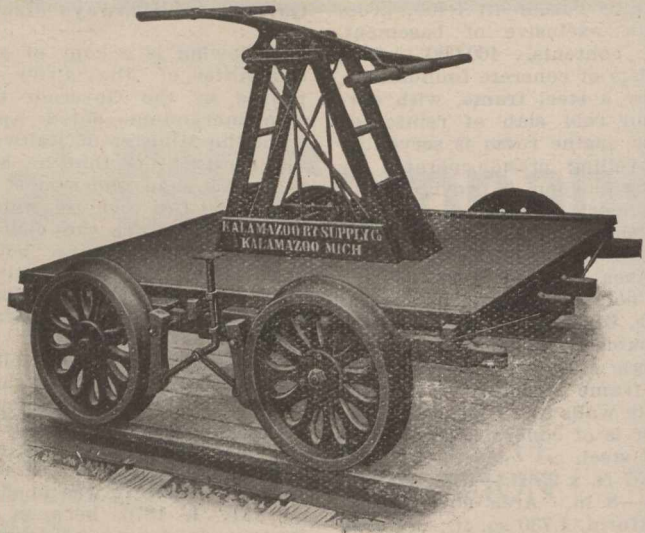
Industrial Disputes Investigation Act.

—For the two years ended Mar. 31, which this act has been in force, there were 22 investigations into disputes involving transportation interests. Of these, 16 concerned steam railways, 3 electric railways, and 3 mariners and longshoremen. Two applications for the appointment of boards were made by the employers. In only one case was a strike not averted, viz., that of the C.P.R. mechanical employees, who struck work Aug. 5, 1908, and remained out until Oct. 5, when they returned to work on the terms originally recommended by the board appointed on their own application. At the close of the year mentioned, there still remained one board investigating a transportation dispute to report, it being concerned with Kingston and Pembroke Ry. telegraphers.

Railway Lands Patented.—Letters patent were issued to railway companies, during Jan., covering Dominion lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:—

	Acres.
C. N. R.	269.80
C. P. R. grants	10.54
G. T. P. R. grants	503.96
Manitoba & Southeastern Ry.	157.30
Manitoba Southwestern Col. Ry.	160.00
Qu'Appelle, Long Lake & Saskatchewan Rd. and Steamboat Co.	320.00
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G. T. R. SEMI-ANNUAL MEETING.

The semi-annual meeting was held in London, Eng., Apr. 21, when the report for the half-year ended Dec. 31, 1908, was presented. The following summary shows a comparison of the revenue for that period with that for the corresponding one of 1907;

1907.	1908.	
£3,763,246	Gross Receipts	£3,382,841 10 0
2,710,934	Deduct—Working Expenses, being at rate of 71.61%, as compared with 72.03% in 1907	2,422,413 11 0
£1,052,312	Net traffic receipts	£ 960,427 19 0
16,013	Add—Received from International Bridge Company	16,012 16 7
900	Interest on Toledo, Saginaw, and Muskegon bonds	.....
6,507	Interest on Central Vermont Ry. bonds	6,506 14 3
66,491	Interest on securities of controlled lines and on St. Clair Tunnel bonds acquired by issue of G. T. 4% debenture stock	68,739 7 3
52,171	Balance of general interest account	42,625 17 5
£1,194,394	Net revenue receipts	£1,094,312 14 6

Following are the net revenue charges for the half-year, compared with the corresponding period, 1907:

1907.	1908.	
£77,603	Rents (leased lines)	£77,603 0 9
492,279	Interest on debenture stocks and bonds	498,624 6 8
42,757	Interest on debenture stock and bonds of lines consolidated with the G. T. R.	36,394 5 9
60,365	Canada Atlantic Ry. deficit	43,378 4 11
£673,004	Deduct—Detroit, Grand Haven, and Milwaukee surplus	£652,860 11 4
5,785	Leaving a surplus of	£41,452 3 2
£667,219		£1,094,312 14 6

Following is a comparison of receipts for the half-years ended Dec. 31, 1908 and 1907:

Description of receipts.	1907.		1908.	
	Increase.	Decrease.	Increase.	Decrease.
Passengers	£ 1,102,693	90,455	£ 1,072,008	1,072,008
Mails and express	171,604	5,302	166,302	5,302
Freight	2,317,182	300,816	2,046,367	300,816
Miscellaneous	78,867	15,897	94,764	15,897
Total	£3,763,246	£380,405	£3,382,841	£380,405

TRAFFIC STATISTICS.

Description of receipts.	1907.		1908.	
	Increase.	Decrease.	Increase.	Decrease.
Passengers carried	6,291,396	273,836	6,017,560	273,836
Average fare per passenger	44.35d.	1.68d.	42.77d.	1.68d.
Tons of freight and live stock	8,881,347	709,031	8,086,716	709,031
Average rate per ton	68.43d.	2.70d.	60.73d.	2.70d.
Tons carried one mile	1,710,193,134	274,835,953	1,435,357,181	274,835,953
Earnings per train mile	85.81d.	2.97d.	82.90d.	2.97d.

Adding the balance of £1,625 19s. 2d. at credit of net revenue account on June 30, 1908, to the above surplus of £441,452 3s. 2d., the total amount available for dividend is £443,078 2s. 4d., from which the directors recommend the payment of the following dividends:

Half-year on the 4% guaranteed stock	£196,800	4	3
5% on the first preference stock	170,841	10	0
2½% on the second preference stock	63,210	0	4
	£430,851	14	7

leaving a balance of £12,226 7s. 9d. to be carried forward to next half-year's account.

The average rate per ton per mile on the entire freight business was 0.69c., compared with 0.67c. in the corresponding half-year.

The working expenses, excluding taxes, for the half-year, were £2,350,067 or 69.47% of gross receipts, as compared with £2,646,670, or 70.32% in the corresponding half-year.

The following is a comparison of revenue expenditure, including taxes, for the half-years ended Dec. 31, 1908 and 1907, and

The train mileage of the half-year compares with that for the half-year ended Dec. 31, 1907, as follows:

Description of expenditure.	1907.		1908.	
	Increase.	Decrease.	Increase.	Decrease.
Maintenance of way and structures	£ 15,062	£288,590	£ 15,062	£288,590
Maintenance of equipment	124,518	0.42	124,518	0.42
Operating transportation	158,594	2,45d.	158,594	2,45d.
General expenses	1,571	.....	1,571	.....
Taxes	8,083	.....	8,083	.....
Total	£277,238	£277,238	£277,238	£277,238
Percentage of Gross Receipts	7.20%	7.20%	7.20%	7.20%
Expenditure per train mile	0.161	0.161	0.161	0.161

The actual expenditure on capital account was:

New works	£ 44,783	£ 1	£ 6
Double track	58,576	6	5
Land purchased	4,325	14	1
G. T. Western fractional certificates purchased	88	10	0
Total	£107,773	£ 12	£ 12

This amount of £107,773 12s. was reduced by £1,987 0s. 5d., representing premium on 4% debenture stock sold and exchanged, thus making the total charges to capital account for the half-year £105,786 11s. 7d.

Two passenger, 30 freight, and 5 switching engines were purchased, and 15 engines scrapped; and 10 first-class cars, 3 mail cars, 1 derrick, and 2 caboose cars were built in the company's shops during the half-year, on revenue account. The amount at the debit of engine and car renewal suspense account at Dec. 31, 1908, was £544,149 10s. 9d., of which £246,116 16s. 8d. was in respect of engines, and £298,032 14s. 1d. of cars. The amount which has been expended on account of these special renewals in advance is £554,794 in respect of engines, and £826,963 in respect of cars, or a total of £1,381,757, which amount was to be charged to revenue over a period of 5 years commencing 1906. During 1906 and 1907 there was credited to this account, by charges to revenue and by credits for engines and cars sold £752,750, and during 1908 £84,858, leaving £544,149 10s. 9d. still to be charged.

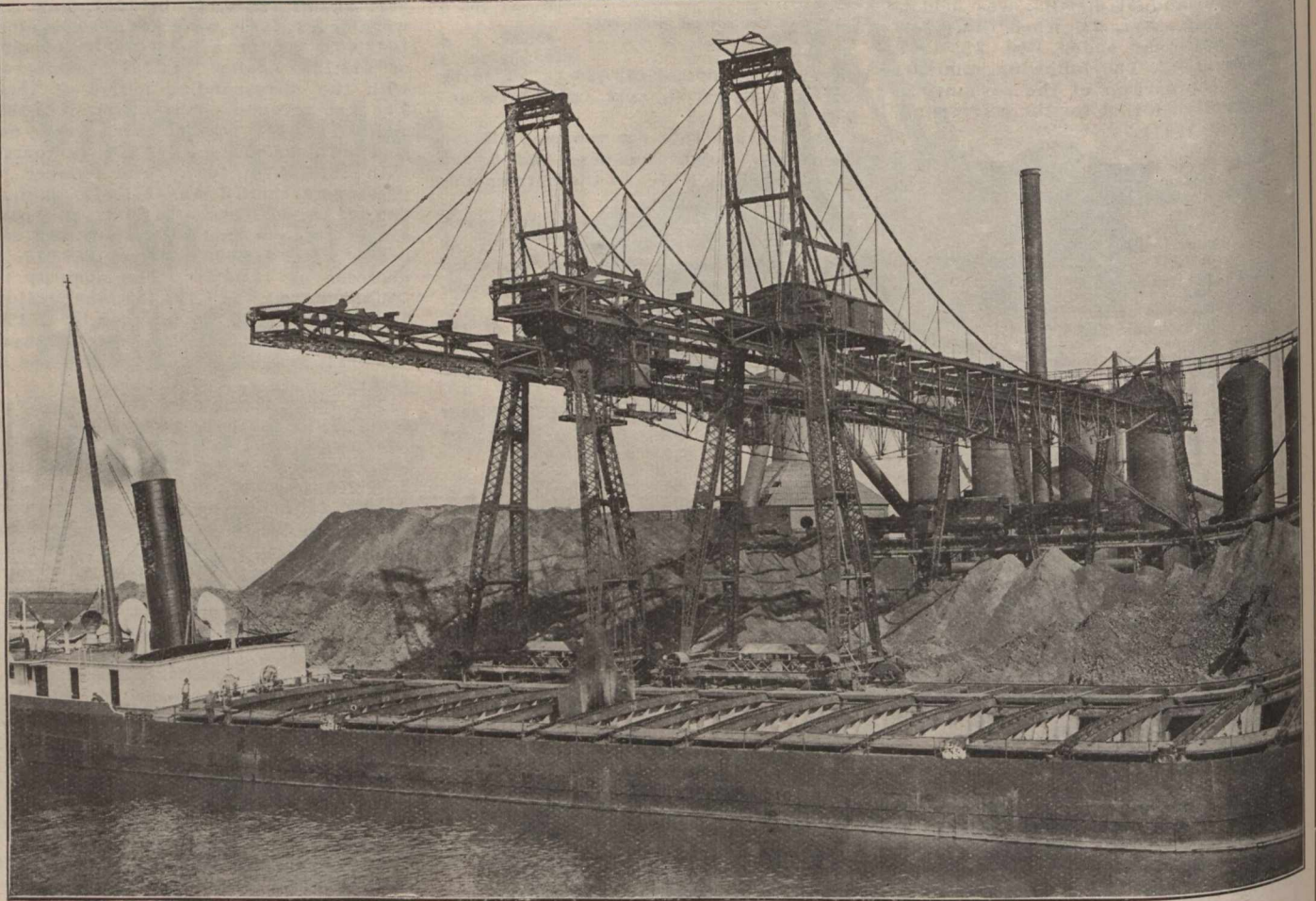
The gross receipts of the Canada Atlantic Ry. for the half-year were £207,662, against £244,147 in 1907, and the working expenses were £187,939, against £242,409, leaving a net revenue balance of £19,723, against £1,738, compared with the corresponding period of 1907. The net revenue charges were £63,101, against £62,103, so that there was a net revenue deficiency of £43,378, compared with £60,365 in 1907. The number of passengers carried was 275,871, against 280,844, a decrease of 1.77%; and passenger receipts, including mails and express, were £49,032, against £56,973, a decrease of 13.93%. The quantity of freight moved was 1,192,452 tons, against 1,137,372 in 1907, an increase of 4.84%; and the receipts from freight traffic were £153,141, against £181,193, a decrease of 15.48%.

The gross receipts of the G.T. Western Ry. for the half-year were £587,541, against £683,757 in 1907, and the working expenses were £464,031, against £578,802, leaving a net profit of £123,510, against £104,955, compared with the corresponding period of 1907. The net revenue charges were £99,187, against £88,970, so that there was, at Dec. 31, a net revenue credit of £24,323, which is carried forward, as compared with £15,985 for the corresponding half-year of 1907. The number of passengers carried was 919,597, against 953,235, a decrease of 3.53%; and passenger receipts, including mails and express, were £217,762, against £230,649, a decrease of 5.59%. The quantity of freight moved was 1,555,695 tons, against 1,842,873, a decrease of 15.58%, and the receipts from this traffic were £368,162, against £452,606, a decrease of 18.66%.

The gross receipts of the Detroit, Grand Haven and Milwaukee Ry. were £186,803, against £206,671 in 1907; the working expenses were £145,831, against £163,156, thus leaving a balance of £40,972, against £43,515, a decrease in net revenue of £2,543, compared with the corresponding half-year of 1907. The net revenue charges were £37,833, against £37,730 in 1907, so that there was a net revenue surplus of £3,139, as compared with £5,785 for the corresponding period of 1907. The number of passengers carried was 446,936, against 440,979, an increase of 1.35%, and the passenger receipts, including mails and express, were £70,300, against £73,778, a decrease of 4.71%. The quantity of freight moved was 925,289 tons, against 844,891 in 1907, an increase of 9.51%, and receipts from freight traffic were £109,616, against £127,356 in 1907, a decrease of 13.93%.

GRAND TRUNK PACIFIC RAILWAY.

The erection of the important bridges at Battle River and Clover Bar, near Edmonton, having been completed, the laying of the remainder of the track between Winnipeg and Edmonton is being proceeded with, and will be finished during the present season. The company has been informed by the Dominion Government that it is expected the line between Winnipeg and Lake Superior Jct. will be completed during the summer, in which case—the Lake Superior branch being already completed—there will be a continuous line from Fort William, on Lake Superior, to Edmonton, of about 1,250 miles, available for the movement of this year's harvest. Owing to the unprecedented increase in the cost of labor and materials which took place in 1906 and 1907, the expenditure on the Prairie section has exceeded the estimates by about \$10,000,000, and the



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Canadian Government recognizing the causes of such increase as having been beyond the power of the company to control, and upon the report of their engineer, have agreed to ask Parliament to authorize them to advance this sum to the G.T.P.R. Co. at 4% per annum for 10 years, on the security of G.T.P.R. bonds guaranteed by the G.T.R. Co.

REPORTS OF OFFICIALS.

The Chief Engineer, H. G. Kelley, states that the length of the G.T. Ry. maintained and operated during 1908 was 3,536 miles, one mile more than in 1907. The new second track between St. Lambert and Ste. Rosalie, Que., has been opened for traffic, with the exception of the Richelieu River bridge, at Belœil and the Yamaska River bridge, east of St. Hyacinthe station, at which points new double-track superstructures are being erected.

The Richelieu River bridge will be opened, for both tracks, in Feb., and the Yamaska River bridge in April, 1909.

When these structures are finally completed, we shall then have continuous double-track from Montreal, east to Ste. Rosalie Jct., 38.01 miles.

The expenditure during 1908, for maintenance of way and structures, was \$3,966,190.22, against \$4,239,490.35 in 1907, a decrease of 6.45%.

The outlay on track and permanent way, including ballast and ballasting, clearing snow, renewals of rails and ties, also including their proportion of the cost of superintendence, was \$3,047,731.90 in 1907, or at the rate of \$862.16 a mile. In 1908, the amount was \$2,871,503.78, or at the rate of \$812.08 a mile, a decrease of 5.8%.

The cost of repairs and renewals of buildings and fixtures was \$604,066.54 in 1908, compared with \$760,297.32 in 1907, a decrease of slightly over 20%.

New stations have been built at Deering, Bulstrode, Lacolle Jct., St. Louis, Vars, Algonquin Park, Cobocok, Novar, Weston, Harrisburg, Hyde Park, Caledonia, Pinkerton, Walkerton, Londesborough, Lowbanks, and Canfield Jct., 17 in all.

A new station is in course of erection at South Lyons, and will be completed about April 15.

The materials used for repairs and renewals of main track and sidings were: New steel rails laid in track... 37,957 tons. Re-rolled steel rails laid in track... 15.40 tons. Partially-worn steel rails laid in branch lines and sidings... 7,729.8 tons. New ties placed in track... 1,643,539. Ballast (cubic yards)... 542,996.

The Superintendent of Motive Power, W. D. Robb, reports expenditure, mileage, etc., as follows:

Half-year ended.	Total expenditure.	Train mileage.	Rate of expenses per mile.		
			Train	Engine.	Car.
Dec., 1908.	\$4,361,936	9,793,226	Cents \$44.54	Cents \$98.84	Cents \$2.76
1907.	4,817,989	10,521,322	44.78	34.84	2.93

A decrease in expenditure of \$456,053 or 9.47% and a decrease in train miles of 732,096 or 6.96%.

The average number of cars moved per train was	Passenger Freight Mixed trains.		
	Passenger	Freight	Mixed
And for the corresponding period	4.8	26.4	6.9
During the half-year 15 engines were scrapped, leaving at the end of the half-year 53 old light capacity engines set aside to be scrapped. Two 10-wheel passenger engines, 20 compound consolidation freight engines, 10 mogul freight	4.8	24.8	6.9

engines and 5 switch engines, were purchased, delivered and put into service during the half year. The actual stock at Dec. 31, 1908, was 875 engines, against the official figure of 803 engines, being a surplus of 72 engines.

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

All repairing charges, including shop, machinery, tools, and marine equipment, etc.	1908.		1907.	
	Cents.	Cents.	Cents.	Cents.
Repairs and renewals of locomotives.	10.05	10.24	7.85	10.46
Train	0.62	0.66	0.81	0.81
Engine				
Car				

A decrease in expenditure of \$582,858, or 45.18%, with a decrease in car miles of 6,429,834, or 3.91%.

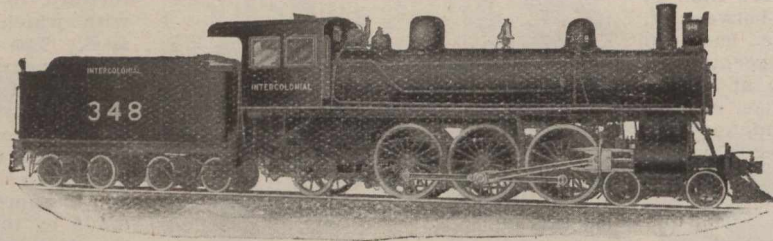
The revenue account for the half-year is as follows:

	£	s.	d.
Passengers	1,080,580	4	1
International bridge tolls.	8,171	13	9
St. Clair tunnel tolls.	1,072,408	10	4
Mails and express.	139,301	17	1
Freight and live stock.	2,127,005	14	2
Carriage, etc.	47,518	6	11
International bridge tolls.	11,623	0	3
St. Clair tunnel tolls.	21,797	15	6
Miscellaneous receipts, rents, tolls, etc.	80,939	2	8
Total	2,046,866	11	6
Less	94,764	11	1
Total	3,382,841	10	0

	£	s.	d.
Maintenance of way and structures	16.80	0	0
Maintenance of equipment	12.25	0	7
Conducting transportation	38.04	0	2
General expenses	2.88	0	3
Total working expenses	69.47	0	0
Taxes	2.14	0	0
Total	71.61	0	0
Balance to net revenue account	960,427	19	0
Total	£3,382,841	10	0

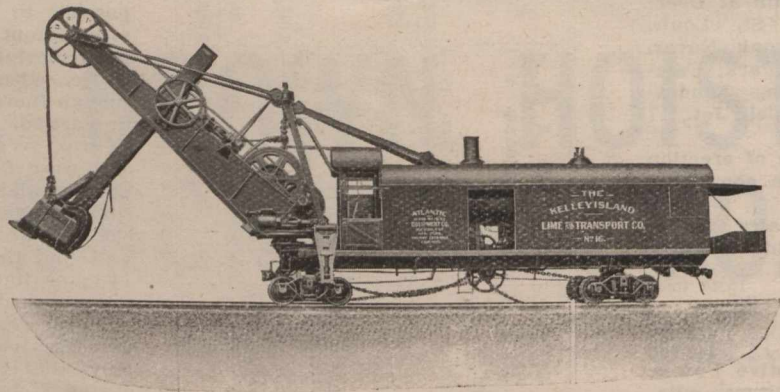
In presenting the report, the President, Sir C. Rivers Wilson, said:—The year 1908 was a melancholy period for the railways of Canada and North America—indeed, it was the worst year experienced since 1893—but, fortunately, the crisis, though very severe, was less prolonged than former similar visitations, and although the reaction is not, perhaps, quite so rapid as we could wish, yet there are abundant evidences that business is steadily improving, and there is every reason why we may now look forward to a return of the prosperity with which we were favored prior to 1908. The accounts for the Dec. half of last year, which we shall consider today, sufficiently indicate the strain and stress to which the company was subjected in common with all other railway companies during the year, and an examination of them will, I think, enable you to appreciate the efforts which were made by the management to counteract the effects of the falling away of revenue. The gross receipts decreased £380,405. The passenger traffic decreased £90,185, mails and express traffic £5,302, and freight and live stock traffic £300,815, but there was an increase of £15,897 in miscellaneous receipts. Passengers carried numbered 6,017,560, compared with 6,291,396 in 1907, and the average fare received per passenger fell from 44.35d. in 1907 to 42.77d. in the past half-year. The number of tons of freight and live stock moved was 8,086,716, compared with 8,881,347, and the average rate per ton was 60.73d., compared with 63.43d., which decrease was caused by the shorter average distance each ton of freight was carried, and not by any falling off in the rate per ton per mile, which increased from 0.67c. in 1907 to 0.69c. in 1908. The earnings per train mile showed a decrease of only 2.91d., which must be considered satisfactory, as it is practically impossible to reduce train mileage to the same extent as the falling off in receipts, particularly in the case of passenger traffic, where trains must be run, although there may be fewer passengers to be carried. The causes of the decrease in gross receipts must be familiar to you, and were fully explained by me at the meetings last year, and although the company has suffered severely, it has not suffered any more than our competitors, as I find that the gross receipts on the 14 trunk lines, the lines from Chicago to the seaboard, including the G.T.R., showed a decrease of 11.23%, whereas, the decrease on the G.T.R. proper was only 10.11%, or taking the whole of the system, only 10.88%. Of course, if the G. T. R. receipts were eliminated from the total the percentage decrease of the remaining lines would be somewhat higher. The decrease of £380,405 in gross receipts was considerably minimized by the decrease of £288,520 in working expenses, which amounted to £2,422,414, compared with £2,710,934 in the corresponding period in 1907, the decrease being 10.64%, or a greater percentage proportion than the reduction in the gross receipts, which was 10.11%. The percentage proportion to the gross receipts was 71.61 in 1908, compared with 72.03 in 1907. The amount charged in respect of maintenance of way and structures was £568,395, compared with £583,457 in 1907. The reduction would have been larger but for the necessity of laying a larger number of ties than usual, and for the improvement of level crossings at various points,

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chiefly under order of the Railway Commission. Anyhow, while effecting substantial economies, it cannot be said that the management has been tempted to starve the road during the bad time. The amount expended on maintenance of equipment was £414,450, compared with £538,968. Of this decrease, £4,753 was in the motive power department and £119,765 in the car department. This decrease in the maintenance of equipment has been caused not so much by less work being done as by the suspension, to a considerable extent, of the charges to revenue in respect of the engine and car renewal suspense account. I wish specially to refer to that account, with regard to which, judging from the comments which have been made, there appears to be some misapprehension. At the meetings in 1906, I informed the proprietors that as the renewal of the bridges, which had been in progress for 8 years, had been completed, it was necessary to proceed more rapidly than we had been doing with the renewals of the rolling stock, not only to make up an amount of leeway which had been allowed to occur pending the completion of bridges, but also to proceed in advance with renewals of both engines and cars in order to obtain the increased haulage power of engines and carrying capacity of the cars, which was absolutely necessary to enable us to cope with the traffic, which at that time was increasing by leaps and bounds. In order to carry out these renewals without unduly pressing the revenue of any particular year, it was decided to charge these renewals to a suspense account, to be liquidated over a period of 5 years. I should observe that later it was decided to include a certain amount of passenger equipment in the arrangement. Of course, the whole of the equipment could not be delivered at once, and it was only during the past half-year that the last deliveries took place, which accounts for the increase in the amount at the debit of the account compared with June 30. Altogether, there has been expended on this account, £1,381,757, which would mean an average charge for 5 years of about £276,000 a year. As a result of this expenditure, we have 240 engines under 3 years old, and, therefore, practically new, with an increased haulage capacity of 770,000 tons, or 35% more than the haulage capacity of our locomotives on Jan. 1, 1906; we have 101 new passenger cars, with an increased seating capacity for 2,000 passengers, or 37% more than the old cars; we have also 4,000 new freight cars of various descriptions, with an increased carrying capacity of 45,000 tons, or over 50% more than the cars they have replaced. During the prosperous years of 1906 and 1907, when we were paying 3% on the third preference stock, we felt justified in charging to revenue a somewhat larger proportion in each year than one-fifth of the total expenditure, and the amount charged in those years was £752,750, and it was extremely fortunate that we were able to do this, as we were thereby able, without lengthening the period, to suspend, to a considerable extent, the charge against revenue during the past year, the result being that during the 3 years three-fifths of the total expenditure had been charged, and we have since Jan. 1 resumed the estimated yearly charge, and the monthly statements as published have included their proper proportion. The real reason of this suspense account

is that we have expended in a limited period an amount which would, under ordinary circumstances, have been spread over a longer period, and, in order that the normal charge should not be materially increased, it was necessary to carry the expenditure made in advance to a suspense account. These equipment expenditures are, no doubt, a heavy burden, but are imposed by the absolute necessity of meeting competition with rival companies, frequently more powerful and more wealthy than ourselves. If we fail to do this we may make up our minds to go out of business. Reverting to the expenditure for the past half-year, the next item is the cost of conducting transportation, which amounts to more than one-half of our total expenditure, and here we find what, I think, you will consider a very satisfactory state of affairs. The total expenditure under this head was £1,286,819, compared with £1,445,413, a decrease of 11%, being a larger proportionate decrease than the decrease in gross receipts, which was 10.11%, the proportion of expenses to receipts being reduced from 38.41% to 38.04%. There was a decrease in practically every item in the account, the principal decrease being in fuel for locomotives, which was over £56,000 less than the corresponding period, or about 12%, for which about 2% was due to lower price, but the actual consumption of fuel showed a decrease of 83,000 tons, or nearly 10%, although the train mileage showed a reduction of only about 7%. There was also a very welcome reduction of about £20,000 in the balance of car mileage. There was an increase of £1,571 in general charges, which is considerably more than accounted for by the contribution to the pension fund, and there was an increase of £8,083 in taxes, which, unfortunately, are constantly increasing in Canada, as they are in this country. The result of the economies we have been able to effect in working expenses had been that the decrease of £380,405 in gross receipts has been reduced to a decrease of only £91,885 in net traffic receipts, which amounted to £960,428, compared with £1,052,313 in 1907. The net revenue credits amounted to £133,885, making the amount available for payment of interest and dividends £1,094,313, of which rentals and interest on the debenture stock and bonds absorbed £612,622, leaving a surplus on working of the G.T.R. proper of £481,691, from which there has to be deducted the deficiency on the Canada Atlantic Ry. of £43,378—£17,000 less than last year—less the surplus of £3,139 on the Detroit Grand Haven and Milwaukee Ry., the result being that the amount available for payment of dividends out of the working of the half-year was £441,452, or only £85,723 less than in the corresponding period, notwithstanding the heavy decrease of £380,405 in the gross receipts. The working of the controlled lines for the half-year has been satisfactory, resulting in an increased net revenue of the three lines—the C.A.R., G.T.W., and D.G.H. & M.—of no less than £34,000, notwithstanding a decrease in their gross receipts of over £150,000. The receipts of 164 railways on the North American continent last year declined \$300,000,000, and the 14 trunk lines, our immediate competitors, showed a decrease of \$97,000,000, or 14.41%. I am speaking now of the entire year 1908. The gross receipts of

the whole of the G.T.R. showed a decrease of £1,118,000, or 12.12%, but, thanks to the exertions of Mr. Hays and his staff, and also to the improvements introduced during the recent good years, we were able to reduce the working expenses by £885,000, or 12.57%, so that the net loss was reduced to only £233,000. Before leaving the accounts, I must remark upon one item in the general balance account, which shows a large increase. I allude to the sundry outstanding accounts due to the company. The increase, as compared with 1907, namely, £1,400,000, is entirely attributable to advances made to the G.T.P.R. Co. for construction, which will be very shortly repaid out of moneys to be received from the Government.

The financial disturbances of last year, while very injurious to railways generally, had the effect, on the other hand, of facilitating and accelerating the work of construction of the G.T.P. line by releasing, and placing at the disposal of the company and the contractors a much larger amount of labor than had been procurable during the two prosperous preceding years. The consequence has been that rapid progress has been made towards the completion of the work in which we have been engaged during the last 4 years; but as some misapprehensions appear to be still expressed as to the policy of the G.T.R. with regard to the G.T.P. Co., let me take this opportunity of saying that all the reasons which induced us—I may say compelled us—a few years ago to enter upon this great undertaking still hold good, and have, in my judgment, indeed, become intensified by the experience which we have since acquired. The question which we then had to consider was whether the G.T.R. should remain localised in the old provinces of Quebec and Ontario, with its extension to Portland in the east, and Chicago in the west, or whether it should follow and participate in the development of the fertile territory of the Northwest—whether it should be foremost in securing a share in the advantages and opportunities offered by the new country, or should be content to leave them to competitors who, by establishing connections with roads of their own in the eastern provinces, would place the G.T.R. in a position of inferiority and disadvantage as regards the interchange of traffic between the eastern and western portions of the Dominion. To that question there could be but one answer. My colleagues and I have never concealed from ourselves that we had before us a task of great magnitude—of great difficulty—involving much labor and much anxiety, but we relied—and still rely—upon the goodwill, the sympathy, and the patience of shareholders, who cordially signified their entire approval of the scheme when it was first presented and explained to them, and for whose ultimate advantage we are laboring to bring it to a successful issue. You will remember that the G.T.R. did not stand alone in arriving at this determination. We were encouraged and supported by the Canadian Government—in fact, the scheme as we originally contemplated it was considerably enlarged by the Government. The Government also took upon themselves the responsibility of constructing more than half of the great transcontinental road, and, under parliamentary sanction, they engaged to guarantee to the G.T.R. nearly three-quarters of the cost of that

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portion of the road which was to be constructed by the G.T.P.R., and that policy received the approval of the Canadian people. Careful estimates of the cost of the work were prepared by the Canadian Government and by the company for their respective portions of the road, framed in accordance with the conditions prevailing at that time. But the unforeseen happened, and, as so frequently occurs in matters of this character and magnitude, the original estimates were exceeded. I must say, in passing, that no blame can be attributed to the promoters or to their technical advisers, for the circumstances were beyond their control; 1906 and 1907 were years of extraordinary prosperity, bringing great profits to the railway companies, of which we had our share, but the result was that there was an enormous rise in the price of materials and labor. Laborers' wages rose 30% above the normal rates; the price of railway ties increased 100% above normal conditions; the price of lumber and material advanced 25%, and of steel rails 35%. Some of the smaller contractors had, indeed, to throw up their contracts, and the work was taken over and finished by the company itself. I could quote you various instances of U.S. railway undertakings where the cost of construction advanced in a similar ratio to our own, and for the same reason. The Dominion Government fully recognised the additional heavy burden thus placed upon the G.T.P. Co., and they agreed to ask Parliament to empower them to act as bankers to the company by advancing to them \$10,000,000 at 4% on the security of bonds of the G.T.P.R., and supported by the guarantee of the G.T.R. A resolution for that purpose has just been passed by the Dominion House of Commons; a bill founded upon it is now under discussion, and we hope to hear very shortly that the bill has been passed. The most important—the most profitable—portion of our new line is on the eve of completion, and that I expect before we next meet you for our general meeting in Oct. that I shall attend the official inauguration of the 1,250 miles extending from Edmonton at the western extremity of the prairie to Fort William at the head of Lake Superior, and over which will be carried a large proportion of this year's harvest. There has been considerable delay in the completion of the link between Winnipeg and Lake Superior or Jct., owing to the unforeseen difficulties encountered by the Government contractors on account of the rough country through which that section of the line has to pass; but I have been assured by the Premier that he has used every exertion to ensure the completion of the road by the time I have indicated, and that he has received satisfactory assurances from the chairman Transcontinental Railway Commission that his wishes will be realized. Some of you may remember that Mr. Hays attended one of our meetings at the inception of the G.T.P. scheme, and described with a good deal of enthusiasm the character of the proposed road, and I am glad to be able to corroborate the prediction he then made, and tell you that the line will be undeniably, the most perfect which has ever been built, in its inception, on the American continent. Some of our critics have said that we should have acted more wisely and judiciously had we built the road more cheaply and less perfectly, following the example of some of the

great pioneer roads, and paying for subsequent improvements out of future earnings; but by acting as we have done we shall not discount profits, and the operation and maintenance of the road will, on account of its excellence, be conducted from its opening on lines of the greatest economy. It is only right, however, to add that we had really no option in the matter. This high standard of perfection, with its attendant high rate of expenditure, was imposed upon us as a condition by the Canadian Government. When I said just now that it was the most profitable portion of the road that we are about to put into operation, that remark must certainly hold good for some time to come. Owing to the facilities of communication established between the east and the west, and the opportunities for supplying the requirements of the rapidly-growing population, we may expect an early return for the labor and outlay incurred, but I would like to ask you to cast your thoughts forward to the time, not far distant now, when the road will be completed through the mountain section, and when the produce of the prairie will be carried over it to our terminus at Prince Rupert, which is 500 miles nearer than any other port on the Pacific coast to China and Japan, countries which I believe will, in a short time, enter into competition upon a vast scale with other countries for the absorption of grain. I venture to predict that the full measure of the advantage to our company will then be realised, and that the justification of our policy will be complete.

I shall have to ask you to vote upon a resolution approving an act which has been passed by the Dominion Government for enlarging the borrowing powers and increasing the capital of the G.T.R. Co. This is one of those applications which are made to you at periodical intervals, not with a view to any immediate or specified expenditure, but in order that we shall have a reserve in hand in order to meet the capital expenditure of the company. Since the year 1895, when we took office, the G.T.R. system has been practically rebuilt and re-equipped, and the revenue has been doubled, but at the completion of these 14 years there has been practically no increase in the fixed charges of the company. To be precise, I believe the fixed charges are about £50 more than they were at that time. In 1895 we were borrowing money to pay our fixed charges. Now, last year, in addition to the £1,377,000 of net revenue charges, we distributed £616,000 in dividends, and you will observe that that was an extremely bad year. In 1895 our 4% debenture stock was quoted at 75—it is now above par, and has been as high as 110. The amounts to which I have referred, and which are specified in the act, are 2½ millions of 4% guaranteed stock, and an interest charge of £100,000 a year, equivalent to 2½ millions of 4% debenture stock.

The President then moved the adoption of the report, and that dividends of 2% on the 4% guaranteed stock, 5% on the first preference stock, and 2½% on the second preference stock be paid. In the discussion which followed, it was suggested that of the four retiring directors, two only should be elected, the two vacancies to be filled by Canadian representatives, to which the President replied to the effect that he did not think they could do a more damaging

act in the interests of the 55,000 stockholders in England than to take such a course; that there is a very small amount of stock held in Canada, and that if their directorate were transferred there, they would make themselves the laughing-stock of the Dominion. The report was subsequently adopted, and the retiring directors, A. W. Smithers, G. von Chauvin, Col. F. Firebrace and Sir Wm. L. Young, were re-elected. The retiring auditors were also re-elected, H. C. Newton acting in England, and W. Ramsay in Canada.

Nova Scotia Railway Report.

The Provincial Engineer of Nova Scotia, R. McColl, in his report for the year ended Sept. 30, 1908, says the year was a quiet one in the Province so far as railway matters were concerned. There was practically no new construction, and the mileage remained as in the previous year, viz.: The Intercolonial Ry., 467 miles, under Dominion Government control; the Dominion Atlantic Ry., 221 miles, under the Board of Railway Commissioners' jurisdiction, and 11 companies with a total of 631 miles, under Provincial jurisdiction. The returns received from these 11 railways show a slight increase for the year, and although since the close of the year there have been some slight decreases on some of the lines, the falling off in traffic shown on lines in various parts of the continent, has not been felt so much in Nova Scotia as in other parts of Canada and the United States. The total increase for the year was \$84,524, the largest increases being on the Halifax and Southwestern Ry. and the Inverness Ry. and Coal Co.'s line. There was a considerable decrease on the Cumberland Ry. and Coal Co. and the Maritime Coal, Ry. and Power Co. lines, and slight decreases on some other lines. The variation in the traffic between the different lines, per mile of railway is very great, varying from \$10,597 on the Sydney and Louisburg Ry., to \$257 on the Cape Breton Ry. This is largely due to the tonnage of coal carried, as none of the lines connected with a mine and carrying any large quantity of coal, show less than \$3,000 a mile, while the highest of the other lines—the Halifax and Southwestern Ry.—shows only \$1,041 a mile.

The Provincial Engineer contends that too little attention is paid to the earning capacity and that too much stress is laid on its cost. The cost of construction on all railways in the Province varies very little, especially when the lines are constructed to the same standard, and even in the case of the Sydney and Louisburg Ry., where the standard is very high, with heavy rails and low gradients, the difference in cost, as compared with the cost of one of the poorest lines, is probably not over 40%. The cost of all subsidized lines in Nova Scotia probably runs somewhere between \$18,000 and \$25,000 a mile. It will be seen that the interest on cost of construction at 4% varies from \$720 to \$1,000 a mile, or a difference of \$280 a mile, while the difference in the gross receipts is \$10,340 a mile, and in net receipts \$2,100 a mile. During the year not a single passenger was injured on any of the railways under Provincial authority, and of employes, the number of killed and injured was 17, as compared with 20 in the previous year.

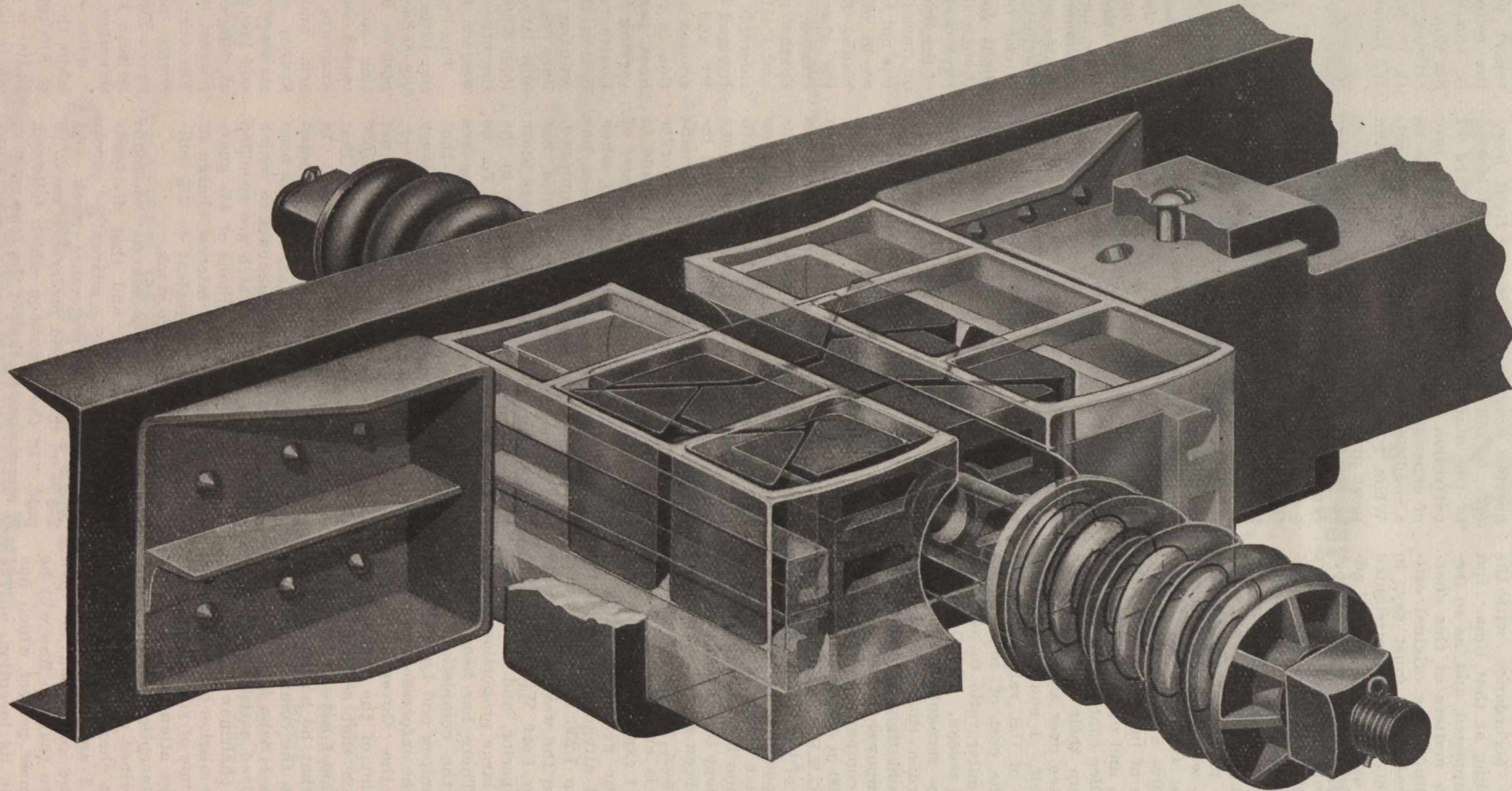
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British Columbia and the C. P. R.

J. P. Mabee, Chief Railway Commissioner, has given the following judgment in the application of the B.C. Government for a reduction of C.P.R. freight and passenger rates in the Province: This is an application made by the Attorney-General of British Columbia for an order placing that Province upon the same favorable condition in respect to tolls for freight and passenger traffic over the C.P.R. through B.C., as are other portions of the Dominion over the main line of that railway; that the existing freight and passenger tolls over the railway be reduced; and that the railway company be restrained from charging other or higher rates within British Columbia than it charges in other parts of Canada. The formal complaint and answer were filed with the Board after the case was argued, and the hearing took place upon the following resolution of the Legislative Assembly of the Province:

"Whereas by section 11 of the terms of union, the Government of the Dominion undertook to secure the construction of a line of railway to connect the seaboard of British Columbia with the railway system of Canada. And whereas large areas of public lands belonging to the Province of B. C. have been conveyed to the Dominion Government in furtherance of the said railway. And whereas the benefits to be derived from the construction of the said railway was one of the inducements which led to the union of B. C. with the other Provinces of Canada, as well as for the conveyance to the Dominion Government, of the public land of the Province as aforesaid. And whereas the railway above referred to is national in its character, and as such has received a very large measure of assistance of public moneys and lands. And whereas it was not contemplated at the time of the union of B. C. with the other provinces of Canada that there should be any discrimination in freight and passenger rates between one locality and other localities, or between one province and any other province. And whereas numerous complaints have from time to time been made by various boards of trade in B. C. to the effect that existing freight rates discriminate against cities in B. C. And whereas the Board of Railway Commissioners have ordered a reduction in passenger rates to 3c. per mile upon all railways between Calgary and the Atlantic. And whereas the passenger rates charged upon railways in B. C. are in excess of 3c. per mile. And whereas such excess is a discrimination detrimental to the best interests of B. C., as it tends to prevent development and the influx of population; Therefore, be it resolved, that an address be presented to the Lieutenant-Governor, praying that he will cause a full representation of the facts to be made to the Government of the Dominion and to the Board of Railway Commissioners, to the end that B. C. may be placed in as favorable condition, in respect to freight and passenger rates, as are other portions of the Dominion."

In addition to the matters covered by the resolution, the formal complaint alleges that the C.P.R., by its contract with the Dominion Government, agreed to construct the railway through B.C. according to the standard of the Union Pacific Ry. when it was first constructed (the gradient of which latter railway did not exceed 2%), and also agreed forever to efficiently maintain and operate the railway, and that it was in consideration of the due performance of this contract that the lands were granted and the subsidies given, that the railway was not constructed according to the said standards far exceed 2%, that the passenger rate in B.C. is 4c per mile, that the tolls charged unjustly discriminate against B.C., that the spirit of the C.P.R. Co.'s Act is not being carried out. At the hearing, no evidence was given by the applicants, but the history of the construction of the C.P.R., the various statutes and contracts bearing upon the same, the governmental aid in land and

money, and other matters, were fully discussed, and counsel for applicant put his claim for relief upon the ground that these statutes and agreements bound the company to charge no higher tolls in one section of territory than in another, through which the line that was the subject of the contract ran; in other words, that the company's tolls could not vary as the circumstances and conditions changed. I have gone over the argument since the notes of hearing were transcribed, and have read all the enactments cited, and I am clearly of opinion that the contention of the applicant, in the broad way advanced, is not well founded. It matters not, for the purpose of considering this case, what the land and money grants to the company were; the extent or character of the government aid does not affect the contract that was arrived at, nor am I able to see how the position is in any way affected by the fact that the B.C. Government conveyed large areas of Provincial lands to the Dominion Government. The questions are what was the contract between the Dominion Government and the railway company? and, what was the general railway law at the time?

The agreement relating to the construction of the railway will be found as a schedule to 44 Vic., chap. 1, and only a few of its provisions bear upon this matter. Par. 22 provides that the Railway Act of 1879, so far as applicable and not inconsistent with the Company's Act of Incorporation should apply to the C.P.R. Co. The 17th sec. of the Railway Act of 1879 dealt with the tolls chargeable; and the 11th sub-sec. empowered the Dominion Parliament, from time to time, reduce the tolls upon any railway; but not without the consent of the company, or so as to produce less than 15% per annum on the capital actually expended in its construction; nor unless on an examination by the Minister of Public Works of the amount received and expended by the company, the net income from all sources, for the year then last past, is found to have exceeded 15% upon the capital actually expended. Sec. 20 of the Company's Act of incorporation provides that the limit to the reduction of tolls by Parliament, as provided in sec. 17 above referred to, shall be extended so that such reduction may be to such an extent that such tolls, when reduced, shall not produce less than 10% profit on the capital actually expended in the construction of the railway, instead of 15% profit. So far as appears, the above sections are the only ones in either the general act or the special act, bearing upon the question of tolls; so both upon the company's contract with the Government of Canada and its special act, it was under the General Railway Act of 1879 upon the question of tolls, except as above indicated. The present law bearing upon this part of the complaint will be found in sec. 315 of the Railway Act, which provides that all tolls shall always, under substantially similar circumstances and conditions, in respect to all traffic of the same description, and carried in or upon the like kind of cars, passing over the same portion of the line of railway, be charged equally to all persons, and at the same rate; and no toll shall be charged which unjustly discriminates between different localities. It has been recognized by the board since its establishment that the equality of tolls was required only where

the circumstances and conditions were substantially similar. The Railway Act of 1879 contained the following provision (s. 17, s.s. 6):

"All or any of the tolls may, by any by-law, be reduced and again raised as often as deemed necessary for the interests of the undertaking; but the same tolls shall be payable at the same time and under the same circumstances upon all goods and by all persons, so that no undue advantage, privilege, or monopoly may be afforded to any person or class of persons by any by-laws relating to tolls."

Nothing appears in the contract requiring the company to establish and maintain, over the whole main line of the railway when completed, the same or similar tolls, under different circumstances; and so far as I can see the company was bound, under the above clause, to charge the same or similar tolls, at the same time and under the same circumstances only. No clause appears in the Act of 1879 in express terms prohibiting unjust discrimination between different localities. I presume, however, a strict reading of the above sub-section would work the same result, so long as the circumstances were the same. It seems to me the company was at liberty, when the road was put into operation, to make distinctions in its tolls in different localities, where different circumstances existed that would justify such difference of treatment. The Railway Act, as it now stands, gives it and all other companies that privilege. This view of the law is adopted in the case of the B.C. coast cities vs. the C.P.R. Co., 7 C.R.C. 125, where the rates in B.C. were attacked upon the ground of discrimination. The late Chief Commissioner in that case said:

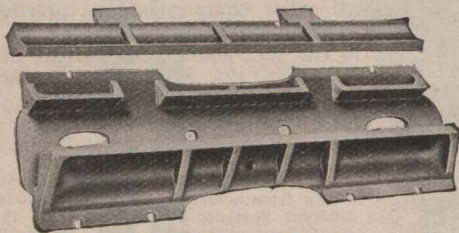
"It appears to me that no inference can be drawn from a mere comparison of distances upon different portions of railways, and that it does not constitute discrimination—much less unjust discrimination—for a railway company to charge higher rates for shorter distances over a line having small business, or expensive in construction, maintenance or operation, than over a line having larger business or comparatively inexpensive in construction, maintenance or operation. In my opinion, a party raising such a complaint upon a mere comparison of distances, should show the nature of the particular lines referred to, and that there is a material disproportion of rates as against the shorter line, after due allowance is made for the circumstances just mentioned."

With this I fully agree, and applying this doctrine to this case, the complainants would be required to establish that the rates in B.C., having regard to the nature of the lines there, the volume of business, cost of construction, maintenance, and operation, and other material matters, were out of joint with the rates over the company's lines in the provinces to the east. No evidence upon these heads was offered, and the whole case was put as one of contract. I am unable to find any such contract, express or implied, and so far as this branch of the contention is concerned, I think it fails.

The argument, as put at the hearing, summarized, was the following: "That being a railway of national concern, having received large subsidies from the Dominion Government, the Dominion Government having received large subsidies from the Province, it was the spirit and intention of all the parties, when that act was passed, and when the railway was authorized to be built, that no higher rates should be charged through B.C. than over any other part of the C.P.R. main line." To ascertain the spirit and intention of the parties one can only look at the contract and the

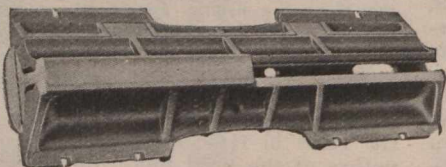
Have You Seen Williams Boltless Rail Joint?

The joint was first put in trial service on the Pecos River line of the Santa Fe at Roswell, N. Mex., where it remained for 11 months, and when removed at the end of that time it showed neither corrosion nor bright spots indicating wear. These joints have been in service for 10 months on the Fort Wayne division of the Pennsylvania Lines West, for 9 months in the yards of the St. Paul Union Depot Co., and for 8 months on the Wisconsin division of the Chicago & North Western Ry. in Chicago, where they are carrying the heavy North Shore suburban traffic of the road, as well as the through traffic for



the Wisconsin & Milwaukee division, which amounts to 316 trains every 24 hours.

The joints are made of malleable iron and have on the bottom a series of transverse ribs for strength, the outer ones of which come against the tie and prevent longitudinal movement. To prevent rail creeping, there is a round hole through the joint midway of the outer side, in which a 1-in. round bolt is inserted, the rail flanges being cut away at the adjacent cor-



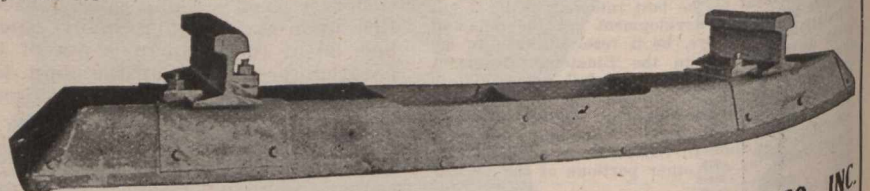
ners the slight amount necessary to permit the insertion of the bolt. The joints weigh the same as a yard of the rail to which applied; the joint for an 80-lb. rail, for example, weighing 80 lbs.



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acts bearing upon the matter; and, as stated, I am not able from these to find that the company prevented itself from increasing its tolls in localities where the circumstances justified it, and as permitted by the Railway Act of 1879. It is alleged that it was not contemplated, at the time British Columbia came into Confederation, that there should be any discrimination in freight and passenger rates between one province and another. The answer to this is that if there is undue or unjust discrimination, it is illegal, and if proved will be dealt with as a violation of the law; but this cannot be inferred; it is a matter of evidence having regard to different conditions and other matters above dealt with.

It was argued for the applicants that the company had violated its contract with the Dominion Government, dated Oct. 21, 1880, in that the road was not constructed up to the standard called for; that to save mileage it was located where heavy grades were necessary and expense of maintenance increased; and that the company should not be permitted to advance these as grounds for difference in rates if this position was caused by reason of its not fulfilling its contract. It was objected for the company that the applicants could not be heard to complain of any alleged breach, as the contract had not been made with the B.C. Government. Apart from whether such a contention is open to the applicants, as to which there is the gravest doubt, and apart also from any evidence that the contract was not fulfilled, and of which there was none, it appears that, by an agreement dated in Nov., 1886, and approved by order in council of Nov. 2, 1886, made between the Department of Railways and Canals and the C.P.R. Co., it is expressly stated that the road had been constructed and equipped of a quality and character equivalent upon the whole to the approximate standard agreed upon, namely, the Union Pacific Ry., as accepted by the U.S. Government, the railway being in many respects of superior quality and character to the approximate standard, and only in some degree inferior in respect of the gradients of a portion of the line in B.C., nine miles in length, passing Mount Stephen. The company covenanted in this document that it would, upon being so required by the Government, make such alteration and improvement in the nine miles as should be prescribed by the Government, not being in excess of the requirements of the Government engineer, as shown by the plans and specifications prepared by the company, and \$1,000,000 land grant bonds were deposited with the Government to be held as security for the performance of this covenant, and to be used in such performance, and to be used makes default therein. It appears perfectly clear that, in view of all this, the plaintiff party that could make any complaint would be the Dominion Government, and in any event, I am unable to understand how the matter has anything to do with the question of freight and passenger rates in B.C.

Upon the case as it stands it is impossible to afford any relief to the applicants. Request was made that the board should cause an inquiry and have an account taken to ascertain if the earnings of the railway were such that the Board could reduce the rates, in view of sec. 20 above mentioned. This inquiry is not necessary, as the company

admits that its rates are subject to reduction or adjustment by the Board, if a proper case is made out—jurisdiction was admitted in the coast cities case above cited and in several others. If the applicant desires to give evidence for the purpose of establishing that, in view of all the circumstances, the rates now charged in B.C. are unreasonably high, or that undue discrimination exists, leave for such purpose should be granted, otherwise, upon the record as it stands, the application fails.

Delaware and Hudson Co's Report.

The annual report shows the net receipts from the company's coal and coal sales departments for the year ended Dec. 31, 1908, to have been \$853,116.59 against \$957,482.13 for 1907. The results from the operation of the company's railways during the same period was: Earnings, \$18,500,731.43; expenses (excluding taxes), \$10,811,720.87; net earnings, \$7,689,010.56 against net earnings of \$8,471,011.34 in 1907. The general income account, including earnings from all sources showed a total of \$10,333,104.30 against \$11,208,517.89, while the deductions for taxes, bond interest and miscellaneous items was \$5,084,645.94, leaving a balance of \$5,254,458.36 to be carried to net income account, against \$6,466,113.41 in 1907.

The floating debt was increased from \$10,754,949.87 to \$21,145,550 by the payment of the \$6,000,000 collateral trust notes of the Quebec, Montreal and Southern Ry., due Feb. 6, 1908; by final payments on account of coal lands and by expenditures for railway construction. On May 23, 1908, the New York and Canada Ry. was merged with the D. & H. Co., under sections 53, 54 P.S.C. State of New York, and certificates of merger were filed in the office of the Secretary of State. The extension of the Quebec, Montreal and Southern Ry. from Pierreville to Ste. Philomene, Que., has been completed, with the exception of the bridge at Nicolet. It was expected that the new line would be placed in operation by May 1. The other portions of the report dealt entirely with the company's operations of railways and mines in the U.S.

The statistical tables attached to the report show liabilities of \$104,116,325.01, and assets of \$115,944,523.33, leaving a surplus of assets of \$11,827,598.32. The stocks owned by the company include among others, 10,000 shares of the Quebec, Montreal and Southern Ry., par value, \$1,000,000; 12,000 shares Napierville Junction Ry., par value, \$600,000.

The length of the various lines operated by the company is 845.26 miles, of which 22 miles are operated under trackage rights from the Erie Rd., and 91.43 by four other companies. The company's Canadian lines: the Napierville Junction Ry. from Rouse's Point to St. Constant, Que., and the Quebec, Montreal and Southern Ry., are not included in the 845.26 miles.

Imperial Service Medals have been awarded to the following I.C.R. employees on their retirement:—S. Bedard, section foreman; D. Culligan, section foreman; J. Guillemette, section foreman; T. Hibbitts, carpenter; D. Proulx, section foreman; C. Rouillard, trackman; R. Williams, brakeman; J. Wilson, checker.

June Birthdays.

Many happy returns of the day to—
Harry Abbott, ex-General Superintendent C.P.R., Vancouver, B.C., born at Abbotsford, Que., June 14, 1829.

Jas. Anderson, Manager Sandwich, Windsor and Amherstburg Ry., Windsor, Ont., born at Ayr, Ont., June 20, 1851.

F. F. Backus, General Freight and Passenger Agent, Toronto, Hamilton and Buffalo Ry., Hamilton, Ont., born at Rochester, N.Y., June 4, 1860.

Archer Baker, European Manager C.P.R., London, Eng., born at York, Eng., June 21, 1845.

J. H. Boyle, Assistant Superintendent, district 3, Eastern Division, C.P.R., Montreal, born at Waterloo, Que., June 25, 1869.

F. P. Brady, member Government Railways Managing Board, Moncton, N.B., born at Haverhill, N.H., June 22, 1853.

E. Callaghan, Agent Hamilton Steamboat Co., Toronto, born at Kingston, Ont., June 17, 1875.

A. E. Doucet, Division Engineer Transcontinental Ry. Surveys, Quebec, born at Montreal, June 9, 1860.

G. H. Eaton, Assistant Master Car Builder, C.P.R. Western Lines, Winnipeg, born in Staffordshire, Eng., June 9, 1860.

A. A. Goodchild, Auditor of Stores and Mechanical Accounts, C.P.R., Montreal, born at Peckham, London, Eng., June 3, 1866.

H. W. Harding, Local Secretary Canadian Northern Ry., London, Eng., born there June 6, 1869.

F. M. Hawley, city ticket agent G.T.R., Cobourg, Ont., born at Campbellford, Ont., June 22, 1874.

L. R. Johnson, Assistant Superintendent of Motive Power C.P.R. Eastern Lines, Montreal, born at Abingdon, Berks, Eng., June 22, 1855.

L. K. Jones, Secretary Department of Railways and Canals, Ottawa, born at Port Hope, Ont., June 9, 1849.

A. C. Lytle, Superintendent and General Freight and Passenger Agent, Orford Mountain Ry., Eastman, Que., born at Hemmingford, Que., June 6, 1854.

W. R. MacInnes, Freight Traffic Manager C.P.R., Montreal, born at Hamilton, Ont., June 7, 1867.

S. J. McLean, Dominion Railway Commissioner, Ottawa, born at Quebec, June 14, 1871.

C. E. McPherson, General Passenger Agent C.P.R. Western Lines, Winnipeg, born at Chatham, Ont., June 7, 1861.

H. J. Maguire, District Baggage Agent, Pacific Division, and B.C. and Pacific Coast Service, C.P.R., Vancouver, B.C., born at Toronto, June 16, 1881.

L. Mulkern, chief clerk, General Freight Agent Through Traffic C.P.R., Toronto, born at London, Ont., June 18, 1871.

F. Price, Superintendent Car Service, G.T.R., Montreal, born there June 11, 1864.

Allan Purvis, Superintendent, district 3, Pacific Division, C.P.R., Nelson, B.C., born at Batavia, Java, June 29, 1864.

D. I. Roberts, General Manager, Quebec, Montreal and Southern Ry., and Napierville Jct. Ry., Montreal, born at Waynesburg, Pa., June 27, 1853.

Jas. Stephenson, ex-Chief Superintendent G.T.R., now of Weston-Super-Mare, Somerset, Eng., born there June 2, 1837.

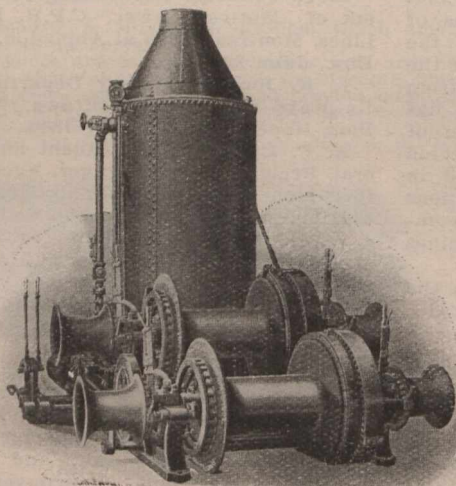


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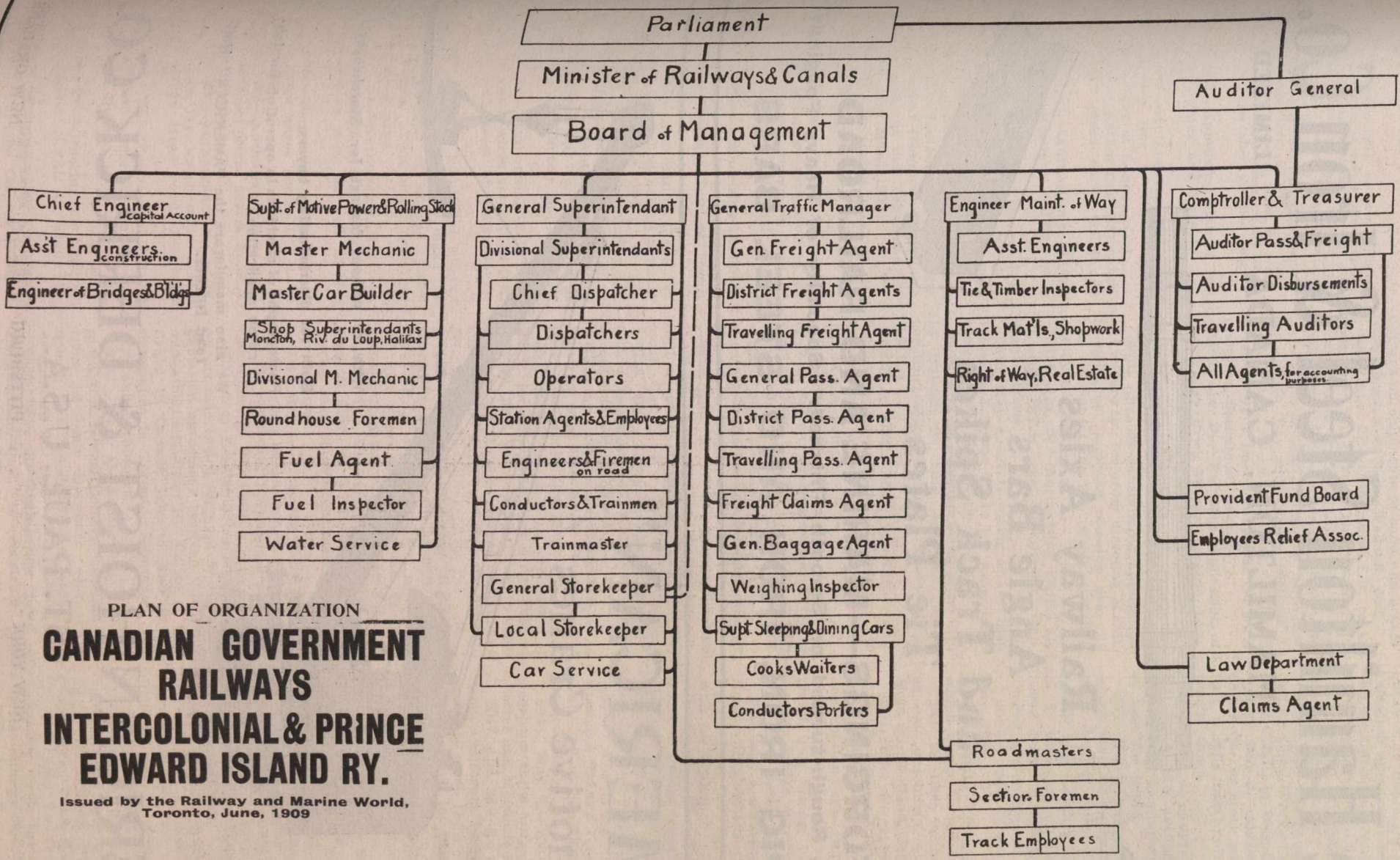
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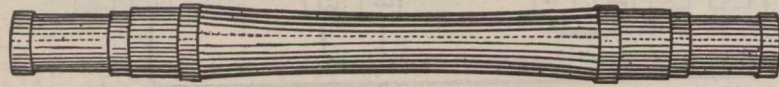
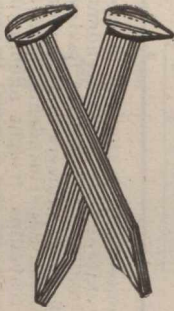
Issued by the Railway and Marine World, Toronto, June, 1909

The above diagram shows the organization which has been decided on for the Government Railways consequent on the appointment of the Managing Board. The title of Superintendent of Motive Power, always a misnomer, as his duties embraced all rolling stock, has been enlarged to Superintendent of Motive Power and Rolling Stock. The position of General Superintendent, shown in the diagram, is a new one, or rather a revival of an old one, the position having been abolished some years ago. In the operating department, as indicated in the diagram, the chief dispatchers, operators, station agents and employees, engineers and firemen on road, conductors and trainmen, teamsters and local storekeepers are responsible direct to the General Superintendent as well as to the Divisional Superintendents. This is a weakness that should be removed in the interests of discipline. The same anomaly occurs in the Traffic Department, where the district and travelling freight agents, district and travelling passenger agents, are shown as jointly responsible direct to the General Traffic Manager as well as to the General Freight Agent and the General Passenger Agent, respectively. This is another anomaly which should be removed. The roadmasters are shown as responsible jointly to the General Superintendent, not to the Divisional Superintendents, and to the Engineer of Maintenance of Way. The Law Department shown is apparently a new departure. While the organization plan could be improved in the directions suggested, it is a start in the right direction, if the Managing Board is given a free hand and its members are given freedom from political interference by members of Parliament. Many think that the divorcement of the Government railways from politics and the millennium will be contemporaneous. For the sake of the country it is to be hoped they are mistaken.

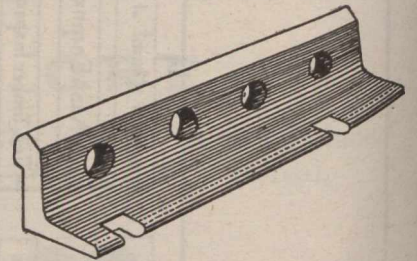
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NEW ORLEANS

Orders by the Railway Commissioners.

Beginning with June, 1904, we have published in each issue summaries of orders passed by the Board of Railway Commissioners, so that subscribers who have filed our paper have a continuous record of the Board's proceedings. No other paper has done this.

The dates given of orders, immediately following the numbers, are those on which the hearings took place and not those on which the orders were issued. In many cases orders are not issued for a considerable time after the date assigned to them.

6885. Apr. 23.—Approving plan of Niagara, St. Catharines and Toronto Ry. standard trestle.

6886. Apr. 23.—Authorizing G.T.R. to construct branch line to the Empire Mfg. Co.'s premises at London, Ont.

6887. Apr. 23.—Authorizing Enterprise Gas Co. to lay pipes under G.T.R. at Delhi, Ont.

6888. Apr. 23.—Authorizing C.P.R. to construct steel trestle at mileage 95.7, Sherbrooke section.

6889. Apr. 23.—Approving Quebec Ry., Light & Power Co.'s tariff C.R.C. No. 7.

6890-6891. Apr. 23.—Amending orders 6616 and 6617 of Mar. 22, re construction of C.P.R. spurs in Okotoks, Alta.

6892. Apr. 26.—Temporarily approving agreements of four telephone companies entered into with the Bell Telephone Co. in Nov., 1908, and Mar., 1909.

6893. Apr. 26.—Releasing to G.T.R. Co. piece of land in St. Antoine de Longueuil Parish, Que.

6894. Apr. 23.—Directing C.N.R. to construct railway crossings between secs. 35 and 2, tp. 41 and 42, range 13, west of 3rd mer., and on sec. 22, in dist. 21-J-3, Sask.

6895 and 6896.—Authorizing Andover and Perth Electric Light Commissioners to erect wires across C.P.R. at Perth and Andover, N.E.

6897. Apr. 26.—Authorizing C.P.R. to construct spur line to Nicholas Chemical Co.'s premises, Sulphide, Ont.

6898. Apr. 26.—Authorizing McKim tp., Ont., to construct crossing over C.P.R.

6899. Apr. 26.—Authorizing Monk Rural Telephone Co. to erect wires across G.T.R. at Church St., Carleton County, Ont.

6900. Apr. 26.—Authorizing Bell Telephone Co. to erect wires across C.N.O.R. at mileage 13.45, west of Hawkesbury, Ont.

6901. Apr. 16.—Re additional charge which railway companies may make for changing destination of carload traffic while in transit. This order is given fully on another page.

6902. Apr. 26.—Authorizing Manitoba Gov't Telephones to erect wires across G.T.P.R. between secs. 22 and 23-11-4 w. Man.

6903. Apr. 29.—Authorizing A. H. Watson to erect wires across G.T.R. at Creemore, Ont.

6904. Apr. 30.—Authorizing B.C. Telephone Co. to erect wires across E. & N. Ry. at Beaver Creek, B.C.

6905. Apr. 30.—Authorizing City of St. John, N.E., to lay water main across C.P.R. at Green Head road, Lancaster Parish, N.B.

6906. Apr. 28.—Directing G.T.R. to construct culvert under its Buffalo and Lake Huron division, in Wainfleet tp., Ont.

6907. Apr. 28.—Ordering construction of culvert under G.T.R. in Eldon tp., Ont.

6908. Apr. 28.—Dismissing application of Plymouth Cordage Co., of Welland, Ont., for order directing G.T.R. to re-

fund \$884.01, alleged excessive freight charges on shipments of sand and gravel from Niagara Falls to Welland, Ont.

6909. Apr. 27.—Ordering G.T.R. to at once erect at Garnet, Ont., shelter to accommodate traffic.

6910. Apr. 29.—Authorizing C.P.R. to reconstruct certain bridges on its Windsor, North Bay and Souris sections.

6911. Apr. 30.—Authorizing C.P.R. to construct spur line to Imperial Oil Co.'s premises, Saskatoon, Sask.

6912. Apr. 28.—Refusing application of Don Valley Brick Works, Toronto, Ont., for order directing G.T.R. to make reparation on shipments of enamelled brick, to Ottawa.

6913. Apr. 28.—Dismissing application of Canboro tp., for order directing M.C.R. to construct highway crossing over its line to connect the line of highway laid out by the township.

6914. Apr. 27.—Authorizing Ekfrid tp. to cross G.T.R. east of Glencoe, Ont., with culverts.

6915. May 1.—Authorizing Shawinigan Water and Power Co. to lay water main under C.P.R. at Joliette, Que.

6916. Apr. 28.—Disapproving plans filed by Raleigh tp., Ont., for authority to construct Pike's drainage works across G.T.R.

6917 to 6921. May 1.—Authorizing Manitoba Government Telephones to erect wires across Canadian Northern Ry. at five points.

6922. Apr. 27.—Dismissing complaint of E. B. Sutton, alleging excessive freight rates charged by C.P.R. on brick in carloads, from Milton, to Bala Falls, Ont.

6923. May 3.—Authorizing C.P.R. to open for traffic its line between mileage 63 and 64, Medicine Hat section, Alta.

6924. Apr. 28.—Dismissing application of Byron Telephone Co. for leave to install telephone in G.T.R. station at Komoka, Ont.

6925. May 3.—Authorizing Caradoc-Ekfrid Telephone Co. to erect wires across M.C. Rd. in Ekfrid tp., Ont.

6926. Apr. 30.—Authorizing C.P.R. to construct spur line across Manitoba and River Sts., Moose Jaw, Sask.

6927. May 3.—Dismissing application of C.P.R. for order amending order 5102, of July 29, 1908, authorizing G.T.R. to cross tracks of C.P.R., Owen Sound section, and Ontario and Quebec Ry., near Toronto Jet., Ont.

6928. Mar. 5.—Ordering C.P.R. to change location of rails at Mill St., Enderby, B.C., so that top of rails shall not rise above or sink below level of highway to extent of more than 1 in.

6929. Apr. 28.—Amending order 5102, July 29, 1908, re G.T.R. crossing C.P.R. tracks east of Weston road, West Toronto, Ont.

6930. May 4.—Ordering G.T.P.R. to vacate its right of way where same affects land of C. Smith, J. Douglass and H. T. Champion, in Winnipeg.

6931. May 4.—Requiring proposed application to Board for approval of amalgamation agreement between C.N.R. Co. and Alberta Midland Ry. Co. to be published in Canada Gazette, and in one newspaper in Toronto, Edmonton, Calgary and Lethbridge.

6932. May 4.—Authorizing C.N.O.R. and C.P.R. to each construct certain portions of road allowance near Parry Sound, Ont., as specified in order 6365, of January 27.

6933. May 3.—Authorizing town of Buckingham, Que., to construct First Ave. across C.P.R.

6934. May 4.—Requiring proposed application to Board for approval of amalgamation agreement between C.N.R. Co. and Saskatchewan Northwestern Ry. Co. to be published in Canada Gazette, one newspaper in Toronto, Regina, Moose Jaw and Saskatoon.

6935. May 4.—Authorizing Welland County Lime Works Co. to lay gas pipe under G.T.R. in Wainfleet tp., Ont.

6936. May 3.—Authorizing Bell Telephone Co. to erect wires across G.T.R. half a mile north of canal, Hamilton Beach, Ont.

6937. May 4.—Approving Spokane and B.C. Ry. by-law, authorizing O. E. Fisher, G.F. & P.A., to prepare and issue tariffs of tolls for traffic.

6938. May 5.—Approving standard passenger tariff of Spokane & B.C. Ry. This order is given fully on another page.

6939. May 5.—Dismissing application of E. S. Brennan, of Hamilton, Ont., for order directing G.T.R. to refund \$73.89, alleged overcharge on shipment 17 cars of lumber from Wiarton to Hamilton, in July, 1908.

6940. May 3.—Directing that watchman which was to be provided by order 6340, of Feb. 22, 1909, include a night as well as day watchman, at G.T.R. crossing, Main St., Welland, Ont.

6941. May 4.—Approving location of C.N.O.R. Ottawa-French River division through Fitzgerald, Deacon, Lister, Boyd and Pentland tps., Ont.

6942. May 4.—Approving plan of proposed iron bridge, to replace present wooden bridge carrying John St., Stratford, Ont., across G.T.R.

6943. May 4.—Extending for one month time within which Chatham, Wallaceburg & Lake Erie Ry. shall equip its cars with air brakes.

6944. Apr. 28.—Directing C.N.R. to make crossings already constructed in districts 18-B-3, Sask., and also in tps. 36.5 and 35.5, in said districts, in accordance with regulations.

6945. May 4.—Authorizing C.P.R. to construct tracks across Con St., Havelock, Ont., and to construct highway crossing, in accordance with regulations.

6946. May 4.—Authorizing C.P.R. to construct three bridges on its North Bay Portal and Megantic sections.

6947. Apr. 26.—Re new tariffs on fruit from California to Regina, Sask. This order is given fully on another page.

6948. Sept. 15, 1908.—The application respecting Canadian classification re bill of lading or live stock special contract, fixing freight rates on horses, on basis of declared valuation, and restricting liability of the carrier with respect thereto. This order is given in full on another page.

6949. May 5.—Dismissing complaint of residents of Sydenham tp., and Owen Sound, Ont., alleging dangerous condition of highway crossings C.P.R. at Murray's cut, near Owen Sound, and applying for order directing construction of bridge over the railway.

6950. May 6.—Authorizing C.N.O. Ry. to construct its line across 8 highways in Thorah tp., Ont.

6951. May 7.—Authorizing New Brunswick Ry. (C.P.R.) to open for traffic the portion of its grade revision between mileages 0.3 and 0.47, near Aroostock Jct., and between mileages 19.1 and 20.2, near Grand Falls, N.B.

6952. May 7.—Authorizing C.P.R. to open for traffic the portion of its main line at mileage 33.4, Grand River, N.B.

6953. May 6.—Approving location of

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J. M. CURRY, Sec.-Treas.

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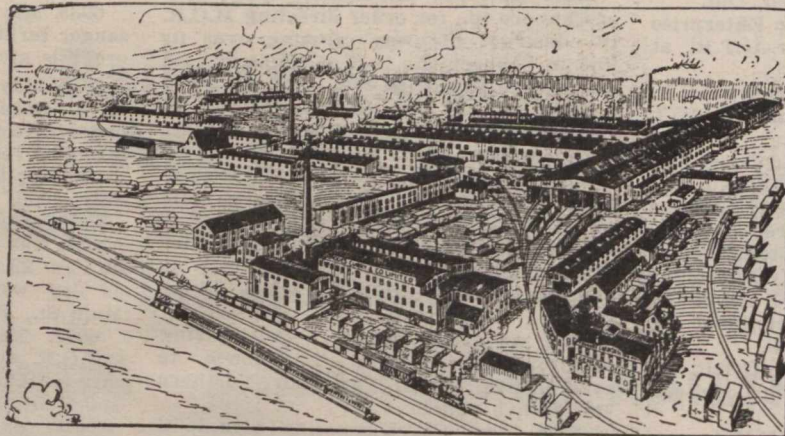
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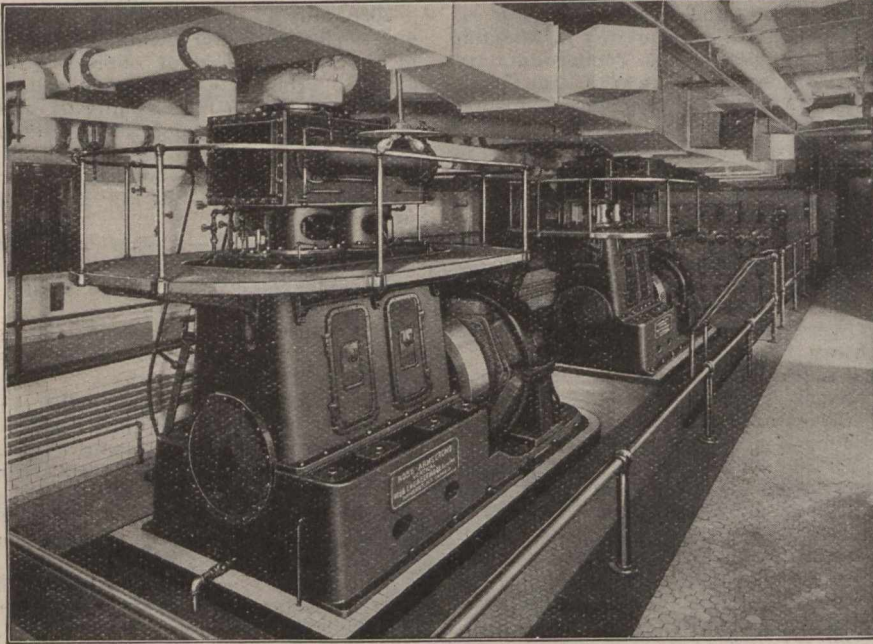
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- G.T.P.R. from mileage 30.11 to 43.56, Alberta.
6954. May 6.—Approving location of Grand Valley Ry. mileage 0 to 9.868, Ont.
6955. May 6.—Dismissing application of T. Crockett, of Riviere du Loup, Que., for order directing I.C.R. and connecting companies to comply with provisions of previous orders. This order is given in full on another page.
6956. May 4.—Ordering C.P.R. to construct a permanent subway 200 ft. west of Winnipeg St., Schreiber, Ont., to be completed before Jan. 1, 1910.
6957. May 6.—Authorizing Ottawa Gas Co. to lay pipe under G.T.R. track at Main St., Ottawa East, Ont.
6958. May 6.—Authorizing London Tp. Telephone Co. to erect wires across G.T.R. at Hyde Park station, Ont.
6959. May 4.—Authorizing W. J. Anderson, of Beeton, Ont., to erect telephone wires across G.T.R. in Tecumseh tp., Ont.
- 6960-6961. May 5.—Authorizing Norfolk Gas Co. to place pipe under G.T.R. 140 ft. east of Port Dover, Ont.
6962. May 5.—Authorizing C.N.Q.R. to construct bridge to replace wooden structure near St. Norbert station, Que.
6963. May 4.—Rescinding order dated May 3, 1905, in so far as it approves location of Calgary & Edmonton Ry. through lots 57, 58, 59 and 63, in Alta.
6964. Apr. 7.—Approving deviation of C.P.R. branch line on south side of Lachine canal. St. Paul, Que.
6965. May 7.—Respecting sanitary condition of stations and cars and heating of cars. This order is given in full on another page.
6966. May 7.—Authorizing Pere Marquette Rd. to construct spur branch line at Sarnia, Ont.
6967. May 6.—Authorizing Johnson tp., Ont., to construct crossing over C.P.R., Sault Ste. Marie branch, near m.p. 148.
6968. Apr. 27.—Ordering G.T.R. to protect with gates crossing at Weston road, West Toronto, Ont.
6969. May 6.—Re through tickets and baggage over G.T.R. and C.P.R. from points in U.S. to non-competitive points on C.N.O.R. This order is given in full on another page.
6970. May 7.—Directing G.T.R. to refund to Long Lumber Co. \$3.88, amount of stop-over charge collected on shipment of shingles. This order is given in full on another page.
6971. May 8.—Authorizing C.P.R. to construct railway across highway in Bentinck tp., Ont., at mileage 25.49.
6972. May 6.—Approving G.T.R. special contract or release respecting carriage of valuable ores. This order is given in full on another page.
- 6973-6976. May 7.—Authorizing B.C. Telephone Co. to cross C.P.R. at four points.
6977. May 7.—Authorizing village of Port Dover, Ont., to lay sewer pipe under G.T.R.
6978. May 4.—Dismissing application of Q.M. & S.R. for authority to extend terminals at St. Lambert, Que., so as to form a connection between Q.M. & S.R. and G.T.R., Rouses Point division.
6979. May 10.—Amending order of Railway Committee of Privy Council of May 13, 1898, so as to provide that C.P.R. may fill in portion of trestle bridge from the north end of island to main shore, in Peterboro, Ont.
6980. May 10.—Authorizing G.T.R. to construct spur line to Consumers' Gas Co.'s premises, Toronto.
6981. May 10.—Authorizing C.P.R. to construct four bridges on its Ontario, Eastern and Pacific divisions.
6982. May 10.—Authorizing A. Michaud to lay water pipe under Temiscouata Ry. at St. Francis de Madawaska, Que.
6983. May 10.—Certifying that mistake was made in representing Chas. Oigny as sole owner of lot cadastral 645-J, he being curator for Albert and Arthur Oigny and others, and that same has been changed.
6984. May 7.—Rescinding order 6913 of Apr. 28, dismissing application of Town of Canboro, Ont., for order directing M.C.R. to construct highway crossing over its line of railway to connect highway laid out by applicants.
6985. May 6.—Rescinding order 5643 of Nov. 3, 1908, directing G.T.R. to provide flag station at Fern Glen, or Walls Crossing ½ mile west of Scotia Jct., Ont.
- 6986 to 6989. May 10.—Authorizing Bell Telephone Co. to erect wires across G.T.R. at Sundridge and Drayton, Ont., and across M.C.R. at Petrolia, Ont.
6990. May 10.—Authorizing Zorra Telephone Ass'n. to erect wires across Tilsonburg, Lake Erie & Pacific Ry., in West Zorra tp., Ont.
6991. May 10.—Authorizing Bolton Telephone Co. to erect wires across C.P.R. in Albion tp., Ont.
6992. May 10.—Authorizing C.P.R. to construct bridge 68.31, Chapeau section.
6993. May 10.—Authorizing C.P.R. to construct bridge at mileage 63.55, White River section.
6994. May 10.—Authorizing Crow's Nest Pass Coal Co. to construct bridge over C.P.R. main line at Michel, B.C.
6995. May 14.—Approving location of St. Maurice Valley Ry., from mileage 0 to 5.72, from Shawinigan Falls to Grand Mere, Que.
6996. Apr. 29.—Re rates on C.P.R. from Montreal to the Maritime Provinces on Western grain for domestic consumption. This order is given in full on another page.
6997. May 11.—Authorizing O. & N.Y.R. to construct a draw span and pivot pier on Cornwall canal bridge.
6998. May 4.—Extending time for installation of fire extinguishers in passenger cars. This order is given in full on another page.
6999. May 10.—Dismissing complaint of J. Kerr, Franklin, Man., against C.P.R. rate on vegetables from Franklin to Winnipeg, Man. This order is given in full on another page.
7000. May 4.—Authorizing G.T.R. to use and operate jointly and on equal terms with C.P.R. branch line to Sunbeam Incandescent Light Co.'s premises, Mowat Ave., Toronto.
7001. May 11.—Approving character of work provided for in report in connection with drain to be constructed across P.M. Rd. in Harwich tp., Ont.
7002. May 11.—Authorizing City of Hull, Que., to construct highway across Ottawa, Northern & Western Ry.
7003. May 12.—Approving location of United Gold Fields of B.C. railway from Frank to Grassy Mountain, B.C.
7004. May 12.—Authorizing C.P.R. to construct railway across highway between lots 25 and 26, con. 9, Vaughan tp., Ont., mileage 16.93, and at mileage 17.40.
- 7005 and 7006. May 4.—Authorizing V.V. & E. Ry. & Nav. Co. to cross with its tracks the B.C. Electric Ry. at Harris St. and Hastings St., Vancouver, B.C.
7007. May 12.—Authorizing Georgian Bay & Seaboard Ry. to cross with its track, by an overhead crossing, the G.T.R., near Lindsay, Ont.
7008. May 12.—Authorizing C.N.Q.R. to operate construction trains over crossing of C.P.R. track east of Lorette, Que.
7009. May 12.—Authorizing city of Winnipeg to construct highway crossing, at rail level, across C.P.R., Pembina branch.
7010. May 12.—Authorizing town of Victoriaville, Que., to lay sewer pipe under G.T.R.
7011. May 12.—Authorizing Water Commissioners of Brantford, Ont., to lay pipe under T.H. & B. Ry. at Oxford St. and Richardson St.
7012. May 12.—Authorizing C.P.R. to reconstruct bridge 115.4, Petewawa River, Chalk River section.
7013. May 5.—Authorizing C.P.R. to reconstruct bridge 58.5, Cobb's Lake, Ont.
7014. May 18.—Authorizing C.P.R. to construct its Pheasant Hills branch across road allowances at 47 points.
7015. Apr. 28.—Approving specifications of James Strong culvert, under G.T.R., in Rochester tp., Ont.
7016. May 17.—Amending order 6501, March 12, granting leave to Winnipeg Electric Ry. to cross the C. P. Ry. at Logan Ave., Winnipeg, so that same will read "that the cost of inserting, installing, connecting, and maintaining the home signals on its railway at the crossing be borne by the C.P.R. Co."
7017. May 13.—Dismissing complaint of Williams Quarry Co. that C.P.R. unjustly discriminates against it in rates charged on shipments from its quarry at Airdale, Man., to Winnipeg.
7018. May 15.—Authorizing G.T.R. to construct branch line commencing at the C.P.R. east of Craig's Road station, Levis county, Que., extending to the River Beaurivage.
7019. May 13.—Authorizing D. Hanley to lay a gas main under G.T.R. at Cainsville, Ont.
7020. May 13.—Authorizing Consolidated Telephone Co. to erect wires across C.P.R. at Bath, N.B.
7021. May 14.—Authorizing Dundurn Telephone Co. to erect wires across C.N.R. at Dundurn, Sask.
7022. May 14.—Authorizing C.P.R. to construct bridge at mileage 31.8, Smiths Falls section, Ont.
7023. May 10.—Approving proposed supplement I to Canadian Classification 14, to become effective three weeks from date of order.
7024. May 15.—Authorizing C.P.R. to construct spur line to Thurlow Lumber Co.'s premises, Port Moody, B.C.
7025. May 18.—Approving revised location of C.N.O.R. from mileage 32.56 to 33.76, Creelman tp., Ont.
7026. May 18.—Authorizing Calgary & Edmonton Ry. to construct its Wetaskiwin branch across 77 road allowances.
7027. May 13.—Authorizing Industrial School Ass'n, Toronto, to lay sewer under G.T.R. in Etobicoke tp., Ont.
7028. May 18.—Authorizing Water Commissioners of Brantford, Ont., to lay mains under G.T.R. at Chatham, Sheridan, Marlborough and Gray Sts.
7029. May 17.—Authorizing C. P. R. to construct nine bridges on its Ontario, Pacific, Atlantic, Eastern and Lake Superior divisions.
7030. May 18.—Authorizing Bell Telephone Co. to erect wires across G.T.R. at various points in Ontario.
7036. May 18.—Authorizing Bolton



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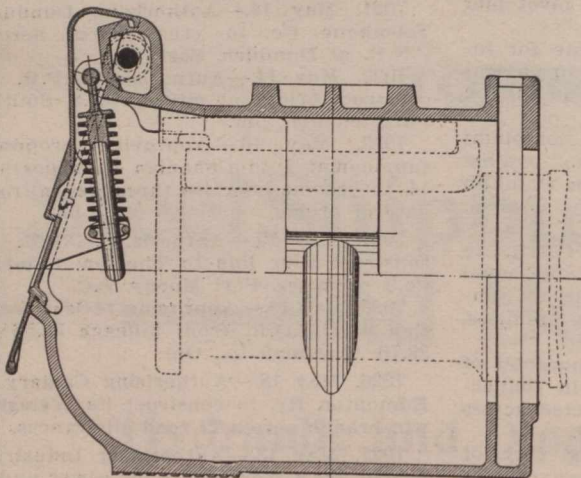
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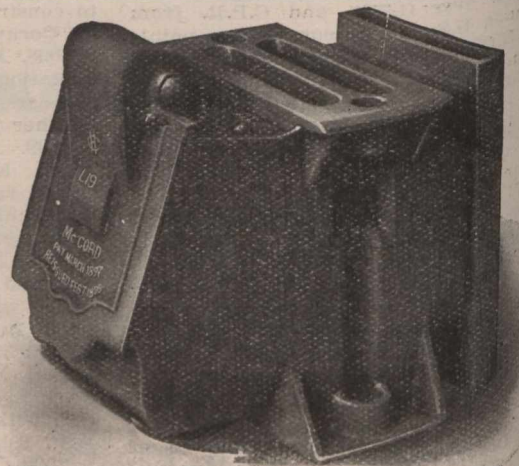
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- Telephone Co. to erect wires across C.P.R. in Albion tp., Ont.
7037. May 18.—Authorizing Southwold & Dunwich Telephone Ass'n to erect wires across M.C. Rd. at Southwold, Ont.
7038. May 18.—Authorizing Harrison River Shingle Co. to place electric wires under C.P.R. at Harrison River, B.C.
7039. May 19.—Authorizing C.N.O.R. to take certain land in Toronto, Ont.
7040. May 17.—Rescinding order 6784, April 8, authorizing B.C. Southern Ry. to construct coal tippie over main line and other tracks, near Michel Station, B.C.
7041. May 3.—Amending order 3244, July 4, 1907, authorizing C.P.R. to install automatic electric bell, near Pembroke, Ont.
7042. May 19.—Authorizing Bell Telephone Co. to cross P.M.R. 2 miles west of Ridgetown, Ont.
7043. May 19.—Approving C.N.R. standard pile and frame trestle.
7044. May 19.—Approving C.P.R. bridge where its Pheasant Hills branch crosses G.T.P.R. mileage 457.1.
7045. May 4.—Ordering Montreal Park & Island Ry. to grant same facilities in way of service and operation to people residing in Mount Royal ward as it grants to people residing in Notre Dame de Grace.
7046. May 18.—Directing that M.C.R. provide that bell circuit of automatic bell at Queen St. crossing, Tilbury, Ont., be extended so that bell will ring when trains are 2,200 ft. from the crossing; and that highway at 4th concession road crossing be diverted so as to cross the railway at right angles.
7047. May 19.—Authorizing C.P.R. to construct six bridges on its Pacific, Ontario, Eastern and Superior divisions.

Correction for the Erring

The Toronto Globe published an article recently, headed "The Intercolonial Commission," in which it said that one of the most important matters brought before Parliament this year was the Minister of Railways' "announcement of the appointment of a commission to manage the I.C.R.," and it referred to "the four commissioners." As the new management has just gone into effect it is well to point out that it is not a commission and that no commissioners have been appointed. In explaining the matter in the House of Commons the Minister, as quoted in our last issue, said: "My proposition is this: Not to establish a commission. . . . The proposition is to establish a board. . . . On that board I propose to retain two of the officials now on the I.C.R. in very high places. I propose also to allow the Deputy Minister of Railways to act on that board, and I would call it, not a commission, not an advisory board, but a board of management."

As also announced in our last issue the order in council making the appointments say: "A managing board entitled The Government Railways Managing Board, has been constituted for the supervision and direction of all the departments of the said railways" (I.C.R. & P.E.I.R.).

"An official announcement from Canadian Pacific headquarters at Montreal says that Mr. B. B. Kellner, the company's chief engineer, will in future have his office in Winnipeg, instead of Montreal, as formerly."—Toronto Globe.

There is no such position as Chief Engineer in the C.P.R. at present. B. B. Kellner is Chief Engineer Grand Trunk Pacific Ry.

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

Ballasting.—The work of ballasting the line between Ottawa and Coteau has been resumed; the gangs working east and west from Moose Creek, Ont.

Ottawa Station and Hotel.—A permit has been granted by the Ottawa City Council for the erection of a power station and baggage annex in connection with the new station. Work has been resumed on the temporary buildings, and will be continued until completed. Loomis & Co., Montreal, are the contractors for this portion of the work. E. H. Fitzhugh, third Vice-President, stated May 2, that arrangements for the construction of the permanent station buildings are about completed, and that work should begin at an early date. Representatives of Ross & Macfarlane, architects, Montreal, were in the city May 3, in connection with the matter.

A gang of men has been engaged for some time in sinking test pits on the Major Hill park site to find the rock level for the hotel building. In the House of Commons, May 13, a question was asked if anything more had been done regarding the transfer of the site for the hotel, and the Premier stated the matter remained in the same position as formerly.

Montreal-Toronto Track.—The relaying of the track between Montreal and Toronto with 100-lb. steel has been resumed at Thousand Islands Jct. It is expected that the new steel will be laid to Cobourg this year, leaving the stretch between Cobourg and Toronto to be done in 1910.

Hamilton to Niagara Falls.—A press report states that it is probable that the line between Hamilton and Niagara Falls, Ont., will be made into a four-track route in the near future, but that nothing has been done in the way of preparing plans for the project.

Viaduct at St. George.—We are advised that the details of the projected viaduct at St. George, on the old main line between Paris and Brantford, Ont., have not been completed, the Board of Railway Commissioners having only approved of the general plan.

Brantford Improvements.—The negotiations that have been in progress for some time between the company's officials and the City Council of Brantford, Ont., with reference to the laying of industrial sidings in the east ward and Holmesdale, and other matters are reported to be nearly completed. It was arranged May 10 that a conference would be held at an early date to determine a division of the expenses between the company and the city.

London Improvements.—H. G. Kelley, Chief Engineer, was in London, Ont., May 1, looking over some matters in connection with the projected improvements. He is reported to have stated that as soon as the plans for Toronto were out of the way he would be able to go on with what he has already laid out for London.

Sarnia Tunnel.—We are advised that it is the intention to renew the floor timbers through the tunnel and simultaneously therewith to relay the track throughout with new 100-lb. steel rails. As it was necessary to relay the floor beams it was decided that new rails be put down at the same time, and to use 6 by 9½ tie plates to prevent mechanical wear on the ties.

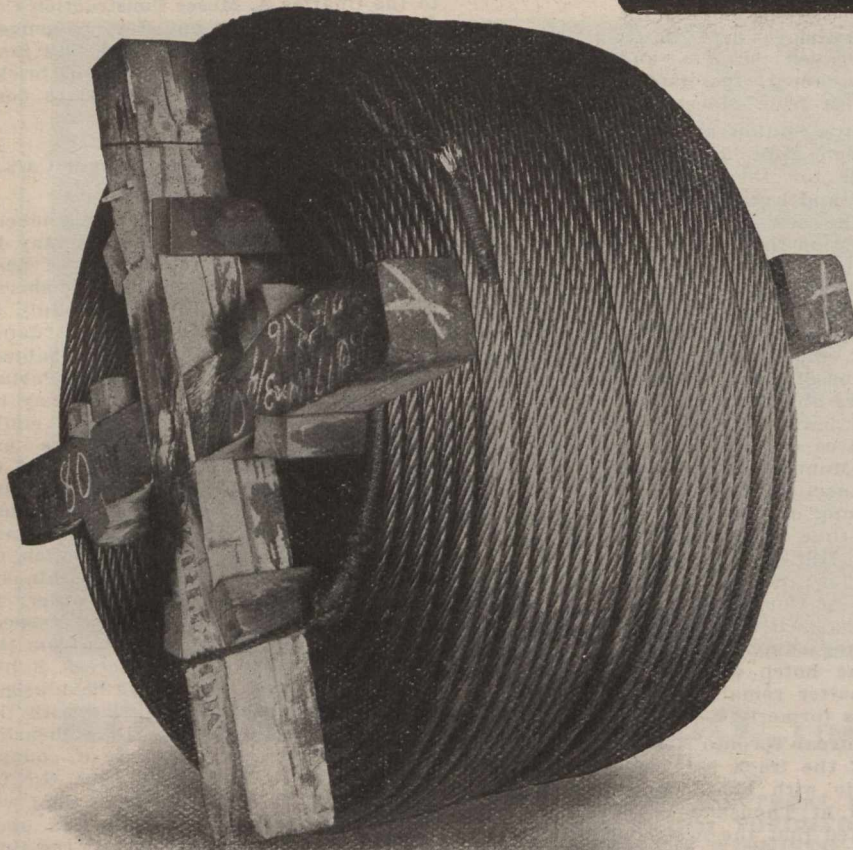
Chicago, Ill.—A contract has been let to the Charles A. Moses Construction Co. for the erection of a one-story passenger station at South Halstead and 49th Sts., Chicago. The building will be of brick, 50 by 125 ft., and is estimated to cost \$25,000. (May, pg. 335.)

Fire Extinguishers for Passenger Cars.

The Board of Railway Commissioners passed the following order, 6998, May 4: In the matter of the equipment of passenger cars with fire extinguishers: Whereas, by order 3238, dated July 3, 1907, amended by order 4685, dated May 5, 1908, railway companies subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, were directed to equip their passenger coaches with fire extinguishers within the time provided in the order of July 3, 1907, viz.: In cars to be constructed in the future for use on their said railways, before they are so used; in cars under construction or in shops undergoing repairs, within six months from the date of the order; in cars at present in use on their respective railways, within 18 months from the date of the order. And, whereas, it has been represented that delays have arisen in connection with compliance with the provisions of the order. Upon hearing the matter in the presence of counsel for the C.P.R., the C.N.R., the G.N.R., and the G.T.R. Companies, and what was alleged by counsel aforesaid, and upon their request, it is ordered that the time provided in the order 3238, within which railway companies are required to equip their passenger coaches with fire extinguishers be extended as follows: Cars under construction or in shops undergoing repairs, within six months from May 4, 1909; cars at present in use on their respective railways, within 18 months from Nov. 3, 1908. And in all other respects the said orders are hereby confirmed.

Canadian Railway Club.—At the annual meeting in Montreal, May 4, the following officers were elected: President, H. H. Vaughan; Vice-President, A. A. Maver; 2nd Vice-President, A. A. Goodchild; Executive Committee, J. Coleman, A. W. Wheatley, R. W. Burnett, F. Ditchfield, C. Manning and P. R. Diamond; Audit Committee, W. H. Stewart, H. A. White and J. S. Johnstone; Secretary, Jas. Powell; Treasurer, S. S. Underwood.

Railway Crossings Legislation.—Several bills were dealt with at the Dominion Parliament's recent session referring to the speed of trains at level crossings in towns and villages. The Lancaster bill, which has been passed by the House of Commons for two or three years past, but always defeated in the Senate, was again considered, and when it reached that body an amendment was introduced by Senator Beique, and the bill was passed. In the House of Commons a bill introduced by R. Bickerdike was also considered, but subsequently the Minister of Railways introduced another bill dealing with the matter more generally, by giving the Board of Railway Commissioners certain powers, and incorporating the amendment to the Lancaster bill passed in the Senate at the instance of Senator Beique. This bill was discussed on several occasions, and finally passed the House of Commons, May 12.



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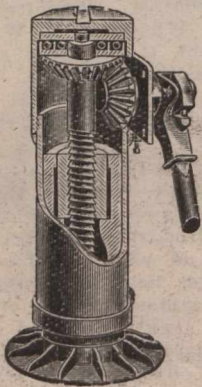
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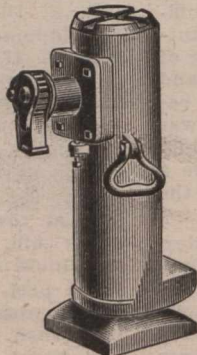
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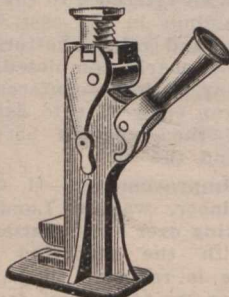
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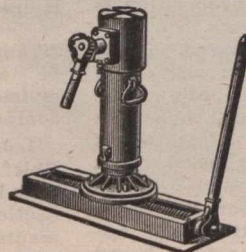
Sectional View



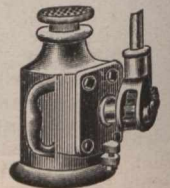
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Alaska Central Ry.—A press report states that a contract has been let to Watson and Snow, for the completion of 20 miles of line from mileage 52 to 72. Track has been laid from Seward, north-erly to Turnagain, Alaska, 52 miles, and grading for 20 miles from that point was nearly completed when operations ceased.

Algoma Central and Hudson Bay Ry.—A map showing the lines of railway operated or projected by the Lake Superior Corporation shows the present position of the A. C. and H. B. Ry. to be a line projected from Sault Ste. Marie to the C.P.R., 191.6 miles, of which about 70 miles have been completed and are being operated over. Beyond Pangissin construction had reached various stages towards Hawk Lake Junction. The Michipicoten branch extends from Michipicoten to Josephine Jct. and Helen Mine, 13 miles, and it is intended to construct an extension to Hawk Lake Jct., making the total length of the branch 26 miles. The company's charter grants the right to construct a line from Hawk Lake Jct. to the C.P.R. main line, crossing it at Missinabi, 28.6 miles (54.6 miles from Michipicoten); thence to the National Transcontinental Ry. (near its crossing of the Missinabi River), about 115 miles, and thence to Moose Factory on James Bay, a further distance of 199 miles; and a line from near Hawk Lake Jct. to the C.P.R. at White River, 68 miles; and another line from near Hawk Lake Jct. to Goudreau Lake, about 18 miles. (May, pg. 355.) See also Manitoulin and North Shore Ry.

Annaprior and Pontiac Ry.—Press reports state that this company has been organized to construct a number of lines radiating from Fitzroy Harbor, Ont., (a village in Carleton County, on the Ottawa River) to connect with the electric smelters which it is proposed to erect near there, in connection with the development of a water power, estimated to give 110,000 h.p. The railway lines will run out to a number of large deposits of iron ore in the vicinity. The act incorporating the company has been passed by the Dominion Parliament. L. Simpson, Valleyfield, Que., who controls the water power, is one of the provisional directors, and A. H. N. Bruce, Ottawa, is Chief Engineer. (Feb., pg. 101.)

Atlantic, Quebec and Western Ry.—Tenders were received to May 21 by the New Canadian Co., London, Eng., and New Carlisle, Que., for the steel super-structures of 14 bridges and trestles on the section of line now under construction towards Gaspé Basin. The total length of the structures is 4,900 ft. (May, pg. 355.)

Canadian Terminal Ry.—The New Brunswick Legislature has granted the company an extension of time within which it may construct its projected rail-
way.

Chicago, Milwaukee and Puget Sound Ry.—W. S. Mason, of New York City, one of the largest shareholders in the C. M. and St. Paul Ry., of which the C. M. and P.S. Ry. is a subsidiary, was in Vancouver, B.C., May 8, making en-quiries as to securing property for ter-
minal and other purposes in the city. He stated that the company would be

able to make a definite move with regard to terminals in Vancouver within the current year. (May, pg. 355.)

Detroit River Tunnel.—The eighth section of the tunnel, under construction between Windsor, Ont., and Detroit, Mich., was sunk into place, May 3, on the Canadian side of the river. The sinking of two more sections will complete the portion of the tunnel under the river.

Farmers' Ry.—A meeting was held at Melfort, Sask., May 8, in support of the project advocated by D. W. Hines, of Hannah, Sask., for the construction of a railway on the co-operative plan. Those signing the agreement pay \$5 at the time of signing, and are not liable for any further calls until at least 500 persons, exclusive of the promoters and officials, have become shareholders. Engineers are expected at Melfort, according to press reports, to proceed with surveys of the line. (May, pg. 355.)

Grand Lake and Bell River Ry.—The Quebec Legislature has incorporated a company with this title to construct a railway near the crossing of Bell River by the National Transcontinental Ry., to Twenty-one Mile Bay, an arm of Grand Lake, or to Rabbit Lake, on the Ottawa River, with a branch line not to exceed 12 miles. The company is given power to construct wharves, docks and ware-houses and to operate steam and other vessels on the navigable waters touched by its railway. C. B. Devlin, Hull, Que., is the solicitor. (Feb., pg. 101.)

Halifax to Guysboro.—A conference was held recently at Montreal, at which the Premier of Nova Scotia met some local financial men, when the project of constructing a railway from Dartmouth to Guysboro and Country Harbor, through the Musquodoboit Valley, was discussed. The projected railway has a total length of 207 miles, and the N.S. Government has made all necessary surveys. It is authorized to grant a substantial subsidy to any company undertaking the construction of the line, and the Dominion Parliament has voted a cash subsidy upon the usual terms and conditions. The project has been before the country for years, under various titles, including the Musquodoboit Valley Ry., the Halifax and Guysboro Ry., the North Eastern Ry., and the Halifax and Eastern Ry. (See Halifax and Eastern Ry., April, pg. 247.)

Howe Sound, Pemberton and Northern Ry.—A start is reported to have been made upon the work of clearing the right of way on this projected railway. The contractors, J. G. Brassey and D. McLennan, have three gangs of men at work at different points on the route, and it is expected to complete at least seven miles of track this season. The present object of the railway is to take timber out of the lower Squamish valley. (Nov., 1908, pg. 793.)

Intercolonial Ry.—In the course of a discussion upon the operation of the Inverness Ry. and Coal Co.'s line in the Nova Scotia Legislature, May 6, the Premier stated that the Minister of Rail-ways had decided to build a station at Point Tupper, the southern terminus, which would remove a part of the grievance complained of. In the further supplemental estimates laid before the House of Commons May 12, provision was made for the following additional votes for the I.C.R.:—

Original construction, to pay for land taken at Point Tupper, N.S.	\$6,000
Extension to Dalhousie wharf.	27,500
Indiantown-Blackville line—To put same into condition for operation	50,000

(May., pg. 355.)

The work of ballasting the second track between Moncton and Painsec Jct., N.B., was started May 14, three trains being employed in carrying material from the ballast pit at Portage.

Lachine, Jacques Cartier and Maison-neuve Ry.—The Quebec Legislature has incorporated a company with this title to construct a railway between the points named. Press reports state that the line is projected in the G.T.R. interests in order to give that company access to a point alongside deep water, at which ocean steamship terminals may be constructed.

In the passing of the act through this Legislature a clause was added to the effect that the company must obtain the consent of the different municipalities before entering their limits.

Matane and Gaspé Ry.—The Quebec Legislature has extended the time within which the company may construct its projected railway, and authorizing a change in the location of its starting point. (Feb., pg. 103.)

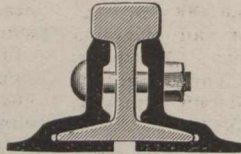
Manitoulin and North Shore Ry.—Survey work has been started from the present westerly terminus of the line, at the smelter about 13 miles from Sudbury, Ont., westerly and southerly to Little Current, Manitoulin Island. The extension will be about 70 miles. The country through which the extension passes presents many difficulties in the way of construction, as it abounds in rocks, muskegs and lakes. The survey will occupy practically the whole season, but it is expected to have sufficient of the line located to permit of a start being made with construction at the present terminus in July. The starting of surveys in May, and the prospective starting of construction in July will meet the conditions imposed by the Ontario Legislature at the recent session. The company also proposes during the present season to start and complete certain works of betterment on the existing line between Sudbury, its nickel mines and its smelter. We are advised that the chief engineering features in connection with this construction will be the crossing of the Vermillion River by an iron bridge, the details of which have not been determined; the crossing of the Spanish River by a 183 ft. through girder bridge on concrete abutments, and the crossing of the Spanish River Pulp and Paper Co.'s power canal by two spans of 50 ft. each, resting on concrete piers and abutments. These latter bridges are both built and the line graded from Stanley, the crossing point of the Sudbury-Sault Ste. Marie branch of the C.P.R., to about two miles south. This piece of line is being operated over at the present time by the C.P.R. to take care of the output of the Pulp Co.'s mill. The other features will be the construction of the line from the mainland there to and across three islands, and finally a swing bridge across the channel to Little Current. The details of this bridge have not been settled. The engineers are endeavoring to get through on a 1% gradient, and a curvature of 8 or 10 degrees. A complete survey has been made, and the present survey, which is under H. B. Aylmer, is a revision survey in preparation for the starting of construction in June. We are

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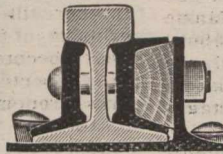
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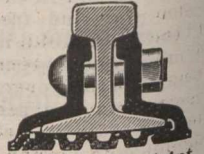
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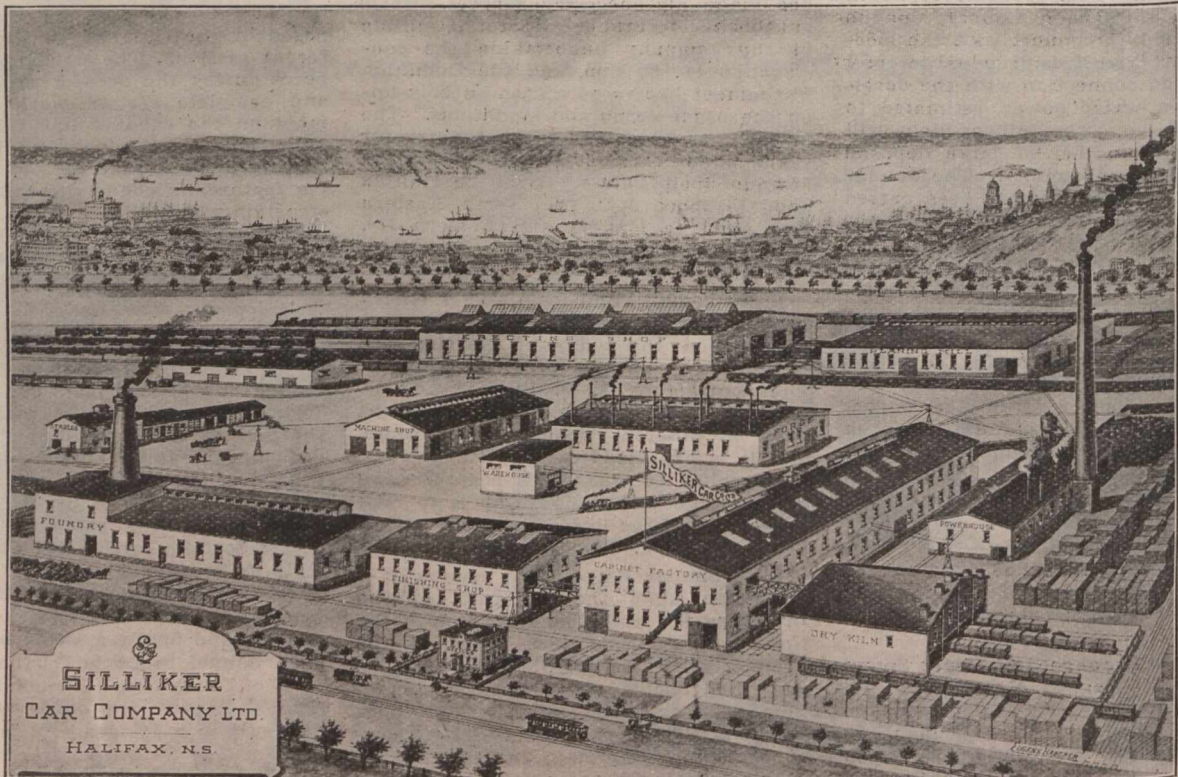
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further advised that tenders are about to be asked for the construction of the first 10 miles of the extension, and as soon as a contract is let construction will be pushed as rapidly as possible until completion.

The company has at present in operation a line from Sudbury to Gertrude Mines, which line takes care of the output of the Canadian Copper Co.'s Creighton mine. With the completion of the 10 mile section for which contract will be let in June, the company will be able to handle the output of the Canadian Copper Co.'s Crane Hill mine, and also the Ludwig Mond Co.'s North Star mine. There are also on the line the Lake Superior Co.'s Elsie and Gertrude mines, which are not being operated. In addition to the two miles southerly from the C.P.R., the company has also done some construction on a distance of seven miles northerly from Little Current.

A map showing the lines for which the company holds a charter shows a line westerly from Sudbury to Searchmont, on the Algoma Central and Hudson Bay Ry., 175 miles, having a connection with the C.P.R. at Victoria mine, 25.5 miles from Sudbury; and a branch crossing the C.P.R. at Stanley, to Little Current, and thence across Manitoulin Island. The total mileage between Sudbury and Little Current is given by the company as 80.8, made up as follows:—Sudbury to Victoria mine, 25.5 miles; Victoria mine to Stanley (along the C.P.R.), 19.0 miles; Stanley to Whitefish (mainland shore), 18.0 miles; Whitefish to Little Current, 18.3 miles.

T. J. Kennedy is General Superintendent, and C. N. Coburn, Sault Ste. Marie, Ont., Chief Engineer.

Michigan Central Rd.—Two steel laying gangs are at work, east and west of St. Thomas, Ont., relaying the mainline tracks. Additional gangs, it is reported, will be set to work as soon as sufficient rails have been received to justify it. A press report states that the company proposes to start the construction at an early date of a 25-stall roundhouse and a new station at Windsor, Ont. The cost of the latter is placed at \$100,000.

Minas Basin, N.S.—The residents in the numerous villages on the north shore of Minas Basin, N.S., are considering the desirability of urging the Nova Scotia Government and the Dominion Government to unite for the construction of a railway from the Intercolonial Ry. to serve the district. The suggested route is from East Mines, near Truro, on the I.C.R., to Parrsboro, the shore terminus of the Cumberland Ry. and Coal Co.'s line.

Montreal Bridge and Terminal Co.—The House of Commons has passed an amendment to the company's act for an extension of time for construction, by the addition of a section providing that the company cannot make use of Montreal streets for an entrance until authorized to do so by a city by-law, and that the tunnel from Longueuil to Montreal should be begun before the power to construct a tunnel at Lachine be exercised. (Apr., pg. 249.)

New Brunswick Coal and Ry. Co.—The Commissioners in charge of this provincially operated railway being desirous of carrying out a number of betterments, secured an act at the recent session of the New Brunswick Legislature authorizing the Government to grant them a loan for the purpose indicated. (May, pg. 357.)

New Brunswick Docks and Terminals Co.—New Brunswick Legislature has incorporated a company with this title. (April, pg. 249.)

See also Northern New Brunswick and Seaboard Ry.

North Eastern Ry.—The Quebec Legislature has extended the time within which the company may construct its projected line from Ville Marie, Lake Temiskaming, easterly for 25 miles. (Sept., 1908, pg. 617.)

Northern New Brunswick and Seaboard Ry.—The application of the Twin Tree Mines Ry. Co. for an act changing its name as above and varying its powers as to the terminal points of its projected line, has been passed by the New Brunswick Legislature. The Canada Iron Corporation, which owns the charter, has engineers in the field locating a line from its mines to the Intercolonial Ry. between Newcastle and Bathurst, N.B. Three routes are being surveyed, one to near Bathurst, a second to Bartibog, and the third to Red Pine. The point of junction with the I.C.R. has not been decided upon. (April, pg. 249.)

The Quebec Central Ry. is actively pushing forward the construction of 30 miles of the extension of its line from St. George, Beauce, to Ste. Justine, Dorchester county, Que. Five hundred men with construction plant, &c., are at work, and it is expected that 1,500 will be employed by the middle of June. The line is under contract to be completed by Dec. 1 next. This extension will open up a valuable agricultural and lumber portion of the province and give transportation facilities to a section of the counties of Beauce, Dorchester, and Bellechasse, bordering on the State of Maine, which has been somewhat isolated. Powers and Dussault, of Levis, Que., are the contractors for the grading, and the Dominion Bridge Co. for the iron structures.

Quebec County Ry.—The Quebec Legislature has granted the company an extension of time within which it may construct the railways authorized by its act of incorporation. (Feb., pg. 103.)

Quebec, Montreal and Southern Ry.—The company is applying to the Board of Railway Commissioners for authority to extend its terminal lines at St. Lambert, Que., so as to connect with the Rouse's Point line of the G.T.R. (April, pg. 249.)

St. John River Valley Ry.—The New Brunswick Legislature has incorporated a company with this title. Prior to the closing of the Legislature the Premier stated that upon further consideration the Government had come to the conclusion that it would be unwise at the closing of the season to rush through the important legislation guaranteeing the company's bonds without full consideration of the terms and agreements and conditions which must form an essential part of a bill pledging to so large an extent the credit of the property. The first offer of the Government was to guarantee the bonds of the railway for \$20,000 a mile provided the Dominion Government would agree to operate it for 60% of the receipts, the remaining 40% to come to the Provincial Government towards paying interest on the bonds. A delegation representing the company subsequently waited upon the Dominion Government, and a reply had been received to the effect that no assurance of assistance could be given without further information as to details

and suggesting that the legislation as to provincial assistance be put through. It was the intention at an early date to discuss the matter with the Dominion Government to see if some arrangement could not be completed so that at the next sessions of the Parliament and the Legislature acts might be put through to secure this much desired railway. If such an arrangement could not be made he was not without hope that an arrangement could be made with a railway organization to carry out the project. Approaches were being made by a railway company not now in the province, operating part of an international railway system, and connecting with the Transcontinental Ry., and negotiations were progressing with the hope that if arrangements with the Dominion Government could not be made the undertaking could be completed without jeopardizing the provincial financial condition. (April, pg. 249.)

The St. Maurice and Eastern Ry., proposed to be constructed by the company, which has been incorporated by the Dominion Parliament, will start from the National Transcontinental Ry. in the County of Champlain, traversing that county through the parishes of St. Stanislaus, St. Prosper, St. Nazaire and Mount Carmel, terminating at Shawinigan Falls, Que. The object of the railway is to give connection between the N. T. Ry. and St. Maurice Valley Ry. at Shawinigan Falls. (April, pg. 249.)

St. Maurice Valley Ry.—During the discussion in the House of Commons, May 10, upon the second reading of the St. Maurice and Eastern Ry. it was stated that the St. M. V. Ry. is now under construction between the present northerly terminus at Shawinigan Falls, and Grand Mere, Que., a distance of between five and six miles. It was further stated that when the St. M. V. Ry. obtained its charter it was given power to construct a line from Three Rivers to Shawinigan Falls, Grand Mere, and up the valley of the Mattawan River to connect with the National Transcontinental Ry. Owing to the route chosen by the N. T. Ry., the St. M. V. Ry. cannot connect with it except by constructing a bridge across the Mattawan River, which it has not power to do. The company thereupon decided to construct its line as far as Grand Mere only, and the only difficulty in the way of carrying that out was the opposition of the town of Grand Mere. This difficulty had now been overcome, and the additional construction was going on. (Sept., 1908, pg. 619.)

The Temiskaming and Northern Ontario Ry. Commissioners have ordered from the Algoma Steel Co. 2,000 tons of 80 lb. steel rails for relaying a portion of the track and for use on some of the principal sidings.

Two survey parties are in the field in connection with the proposed extensions, but the Chairman of the Commission recently stated that nothing would be done for some time about the projected line to Gowganda. The Government had power to authorize the construction of the line as soon as deemed advisable.

Contracts have been let for the construction of culverts at various points and for 75,000 lbs. of copper wire for additional telegraph lines. (May, pg. 359.)

Thessalon and Northern Ry.—On the motion for the third reading of the company's bill to extend the time for construction, the House of Commons was

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asked to consider the question of Ontario's rights, the projected line being entirely within the boundaries of that province. The Minister of Railways said while this might be the case he favored the passing of the act because all these railways should be brought under the control of the Railway Commission. The act was accordingly passed. (Sept., 1908, pg. 619.)

Tobique and Campbellton Ry.—The New Brunswick Legislature has granted the company an extension of time within which it may construct its projected railway. (April, pg. 251.)

Vancouver, Westminster and Yukon Ry.—An act has been passed by the Dominion Parliament to complete the statute of 1908 with respect to granting aid to certain railways. In introducing the bill the Minister of Railways stated that at the session of 1908 Parliament voted \$200,000 to the V. W. and Y. Ry. towards the construction and completion of a railway bridge across Burrard Inlet, near Vancouver, B.C., but by some oversight when the statutes were printed the amount voted was left blank. The present act directs that \$200,000 shall be read into par. 6, sec. 2, chap. S3 of the statutes of 1908. (May, pg. 359.)

Toronto Viaduct Question.—The C.P.R. and the G.T.R. engineers and the City Engineer of Toronto submitted separate plans for the carrying out of the suggestions of the Board of Railway Commissioners for the construction of a viaduct along the Toronto water front to the Board at a meeting held in Toronto, April 29. It was directed that these plans be examined by engineers representing the Board, the city and the railway companies; and it is understood that as a result the Board's engineer has made certain recommendations, which, it is expected, will result in the final acceptance of plans and the making of the order necessary to have the work done. The final plans to carry out the Board's engineer's suggestions and the points upon which the engineers agreed in conference are being prepared.

Railroad Freight Rates is the title of a volume written by L. G. McPherson, Lecturer on Transportation at John Hopkins University, Baltimore. The subject is approached from the point of view of its relation to United States industry and commerce, and is discussed logically and lucidly in the light of information gathered directly from the traffic managers of the various railways and the traffic experts of the great industrial and commercial corporations and the shippers' organizations of the various cities. The earlier chapters deal with the channels of traffic, the preparation of foodstuffs and their distribution, the distribution of raw material and merchandise, and these are followed by chapters in which the transportation charges and prices, regional rate structures, commodity rate structures, classifications, etc., are considered and traced from their inception to their present complicated development. While the volume has some interest to the general student of economics, it has a special value to all railway men who are desirous of having a thorough knowledge of what the present freight rate system is and how it has been evolved. The volume is published at \$2.25 by H. Holt & Co., New York City, and may be obtained from the Railway and Marine World book department.

Canadian Northern Ry. Earnings, Etc.

Gross earnings, working expenses, net profits, increases or decreases over 1907-08, from July 1, 1908:

	Earnings.	Expenses.	Net Earnings.	Net Increase or Decrease.
July	\$ 728,500	\$525,600	\$202,900	\$159,000—
Aug.	747,400	561,300	186,100	30,400—
Sept.	901,700	650,600	251,100	42,000+
Oct.	1,172,700	752,600	420,100	110,200+
Nov.	1,156,900	744,300	412,600	144,300+
Dec.	927,900	642,800	285,100	42,400+
Jan.	526,200	425,900	100,300	15,400—
Feb.	502,600	409,200	93,400	9,700+
Mar.	788,700	534,200	204,500	32,600+
	\$7,402,600	\$5,246,500	\$2,156,100	\$176,400+
Inc. or Dec.	\$ 405,600	\$ 229,200	\$ 176,400	.....

Approximate earnings for April, \$741,200 and for 2 weeks ended May 14, \$335,300; against \$686,100 and \$306,900 for same periods 1908. Mileage in operation during March, 3,094 against 2,874 in March, 1908.

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

Gross earnings, working expenses, net profits, increases or decreases over 1907-8, from July 1, 1908:

	Earnings.	Expenses.	Net Profits.	Net Increase or Decrease.
July	\$6,292,889.82	\$4,018,207.57	\$2,274,682.25	\$232,719.41—
Aug.	6,385,956.69	3,801,057.98	2,578,898.71	8,623.50+
Sept.	6,391,672.48	4,271,934.71	2,119,607.77	36,455.58—
Oct.	7,381,970.41	4,720,037.0	2,655,266.71	25,050.93—
Nov.	7,303,032.20	5,022,223.25	2,221,079.35	223,954.86—
Dec.	6,955,874.11	4,759,122.54	2,196,751.57	119,561.99+
Jan.	4,701,559.93	4,372,110.10	389,449.83	234,241.95—
Feb.	4,966,208.14	4,204,063.36	762,144.78	405,048.17+
Mar.	6,518,763.14	4,715,055.01	1,803,708.13	502,678.64+
	\$56,958,488.92	\$39,901,708.82	\$16,996,770.10	\$283,639.63+
Inc. or Dec.	\$2,020,453.70	\$1,700,814.01	283,639.63	.....

Approximate earnings for April, \$6,260,000, and for 2 weeks ended May 14, \$2,702,000; against \$6,390,000 and \$2,365,000 for same periods 1908.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross revenue for Mar., \$224,964.46; net revenue, \$71,795.14; against \$230,517.43, and \$72,706.62 for Mar., 1908. Aggregate gross revenue for 9 months ended Mar. 31, \$2,081,633.03; net revenue, \$624,837.79; against \$2,405,984.44 and \$663,027.34 for same period 1907-08. Approximate earnings for Apr., \$224,968, and for 2 weeks ended May 14, \$109,312 against \$219,410 and \$93,575 for same periods 1908.

MINERAL RANGE RD.—Gross revenue for Mar., \$70,933.75; net revenue, \$10,750.52; against \$68,436.80, and \$3,689.75 for Mar., 1908. Aggregate gross revenue for 9 months ended Mar. 31, \$623,755.42; net revenue, \$520,340.33; against \$607,964.70, and \$514,135.35 for same period 1907-08. Approximate earnings for Apr., \$940,369, and for 2 weeks ended May 14, \$428,553 against \$844,111, and \$369,239 for same periods 1908.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross revenue for Mar., \$1,028,015.65; net revenue, \$450,387.85; against \$824,118.50 and \$312,239.46 for Mar., 1908. Aggregate gross revenue for 9 months ended Mar. 31, \$9,600,109.53; net revenue, \$4,302,420.31; against \$9,039,902.19, and \$3,554,087.41 for same period 1907-08. Approximate earnings for Apr., \$940,369, and for 2 weeks ended May 14, \$428,553 against \$844,111, and \$369,239 for same periods 1908.

Grand Trunk Ry. Earnings, Expenses, Etc.

The following figures give the earnings of the G.T.R., the C.A.R., the G.T. Western Ry., and the D.G.H. & M. Ry., separately, for Mar., as compared with Mar., 1908:

	1909.	1908.
GRAND TRUNK RAILWAY.		
Earnings	\$2,423,200	\$2,272,829
Expenses	1,743,100	1,687,455
Net earnings	\$680,100	\$585,374
CANADA ATLANTIC RAILWAY.		
Earnings	\$129,200	\$111,036
Expenses	127,600	119,802
Net earnings	\$1,600	\$8,766
GRAND TRUNK WESTERN RAILWAY.		
Earnings	\$489,000	\$528,882
Expenses	364,500	384,243
Net earnings	\$124,500	\$144,639
DETROIT GRAND HAVEN & MILWAUKEE RAILWAY.		
Earnings	\$126,000	\$105,679
Expenses	109,200	130,516
Net earnings	\$16,800	*\$24,837

*Deficit.

Approximate earnings for Apr., \$3,142,748; and for 2 weeks ended May 14, \$1,456,700, against \$2,934,991 and \$1,417,229 for same periods, 1908.

TRAFFIC RECEIPTS OF THE SYSTEM.
Aggregate from Jan. 1 to Apr. 30, 1909:

Grand Trunk ..	£1,799,139	£1,730,462	£68,677
Can. Atlantic ...	100,252	90,448	9,804
G.T. Western ...	360,114	358,950	1,164
D.G.H. & M. ...	99,416	96,328	3,088
Total ..	£2,358,921	£2,276,188	£82,733

Great Northern Ry. Lines in Canada

A press despatch from Chicago, Ill., states that the G.N.R. construction for the current season provides for the expenditure of \$15,000,000, mainly through its subsidiary lines. The more important part of the work is said to be the inauguration of construction west of Winnipeg, and the plan laid out shows the completion of a fourth through line from Winnipeg to the Pacific coast. The company has branch lines running from its U.S. main line, to Portage la Prairie, Man.; Brandon, Man., Fernie and Michel, B.C., and into the Red Mountain district of B.C. The proposition now outlined is to construct the long talked of line from Emerson into Winnipeg, and then to work westerly cutting across the branch lines, to meet a line now being surveyed from Michel easterly to Calgary, Alta. This will then be followed up by a line from Fernie, westerly connecting up the lines in the Red Mountain district with the Vancouver, Victoria and Eastern Ry., at Grand Forks, B.C. The work is being

In the valley of the Flathead River, particularly on the Montana side of the international boundary, there is a great deal of survey work going on, the Great Northern Ry., and the Chicago Milwaukee and Puget Sound Ry., each having several parties in the field. The outcome of these surveys is being watched with interest, as they will affect the construction of lines in the coal districts on the borderland of British Columbia and Alberta, in which both companies are interested, and through which both hold charters to construct railways.

While construction is being proceeded with on the section of the Vancouver, Victoria and Eastern Ry., westerly—the section between Keremeos and Penticton being the scene of operations—the point to which the company's officials are paying most attention at present is in Vancouver, B.C., where terminals are being provided. The lines which the company constructed were south of the Fraser River, these are carried over that river into New Westminster by the bridge erected by the Government, and thence into Vancouver by a line constructed by Vancouver, Westminster and Yukon Ry., which the V.V. & E.R. acquired over a year ago. In Mar., 1907, the company obtained an order from the Board of Railway Commissioners with respect to the location of a line from False Creek to Burrard Inlet, and after developing its plans a new order was obtained Jan. 23, 1909. Under this latter order the work of laying out the terminals is being proceeded with, the contractors being Ironside, Rennie and Campbell, who state that they have instructions to push the work as rapidly as possible. The route of the line crosses the British Columbia Electric Ry. at Harris and Hastings Sts., and that company has given permission so that work may not be delayed pending the obtaining of the formal order from the Board of Railway Commissioners.

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Railway Commissioners Traffic Orders

Summaries of other traffic orders passed are given on another page under the heading of Orders by Railway Commissioners.

CHANGING OF DESTINATION IN TRANSIT.

6901. April 16.—Judgment by the Assistant Chief Commissioner: The practice of the C.P.R., the G.T.R., and other railway companies in Canada in the past has been to charge a consignee 1c. per 100 lbs. for services in connection with the changing in transit of the destination of carload traffic from one place to another. The matter was brought to the attention of the Board by a complaint of Hyde & Webster, Montreal, against an extra charge of \$4.90 on a carload of bricks which was consigned from Casselman, Ont., to Dorval, Que.—the destination of which was changed, while it was en route, to Westmount, Que. This amount is made up at the rate of 1c. per 100 lbs. of brick in the car, and the charge is made pursuant to the C.P.R. special tariff C.R.C. No. E. 716 of Aug. 30, 1906. At the suggestion of the Chief Traffic Officer of the Board, the question of the disallowance of all such tariffs for charges at a rate equal to, or exceeding that mentioned, was set down for the Ottawa April sittings, and the chief railway companies under the jurisdiction of the Board were notified. The question to be decided therefore is, what the general policy of the Board shall be with regard to tariffs containing clauses authorizing charges for changing destination of cars in transit. It is often a decided advantage to a shipper to be able to change the destination of a car in transit, and requires a service to be rendered by the railway company, which should be paid for. It was not in contemplation by both parties at the time the contract of carriage was made, and therefore cannot be expected to be included in the freight rates. The railway companies have been charging for this service on the basis of the advantage to the shipper, that is, the heavier the load, the greater is the amount he is asked to pay. It seems to me, a simpler and just as equitable basis upon which remuneration to the railway company might be estimated is, the cost to the company of the service. The weight of the carload has no effect on the amount of work the railway company must perform. In order to arrive at an approximately fair amount which a railway company might be permitted to charge for such service, let us consider what must be generally done by railway officials when a request for diversion in transit is received. 1. A telegram to the agent at the point where the change is to be made must be sent. 2. The agent at that point must be on the lookout for the car. This may require his going to the van of each freight train that passes, in order to examine the conductor's records. 3. When the car is found it must be relabelled. The way bill must usually be varied, and the Auditor's department notified. 4. Then the car must be got out of the train and put to one side. This will require shunting, switching, etc., which takes up the time of the train crew and causes delay to the rest of the train. The car must usually be picked up and put in another train going to the new point of destination. 5. The railway company must assume the legal responsibility of deciding whether the party asking to have the

destination of the car changed, owns the merchandise and has the right to deal with it.

These services, of course, must vary somewhat in different cases, but for the sake of uniformity, I think that a stated sum per car should be fixed, and I think \$3 a car a fair and reasonable amount to allow. An order should, therefore, go, cancelling all items in tariffs providing a charge of over \$3 a car for changing destination of carload traffic in transit. In order to give the railway companies an opportunity to file new tariffs, I would make the order effective May 15 next.

In compliance with the above judgment the following order was passed: It is ordered that the additional charge which railway companies subject to the jurisdiction of the Board may make for changing the destination of carload traffic while in transit shall not exceed \$3 per carload; and that all charges for changing the destination of carload traffic in transit which are now shown by the companies in their tariffs, published and filed, in excess of the said \$3 per carload, be withdrawn and cancelled not later than June 1, 1909.

KETTLE VALLEY LINES PASSENGER FARES.

6938. May 5.—In the matter of the application of the Spokane & British Columbia Ry. Co. (Kettle Valley Lines), under sec. 331 of the Railway Act, for approval of its Standard Passenger Tariff C.R.C. 6; Upon the report and recommendation of the Chief Traffic Officer of the Board, it is ordered that the said tariff, on a basis of 4 cents a mile, applying between all stations in B.C., be approved, subject to the condition that the tariff be published in at least two consecutive weekly issues of the Canada Gazette.

CALIFORNIA FRUIT RATES TO REGINA.

6947. April 26.—In the matter of the complaint of Stockton and Mallinson, wholesale fruit and produce merchants, Regina, Sask., alleging that rates charged by the C.P.R. on shipments of citrus fruit from California to Regina, are unreasonable as compared with rates charged from same points in California to Manitoba and Ontario. Commissioner McLean gave the following judgment: The present rate from Los Angeles to Regina is \$1.70 per 100 lbs. on citrus fruits of all kinds. This fruit is routed over the Southern Pacific or Sante Fe, the Oregon Rd. & Nav. Co., and Spokane International, to Kinggate, B.C., and thence by C.P.R. to destination. The rate is made up as follows:

Los Angeles to Portland, Oregon	.....	.53
Portland, Oregon, to Kinggate, B.C.	.....	.57
Canadian Pacific	.....	.60

\$1.70

The rates in U.S. territory are full locals, while the C.P.R. rate is a proportional one. On shipments from Riverside and Redlands, the rates are respectively 2½c and 5c higher. Regina has the same rate as Moose Jaw. The rate on oranges in straight carloads to Winnipeg, a longer distance point, is \$1.25 per 100 lbs. The same rate applies on oranges and lemons in mixed carloads. On straight carloads of lemons, the rate is \$1.10. These rates have been in force since Nov., 1907. In the shipments to Winnipeg the competition of railways in the U.S. has to be met. As a result of competition, compromise and consideration of the best methods of meeting the demand for citrus fruits in the large markets of the U.S. the practice has developed of making blanket rates of \$1.15 on oranges and \$1 on lemons, both in straight carloads, to points in the U.S.

east of the Missouri and Mississippi river gateways. This applies to Detroit, Buffalo, New York, Boston, and common points. This also affects points in Canada, Toronto, for instance, having the advantage of the Buffalo rate. It is apparent that whatever rate is fixed by the competition of railways and of markets to points in U.S. territory south of Winnipeg must be recognized by the C.P.R. in making rates to that point. It is contended by the applicants that the same rates should apply to Regina via Kinggate, as apply to Winnipeg via its connection through Emerson with the U.S. trans-continental lines. Winnipeg, Portage la Prairie, and Brandon are terminal points in the territory known, under the trans-continental freight tariffs, as Missouri River common points. The Winnipeg rate is 10c higher than to Missouri River common points. The reason for this is, that the connecting lines south of Minnesota Transfer (St. Paul) will not so reduce their portions of the total rate as to give the northern lines what they consider a fair return of the rate if the rate of \$1.15 is charged. Out of the total rate of \$1.25 on oranges to Winnipeg the lines north of Minnesota Transfer to the international boundary receive 38.8c per 100 lbs., while the lines north of the boundary receive 12½c per 100 lbs. In Nov., 1906, the new route via Kinggate was opened. During the first season of operation of this route, the C.P.R. made the same rate to Winnipeg via Kinggate as via Emerson. On account of the inadequate revenue obtained from this experiment in meeting a competitive rate, the small amount of tonnage moved by it, and the difficulties in the way of prompt delivery on account of climatic conditions, the rate was cancelled at the end of the season. It is apparent that different factors enter into the rate situation at Winnipeg and the territory adjacent thereto, from those existing at Regina. The large volume of citrus fruits moving over the U.S. lines, and the large market to which this line of product caters in the U.S. has developed a low rate basis which gives Winnipeg a rate advantage over Regina; but the circumstances are so dissimilar that the advantage is not an undue one. The further fact that the C.P.R. no longer quotes the compelled Winnipeg rate over its route from Kinggate, relieves it from a charge of violating the long and short haul clause by charging higher rates to intermediate points. The Regina rate complaint must be considered not from the standpoint of discrimination, but of reasonableness. Before the opening of the route via Kinggate, the orange rate to Regina based on Winnipeg, was \$1.72 per 100 lbs. The rate via Winnipeg is still operative. With the opening of the Kinggate route the rate was reduced to \$1.60. This rate was in force from June 5, 1907, until Feb. 10, 1908. It is alleged that this was changed to the present basis, because it was out of proportion with the Calgary rate of \$1.65. It is a well established principle that when a lower rate which has been in force for some time is replaced by a higher rate, the former lower rate is prima facie a profitable and reasonable one. It is, of course, open to the railway to adduce evidence to show that the former rate was an unprofitable one, and such evidence should be most carefully considered. But, in the application before us, no such evidence has been adduced to show that the rate of \$1.60 was

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unprofitable. In addition to this, Mr. Peters, then Assistant Freight Traffic Manager C.P.R., made the affirmative statement, under date of Jan. 20, 1908, when an earlier application in this matter was before us, that the rate of \$1.00 was fair and reasonable. I see no reason why any departure should be made from this position now. At present the rate to Regina, via the Emerson gateway, is \$1.72, which is made up of the \$1.25 rate plus the third class rate of 63c., Winnipeg to Regina, less the Winnipeg cartage, which is not performed. On the citrus tonnage moving via Kingsgate to Regina, the C.P.R. is at present receiving \$1.82 per ton per mile. The route from Kingsgate to Regina presents more difficult features from an operating standpoint, than that from Winnipeg to Regina. If, then, the citrus fruits are routed to Regina via Winnipeg, it would appear fair to apply a rate on the Winnipeg to Regina haul not exceeding that earned per ton per mile on the Kingsgate-Regina haul, and making the rate via Winnipeg \$1.60. The rate on lemons, which is also involved in the complaint, should be lined up with the rate practice, whereby lemons in straight carloads are given a lower rate than oranges. I am of opinion that the C.P.R. should be required to arrange with its connections for the publication of new tariffs on the basis of \$1.60 per 100 lbs. Los Angeles points to Regina, via Kingsgate or Emerson, on oranges in straight carloads, or on mixed carloads of oranges and lemons, as well as a rate of \$1.45 on lemons in straight carloads. An order was passed accordingly.

FREIGHT RATES ON HORSES.

6948. Sept. 15, 1908.—The application of J. Lemon and others of Winnipeg, under sec. 340 of the Railway Act, for an order directing the revision of the provisions of the Canadian Classification, and the companies' bill of lading or live stock special contract, fixing the freight rates on horses, high priced or otherwise, on the basis of declared valuation, and restricting the liability of the carrier with respect thereto: Upon hearing the application in the presence of counsel for applicants and the C.P.R., and what was alleged; and it appearing that the C.P.R. and the C.N.O.R. only had been served with a notice of the application. It is ordered that the Michigan Central Rd., the G.T.P.R., the G.T.R., and such other companies as may desire to be represented at the hearing and which will receive notice of the time and place fixed for the hearing from the Advisory Committee of the Canadian Freight Association, be added as parties to the application.

I.C.R. RATES ON TIFS.

6955. May 6.—In the matter of the application of T. Crockett of Riviere du Loup, Que., under the toll clauses of the Railway Act, for an order directing the Intercolonial Ry. and its connecting companies to comply with the provisions of the said clauses and the previous orders of the Board, in respect of the carriage of cedar railway ties, with particular reference to shipments from Riviere du Loup station, on the I.C.R., to Bennington, Vermont, a station on the Rutland Rd.: The Board having no jurisdiction over the Intercolonial Railway, it is ordered that the application be dismissed.

STATIONS.

6969. May 6.—The complaint of the

Keystone Camping Club of Pittsburg, Pa., alleging the refusal of the railway companies to issue through tickets and provide through baggage arrangements from Pittsburg to the South Magnetawan River Crossing, a local station on the C.N.O.R., 35 miles north of Parry Sound, Ont. Upon hearing the application in Toronto on April 28, in the presence of counsel for the C.N.R., the G.T.R., and C.P.R. Companies, no one appearing for the complainants, and what was alleged by counsel, it is ordered that the G.T.R. and the C.P.R. Companies be directed to honor, from the international boundary and in respect of their lines in Canada, any through tickets and through baggage checking arrangements issued and provided by initial United States railways from points in the U.S. to non-competitive points on the C.N.O.R.

STOP-OVER CHARGE ON LUMBER.

6970. May 7.—The application of the Long Lumber Co., of Hamilton, Ont., for an order directing the G.T.R. Co. to refund \$3.88, amount of stop-over charge collected by the railway company on a shipment of shingles from Fort Kells, B.C., to Sarnia, Ont. Upon reading what was alleged in support of the application and on behalf of the railway company, and it appearing that at the time the shipment was made, viz., Sept. 7, 1908, no stop-over charge was in force. It is ordered that the railway company be directed to refund to applicant the amount of stop-over charge collected as aforesaid.

SPECIAL CONTRACT FOR VALUABLE ORES.

6972. May 6.—The application of G.T.R. under sec. 353 of the Railway Act, for approval of form of "release" or special contract respecting carriage of silver and other valuable ores, filed with the Board. Upon reading what was alleged in the letter of application, it is ordered that the said release or special contract respecting the carriage of silver and other valuable ores, be approved, and the applicant company is authorized to use the said form upon its railway until the Board shall hereafter otherwise order and determine.

GRAIN RATES TO MARITIME PROVINCES.

6996. Apr. 29.—The application of Transportation Bureau of Montreal Board of Trade, under secs. 77 and 315 of the Railway Act, for order directing that the C.P.R. Co.'s special mileage tariff on grain and grain products, in carloads (C.R.C. No. E. 438), which applies between stations in Ontario, east of Windsor and North Bay, and in Quebec, east to Quebec City, and the Maine boundary, be applied also from Montreal to points on the C.P.R. in New Brunswick. Upon hearing what was alleged upon behalf of applicants as well as respondents at Montreal on Dec. 23, 1908, and upon report and recommendation of the Board's Chief Traffic Officer, it is ordered that, commencing not later than June 1 next, the rates to be charged from Montreal by the C.P.R. to its stations in New Brunswick, on Western grain for domestic consumption, arriving at Montreal by vessel, be made by adding 5c per 100 lbs. to the "arbitrary" rates from Montreal to the said New Brunswick points charged by the company on Western grain arriving by vessel at its ports on Lake Huron; and that the rates from Montreal, so made, be exclusive of elevation and storage charges at Montreal. That should the company change its rates from its Lake Huron ports, the rates herein prescribed shall

be changed in like proportion. That the company's rate, lawfully published and filed, on local shipments from Montreal to St. John, or West St. John, N.B., for furtherance by vessel to Bay of Fundy and other N.B. and N.S. ports, shall not be exceeded on Western grain arriving at Montreal by vessel and shipped to the same destinations.

VEGETABLE RATES IN MANITOBA.

6999. May 10.—The complaint of J. Kerr, of Franklin, Man., that rate charged by C.P.R. Co. on vegetables from Franklin to Winnipeg, is unreasonable and discriminatory as compared with the rate charged on wheat from Franklin to Fort William. Commissioner McLean gave the following judgment: Franklin is a station on the C.P.R., 126 miles from Winnipeg. The rate from Franklin to Winnipeg, under the company's special mileage tariff on grain, grain products and vegetables, is 13c per 100 lbs.; this is also the eighth class rate in the Canadian classification. It is contended that this rate is discriminatory since the rate on grain and grain products from Franklin to Fort William, 550 miles, for furtherance east is likewise 13c. It cannot be urged that this constitutes a discrimination against the applicant. The rate to Fort William is a division of a through rate concerned with a through shipment to an eastern market. Where grain and grain products move to Fort William for local consumption they move on the company's special mileage tariff and take a rate of 29c. The through rate of which 13c forms a part, is affected not only by the competition of other grain-growing territories, it was also reduced by the provisions of the Crow's Nest agreement. The conditions affecting the through shipments handled on this through rate are such that a division of such a through rate cannot be taken as the measure of the reasonableness of a local rate from Franklin to Winnipeg. The complaint should, therefore, be dismissed. An order was made accordingly.

Underbilling of Grain.—Mr. Justice Latchford gave judgment in Toronto recently in favor of W. Tolmie & Co., grain merchants, Rodney, Ont., for \$864, against the Michigan Central Rd., being the price of 900 bush. of wheat at 96c, with interest from Dec. 2, 1907, and costs. The claim was for \$1,060.05, and interest and costs, for a carload of wheat alleged to be wrongfully delayed in delivery, consigned to the Traders Bank at Dutton for H. Hollingshead, and, instead, delivered to Hollingshead, who at the time of delivery was said to be insolvent. The quantity shipped was 202 bush. in excess of that mentioned in the bill of lading, and the judge in his judgment characterizes as "reprehensible and dishonest" the practice of "underbilling," which, he says, may be a common custom among grain shippers, and against which carriers protect themselves by making the quantity expressed subject to ascertainment.

The first train of the Minneapolis, St. Paul and Sault Ste. Marie Ry.—C.P.R.—Spokane International—Oregon Ry. and Navigation Co. combination, left St. Paul, Minn., May 3, and reached Portland, Ore., May 6. The train runs over the M., St. P. & S.S.M. Ry. from St. Paul to Portal; over the C.P.R. lines from Portal to Kingsgate, B.C.; then over the S.I. Ry. to Spokane, Wash., and on to Portland, Ore., over the O. Ry. & N. Co.

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Richelieu River Bridge.—Press reports state that the company has had plans and estimates prepared for replacing its present single track bridge over the Richelieu River, near St. John's, Que., with a double track steel structure.

Windsor St. Station.—The repairs to the Windsor St. station, Montreal, necessitated owing to the recent accident caused by the runaway train, have been completed. The waiting room has been rearranged so as to give more accommodation. The concourse now extends through to Donegane St., with large windows at the end, which gives much better light and accommodation to the platform. The location of the ladies' waiting room has been changed, it now being partitioned off from the end of the main waiting room, and provided with much better accommodation than was possible in the old location.

Wellington St. Viaduct, Ottawa.—Construction was started May 14 by the C.P.R., and the work is to be completed by July 1. The construction of the viaduct will do away with the level crossings at this point, an elimination of which has been under discussion for several years. A portion of the work is to be done by the city council.

Brockville Improvements.—We are advised in connection with the report as to the contemplated improvements at Brockville, Ont., that the surveys being made at the tunnel under the city, connecting the upper yards with those on the water front, were simply for the company's information, and that the officials are not in a position to say anything as to the object of the surveys, or whether any improvements are contemplated.

Hamilton and Guelph Junction Ry.—Reports as to the probable early starting of construction upon this projected line are current in Hamilton and Guelph, Ont., but no official information has been given out other than that surveys have been made and estimates prepared, and that they have been submitted to the C.P.R., which is at the back of the project.

Guelph, Ont.—The chairman of the city council's railway committee stated recently that the C.P.R. proposed to provide a new station at Guelph during the summer.

St. Mary's and Western Ontario Ry.—A director of the company is quoted as having stated that the people of Blanshard tp., having defeated the by-law to aid the construction of the company's projected railway through the township, will now have to apply to it, as the company will take no further steps in the matter.

Bisco to Gowganda, Ont.—The company has, through the Bisco-Gowganda Transportation Co., completed a new route into the Gowganda country. It starts from Bisco station on the main transcontinental line, 346.2 miles from Toronto, and 529 miles from Montreal, and lands passengers in Gowganda after a trip of 80 miles by wagon roads and along stretches of rivers and lakes by launches and canoes. The company is providing stopping places en route, and is quoting a through rate.

Sault St. Marie Roundhouse.—The contract for the construction of a roundhouse at Sault Ste. Marie, Ont., is about to be let. The plans provide for a six-stall structure at a cost of about \$15,000.

Jackfish Cut-off.—We are advised that

the proposed cut-off on the main transcontinental line, north of Lake Superior, in the vicinity of Jackfish, will be about two miles long, extending from Steel siding to the crossing of Steel River. There will be no bridges on the new line; it will be principally rockwork, and the gradients will be less than 1%. A press report says the character of the country east of Jackfish was such as to make filling impossible because of the muskegs and the difficulties encountered. It was therefore decided to abandon this portion of the line, and to construct a new section, to the north of the present line. The new section involves the removing of 80,000 cubic yards of rock and the cutting of a 300 ft. tunnel. We are advised that the object of constructing this diversion is to escape the muskegs over which the line now passes on four long pile trestles. The muskeg is of such a character that to fill the bridges on the present line would not only prove expensive, but would involve the interruption of the traffic, which is not permissible. The work is expected to be completed by Jan. 1, 1910, and there is nothing particularly interesting either in alignment or gradient. The contract for this work has been let to W. T. Parsons, Winnipeg.

Fort William Viaduct.—The company's overhead bridge at Fort William, Ont., was blown down by a violent gale, May 6. The bridge connected the station with the freight sheds and passenger docks, and crossed the thickly congested tracks opposite the passenger station, the west approach being from the north end of the passenger platform. The first span at the west end of the approach was not destroyed, but the rest was carried away a distance of 20 ft. A temporary structure was put in position May 8, but it is not expected that a permanent bridge will be erected until the new station is built.

Manitoba and Northwestern Ry.—During the passing through Parliament of the company's act providing for an extension of time for the construction of the line, a clause was added that unless 10 miles were constructed beyond Sheho, Sask., this year the charter will lapse. The objective point of this line is Prince Albert.

Wynyard to Lanigan.—Tracklaying has been started on the route graded between these points. When completed this will give the company a route into Saskatoon, via Portage la Prairie, Yorkton and Sheho, the existing route being by the Kirkella branch to Lanigan.

Weyburn, Westerly.—Construction has been started at Weyburn, Sask., on the extension of 26 miles westerly, for which a contract has been let to Hargreaves, McDougall, of Regina, Sask., has taken in an outfit for grading a further mileage, and other contractors are arranging to bring in men and plant. J. Stephenson has charge of construction on the extension. It is the intention to carry this line to a junction with the company's line at Lethbridge, Alta.

Langdon or Cheadle to Alix.—The construction of a line of 40 miles from the main transcontinental line between these points, northerly to Alix, Alta., is under construction. One outfit is working about 20 miles east of Airdare, another at the Alix end, and a third at the southern end. Official information speaks of the southern end of the line as at Langdon, while press reports state that the work has been started near Cheadle.

These two stations are seven miles apart, Cheadle being the more easterly. The contractors are Foley, Welsh and Stewart.

Lacombe Branch.—Grading on the extension of this branch easterly from Stettler, Alta., its present terminus, is in progress, the present contract covering a distance of 35.5 miles. The ultimate destination of this line is to effect a junction with the line at present under construction from Moose Jaw, which at present is close up to the crossing of the South Saskatchewan River. Foley, Welsh and Stewart are the contractors.

Edmonton.—The C.P.R. has recently been purchasing considerable areas of land in Edmonton, Alta., for terminal purposes. The areas acquired are in the vicinity of Ninth St., one block north of Jasper Ave.; the price paid for the lots purchased is said to have been \$102,000. Options have been secured on other properties. It is stated that the company has secured its entire right of way for the projected extension from Strathcona into Edmonton. The construction of such a line involves the erection of a high level bridge across the ravine between Strathcona and Edmonton. The city corporation is desirous that in the construction of the bridge provision be made for pedestrian and vehicle traffic in return for civic, provincial and Dominion contributions towards its cost, which is estimated at \$1,000,000. There has been an agreement with regard to the erection of this bridge, but negotiations are in progress for a new one. The matter has been before the city council on several occasions recently, and on May 5 it was stated that a difficulty in the negotiations is as to the damages to property in the neighborhood of a proposed subway on Jasper Ave., which the plans prepared by the company provide for.

Lethbridge-Calgary Line.—On a recent visit of W. Whyte, Second Vice-President, to Lethbridge, Alta., he said he would be disappointed if this line was not completed to Carman, on the Little Bow River, in time to carry out this year's crop. The line starts at Kipp, on the Blood reserve, south of Lethbridge, and runs to the Little Bow River, 28.5 miles. The contractors are Foley, Welsh and Stewart, and press reports state that Fitzgerald and O'Connor are sub-contractors.

Lethbridge and Macleod.—On his recent visit to Lethbridge, Alta., W. Whyte, Second Vice-President, said it was expected to have the big bridge at that point completed by Sept. The bridge over the Old Man River at Macleod would be finished soon after, and the Lethbridge-Macleod cut-off will then be completed.

The latest reports as to the state of construction of the big bridge over the Belly River is that there are two towers to erect before the big span is reached. These were expected to be completed by the end of May, when work on the big span, of 170 ft. 3 in., will be started. The false work necessary for the erection of this span will be 150 ft. high. About two months will be necessary to complete the span, and a month later the other spans will be in position and the bridge finished ready for the operation of trains over it.

Field-Hector Grade Reduction.—The work which has been in progress for a couple of years on the grade reduction loops and tunnels between Field and

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Hector, B.C., is now approaching completion, and it is expected that trains will be running over it about June 15. The boring of the last tunnel was completed May 6. A plan showing the old and new routes with a description of the work was given in our Sept., 1907, issue. The new route adds 4.19 miles to the length of the line, but with the gradients reduced from 4.37% to 2.2%, the haulage capacity of the engines is doubled.

Okanagan Lake.—The company is applying to the B.C. Government for permission to lease certain pieces of land in Peachland, on the north-west shore of Okanagan Lake, B.C., having a total area of 356 acres, for improvements.

Vancouver.—The report has been received that the company has again under consideration the erection of a bridge from the foot of Burrard St. to its wharves, in order to relieve the congestion of traffic at the main Granville St. entrance to the station and wharves. The latest report is that construction of the bridge will start soon after Jan. 1, 1910, but the company's officials state that no appropriation has been made for any part of the work during the current construction year.

Port Simpson, B.C.—Press reports from Montreal, May 14, stated that the C.P.R. had under consideration the desirability of constructing a line from Edmonton, Alta., through the Yellowhead Pass to Port Simpson, B.C., about 30 miles from Prince Rupert, the G.T. Pacific Ry. terminus. The report stated that several parties of engineers were in the field making surveys for the line, and that plans are in preparation for developing a deep water harbor at Port Simpson, in connection with the trans-Pacific trade. The reports are circulated at C.P.R. headquarters.

Bridge at Seymour's Narrows.—Local press reports state that C.P.R. officials have been again examining the possibility of bridging Seymour's Narrows so as to enable trains to be run through on Vancouver Island, with a view of developing a new deep water port for the trans-Pacific trade. Sir Sandford Fleming suggested the construction of such a line and bridge 30 years ago, but its great cost was against it then, and the project has been revived in one form or another from time to time since, the most recent being by the Vancouver Island and Eastern Ry., which has power to operate a ferry service across the Narrows.

Esquimalt and Nanaimo Ry.—Among the works of betterment to be carried out during the current season is the erection of a cantilever bridge, to replace the present structure over the Niagara canyon, 15 miles northerly from Victoria. (May, pg. 355.)

Kootenay Central Ry.—Construction is being proceeded with on the portion of this line from Golden South, some 12 or 15 miles. No announcement has been made as to the starting of construction from the south end of the proposed route.

After several days' hearing at Toronto, the action of M. A. Piggott & Co., to recover \$523,574 for work done during the construction of the Guelph and Goderich Ry., has been adjourned until the fall. The G. & G. Ry. Co., in addition to contesting the whole of the claim has filed a counter claim of \$250,000 for delays in the work.

Railway Finance, Meetings, Etc.

Alberta Ry. and Irrigation Co.—Approximate net profits, exclusive of land sales for Mar., \$39,116, against \$25,963 for Mar., 1908. Cumulative net profits for 9 months ended Mar. 31, \$332,552. Approximate railway traffic receipts for Apr., \$22,753, against \$14,736 for Apr., 1908. Aggregate railway traffic receipts for 10 months ended Apr 30, \$265,649.

Algoma Central and Hudson Bay Ry.—See Lake Superior Corporation.

Canadian Northern Ry.—There has been deposited with the Dominion Secretary of State a mortgage made by the C.N.R. to the National Trust Co., Toronto, securing an issue of bonds to the amount of \$10,000 a mile for 88.1 miles of railway from Etoimami to Pas Misson, Sask.

Dominion Atlantic Ry.—Gross earnings for Mar., \$71,150, against \$70,373 for Mar., 1908. Aggregate gross earnings for 3 months ended Mar. 31, \$200,950, against \$201,059 for same period 1908.

Lake Erie and Detroit River Ry.—The business transacted at the company's annual meeting at Detroit, Mich., May 4, was of an entirely formal character. The road is leased to the P.M. Rd., which absorbs the earnings, etc., and no separate report is issued. The directors were re-elected for the current year, as follows:—President, W. Cotter, Detroit, Mich.; Vice-President, A. Leslie, Walkerville, Ont.; Secretary-Treasurer, J. E. Howard, Detroit, Mich.; and A. H. Skirring, Chatham, Ont.

Lake Superior Corporation.—A London, Eng., cable states that 60% of the company's issue of \$5,000,000 first consolidated mortgage bonds at 90 have been taken up. At the time of the issue the company's common stock was quoted at 28, and the income bonds at 55 on the Philadelphia, Pa., exchange, where these securities are most largely traded in. At these prices, including the \$9,000,000 of first mortgage bonds at 90, the total market valuation of the company's securities is \$20,950,000, against which there has been actually invested \$28,000,000 by the old company, and \$7,000,000 by the present company. The company owns the Algoma Central and Hudson Bay Ry. and the Manitoulin and North Shore Ry., both of which are to be extended from the proceeds of the bond issue.

Manitoulin and North Shore Ry.—See Lake Superior Corporation.

Montreal and Vermont Jct. Ry.—The annual meeting was held at Stanbridge, Que., May 12. Following are the directors for the current year:—President, C. M. Hays; Vice-President, E. H. Fitzhugh; G. C. Jones, E. C. Smith, A. H. Gilmour, C. W. Witters and W. H. Chaffee.

Quebec and Lake St. John Ry.—Gross earnings for Mar., \$53,135.78; Apr., \$44,090.97, against \$39,891.51 and \$39,880.05 respectively, for Mar. and Apr., 1908. Aggregate gross earnings for 4 months ended Apr. 30, \$180,546.99, against \$147,988.14 for same period 1908. Mileage operated, 285.6, against 240 at same date, 1908.

Quebec Central Ry.—Gross earnings for Mar., \$94,110.96; net earnings, \$33,622.73, against \$98,931.74 gross and \$31,719.77 net for Mar., 1908. Aggregate gross earnings for 3 months ended Mar. 31, \$763,051.20; net earnings, \$219,534.98, against \$807,357.86 gross and \$233,129.89 net for same period, 1908.

Temiskaming and Northern Ontario Ry.—Gross earnings for Feb., \$101,813.32; expenses, \$83,374.23; net operating earn-

ings, \$18,439.09; for Mar., gross earnings, \$142,006.38; expenses, \$84,658.49; net operating earnings, \$54,347.89; for Apr., approximate gross earnings, \$143,744.17; expenses, \$65,000; net operating earnings, \$78,744.17.

White Pass and Yukon Ry.—Gross earnings for Mar., \$41,665; total for 9 months ended Mar. 31, \$945,879.

Sanitary Regulations for Cars and Stations

The Board of Railway Commissioners passed the following order, 6965, May 7: The application of Montreal Board of Trade for adoption of regulations requiring railway companies to clean and disinfect railway cars, stations, and waiting rooms, in order to prevent dissemination of tuberculosis or other infectious diseases: In pursuance of powers conferred upon it by secs. 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf. It is ordered that every railway company subject to the legislative authority of the Parliament of Canada, be, and it is hereby directed and required: To keep all its passenger stations, waiting-rooms, and closets clean and well ventilated; to keep the closets and those portions of passenger stations, where germs of disease are likely to exist, properly disinfected; and to get reports at least monthly from employes charged with care of passenger stations, on the cleanliness, ventilation and disinfection of its stations, waiting-rooms and closets. To keep all its cars in which passengers may travel, including closets and smoking compartments of same clean, ventilated, and in cold weather properly heated; to have at least one employe on every passenger train, whose duty it shall be to see that every such car in the train is kept clean, ventilated, and when necessary properly heated. To adopt a by-law (if no such by-law has already been adopted), under sec. 307 of the Railway Act, prohibiting spitting in passenger stations, waiting-rooms, closets, or other premises of the company, and in or upon platforms of cars in which passengers may travel, except in receptacles suitable for the purpose, and providing a penalty for breach thereof, and to post up and maintain in a conspicuous place in passenger stations and in such places in its cars, in which passengers may travel where smoking is permitted, notice of such by-law and penalty for breach thereof. Such notices in the Province of Quebec to be printed in French and English. To provide and maintain cuspidors in such places in passenger stations and in cars in which passengers may travel where smoking is permitted; and to have such cuspidors emptied and washed clean whenever necessary, but at least once in every 48 hours. To fumigate promptly and thoroughly all cars known or suspected to have carried and all stations known or suspected to have contained any passenger or passengers suffering from any infectious disease. To fumigate thoroughly all sleeping cars which are regularly in service at least once every 30 days. And it is further ordered that every such railway company be liable to a penalty in a sum not exceeding \$50 for every failure to comply with any of the provisions of this order; and that every railway employe whose duty it is to carry out any of the provisions of this order, be liable to a penalty of not less than \$2 nor more than \$15 for every failure to do so.

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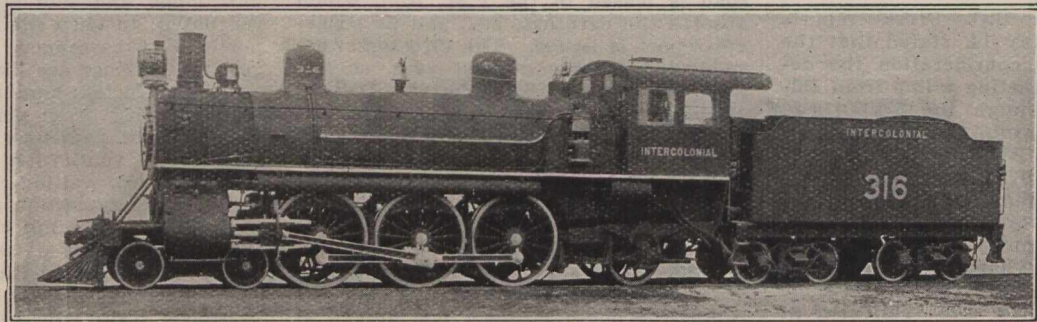
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Canadian Northern Ry. Construction, &c.

Quebec and Lake St. John Ry.—By an act passed at the recent session of the Quebec Legislature the company has been granted an extension of time within which it may construct certain branch lines and extensions.

Canadian Northern Ontario Ry.—The company has several survey parties working on the Port Arthur-Sudbury line in the clay belt north of Nipigon, westerly towards Port Arthur. As stated in our May issue the company has about 1,000 men engaged upon construction work westerly from near Sudbury, Ont.

Canadian Northern Ry.—A press report from Ranier, Minn., stated recently that the C.N.R. traffic between Fort Frances and Port Arthur, Ont., was shortly to be diverted over the Duluth, Rainy Lake and Winnipeg Ry. into Duluth, pending the reconstruction of the section of the C.N.R. mentioned. It was stated that track on this mileage was to be relaid, and that all the bridges were to be reconstructed. We are officially advised that there is no truth in the statement that the C.N.R. is going to divert to Duluth any of its business that can be handled through Port Arthur. It is true, however, that the company will do considerable work on the line between Port Arthur and Winnipeg during the summer, but it will not interfere with the free movement of the traffic to and from Port Arthur in any way.

The new and heavier rails for relaying the track between Port Arthur and Fort Frances, are being delivered at Port Arthur, and as soon as a sufficient quantity have been delivered work will be started. Rails to lay 200 miles of track are to be received.

The work of pushing the last lift of ballasting on the line between Brandon, Man., and Regina, Sask., is in progress, and is expected to be completed at an early date. M. H. McLeod, Chief Engineer and General Manager, stated May 11, that it was expected to have the line in thorough shape to put on a fast passenger service by the end of the summer or early fall.

As a result of the final conference of the principal C.N.R. officers at Winnipeg recently, W. Mackenzie, President, stated that it was the intention to construct between 400 and 450 miles of track during the season. In Manitoba there would be constructed about 100 miles of new lines; in Saskatchewan the programme covered from 200 to 250 miles, and in Alberta it was expected to construct from 100 to 150 miles. M. H. McLeod, General Manager, in an interview at Regina, Sask., May 10, said the principal construction work of the season would be carried on in Saskatchewan. About the only work to be undertaken in the vicinity of Regina would be the relaying of the track between Regina and Lumsden, on the Regina-Prince Albert branch (the old Qu'Appelle, Long Lake and Saskatchewan Ry.). It was proposed to relay this with heavier steel, and to make it, with the new roadway over the Disley hill, equal to any other part of the system. Some work would also be done on the line into the Eagle Lake country, branching off the Regina-Prince Albert line a short distance north of Regina; and the Maryfield line would also be rushed. He was not in a position to state what mileage on these lines would be completed, however. As to the work to be undertaken on the Pas Mission line, all he could say was that the gangs out there would devote their attention to

ballasting the track already laid; it was not the present intention to undertake any extension northerly from Pas Mission this season.

G. N. Weeks, who has been engaged on the company's engineering staff in Saskatchewan and Alberta, while on a visit to relatives in London, Ont., is reported to have stated that the line between Saskatoon, Sask., and Calgary, Alta., which is partly constructed, would be continued during the season. West of Edmonton the line under construction to Athabasca Landing would be progressed with; and further work would be done on the lines under construction from Prince Albert to Battleford, Sask., and from Vegreville to Camrose, Alta.

In connection with the Vegreville-Calgary line, W. J. Cowan, of the Cowan Construction Co., and A. R. Mann, another contractor, were in Edmonton May 5. The first named stated that both of them had contracts on the work, and it was expected to have 125 miles graded by the end of the season, starting from the Vegreville end. Track laying will be commenced as soon as ever the roadbed can be got in shape. The 125 miles to be constructed will carry the line past Camrose to the New Norway country. At Camrose the line will be joined by a line running south from Strathcona.

The surveys for the extension of the line from Morinville to Athabasca Landing, are in progress, S. A. Dixon being in charge. The surveys were expected to be completed May 31, and reports state that construction work will be started shortly.

W. J. Cowan, of the Cowan Construction Co., stated in Winnipeg May 13, that his company and the Northern Construction Co. (of which A. R. Mann is manager) had been given contracts covering the construction of over 600 miles. The Cowan Construction Co. has been given the following: Extension from Maryfield southwesterly 125 miles; Prince Albert branch, 30 miles; Oak Point branch, 20 miles; Rosburn extension, 30 miles; while the Northern Construction Co. has been given the following: From Vegreville to Calgary, 235 miles; Goose Lake extension, 100 miles; Morinville branch, 50 miles; Ochre River through St. Rose du Lac, 20 miles; the completion of the 30 miles from Rapid City westerly. A contract has also been let to N. K. Boyd, Carberry, Man., for an extension of the line west from Wakopa. The work contemplated for the year, however, does not include the completion of all these lines, for instance, on the Vegreville-Calgary line, the work laid out for the year is for 125 miles to near Camrose.

A bill has been under discussion in the House of Commons at the instance of the Minister of Railways with the object of interpreting the act passed during the session of 1908, guaranteeing the company's bond issue with respect to the construction of its lines west of Edmonton, Alta. The new act simply makes more clear and definite the act of last year, and does not grant any further aid to the company.

In a recent interview at Winnipeg D. D. Mann, Vice-President, stated that among other work to be done on the line during the season, some'ing would be undertaken upon the construction of the line westward to the Pacific coast, for which surveys were in progress. Mayor Douglas, of Vancouver, B.C., is reported to have received a letter from D. D. Mann, in which it is stated that the C.N.R. will be in operation to that

city within five years.

T. H. White, C.E., who has his headquarters at New Westminster, B.C., has established a base at Kamloops, B.C., for the B.C. location surveys, of which he is in charge, with C. F. Hannington as assistant. Five parties are in the field, two of them are reported to be working westerly from the present terminus of the line, about 30 miles west of Edmonton, Alta., into the Rocky Mountains, and the other three are taking the country between the mountains and the coast. These latter parties, which include J. Irving, J. F. Dalglish, and W. Killaly, from Mackenzie, Mann & Co.'s Toronto office, are working along the North Thompson River Valley. One party is located at Fruitlands and is working northerly; the second 40 miles up the river, and the third 20 miles further on.

As to the location of the terminal point on the coast it is stated that instead of following the Fraser River valley, the survey will cross that river at Lytton, and run through the Nicola River valley, and finally reach New Westminster, which city has made an offer of a free site for yards and shops, and as there is plenty of available water front there at comparatively cheap rates, it is thought, that if a satisfactory location can be obtained, that city may be able to secure the terminals.

Saskatchewan Northern Ry.—Notice has been given to the Board of Railway Commissioners of the amalgamation with the C.N.R. of the S.N.R. The charter of the S.N.R., which is a provincial one and carries a guarantee of bonds, provides for the construction of the following lines: From Craven, on the Craven branch of the C.N.R. Regina-Prince Albert branch, to the line near Prince Albert; a line connecting the company's line near Long Lake, with its Saskatoon-Calgary line; a line from Maryfield on the Manitoba boundary, south of the C.P.R., towards Lethbridge, Alta. (which is also covered by a Dominion charter); a cut-off from this line to the Roche-Perce coal fields, and a line northwesterly from North Battleford.

Alberta Midland Ry.—The Board of Railway Commissioners has received notice that the A.M. Ry. has been amalgamated with the Canadian Northern Ry. The A.M.R. Co. was incorporated by the Provincial Legislature, and has a guarantee of bonds for the lines authorized to be constructed, which consist of a line to connect Calgary and Edmonton, a line to Lethbridge, connecting with the Calgary line, and some other lines, a total of about 500 miles. The application for the amalgamation of the two companies will come before the Governor-General in Council at Ottawa, June 10.

Duluth, Rainy Lake and Winnipeg Ry.—Reports from Ranier, Minn., state that the company is preparing to complete the ballasting and gravelling of the line between there and Virginia. Several boarding cars were reported to have arrived at Ranier at the end of April, in connection with the work.

The Duluth, Winnipeg and Pacific Ry. is the title of a company which has been incorporated in Minnesota, with a capital of \$3,000,000, and D. B. Hanna as its President, for the purpose of constructing a line from Virginia, Minn., the present southerly terminus of the Duluth, Rainy Lake and Winnipeg Ry., to Duluth. The D.R.L. & W.R. at present obtains an entrance into Duluth over the Duluth, Missabi and Northern Ry.

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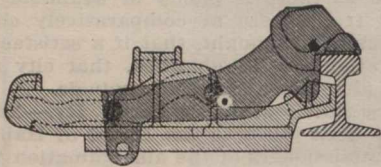
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Bowser, S. F. & Co., Limited	420
Bradstreet Company	448
Brevort Hotel, Chicago	422
Brown Hoisting Machinery Co.	394
Burnham, Williams & Co.	448
Burns, R. M. & Co.	458
Burrows, Acton Burrows, Limited	Cover 1
Butterfield & Co.	458
Canada Car Co., Ltd.	418
Canada Iron Corporation, Ltd.	426
Canadian Bridge Co., Ltd.	456
Canadian Bronze Co., Ltd.	466
Canadian Gold Car Heat'g & Light'g Co., Ltd.	424
Canadian Locomotive Co., Ltd.	426
Canadian Northern Railway	442
Canadian Office & School Furniture Co., Ltd.	466
Canadian Pacific Railway Land Department	454
Canadian Railway Accident Insurance Co.	462
Canadian Ramapo Iron Works, Ltd.	452
Canadian Rand Co., Ltd.	436
Canadian Road Machine Co., Ltd.	440
Canadian Westinghouse Co., Ltd.	Cover 2
Chicago Ry. Equipment Co.	446
Cleveland City Forge & Iron Co.	456
Clifton Hotel, Niagara Falls, Ont.	454
Coddington, W. H.	458
Coghlin, B. J., & Co.	466
Continental Iron Works	430
Crossen Car Mfg. Co., of Cobourg, Ltd.	428
Date, John	462
Delaware and Hudson Co.	460
Dominion Bridge Co., Ltd.	448
Dominion Car & Foundry Co., Ltd.	Cover 4
Dominion Iron & Steel Co., Ltd.	424
Dominion Wire Rope Co., Ltd.	412
Dougal Varnish Co., Ltd.	Cover 1
Drake & Wiers Co.	464
Drewry, E. L.	460
Drummond, McCall & Co.	420
Duner & Co.	466
Engineering News Book Dept.	438
Falls Hollow Staybolt Co.	454
Farlow Draft Gear Co.	440
Flannery Bolt Co.	434
Fuce, Edw. O.	429
Galena Signal Oil Co.	390
Galt Malleable Iron Co.	466
Gardner, J. T.	452
Gartshore, J. J.	462
Gartshore-Thomson Pipe & Foundry Co., Ltd.	458
General Railway Signal Co.	398
Goldschmidt Thermit Co.	464
Grand Trunk Railway	430
Greening, The B. Wire Co., Ltd.	458
Ground Anchor Co., Ltd.	432
H. & E. Lifting Jack Co.	426
Hamilton Pattern Works	466
Hamilton Steel & Iron Co., Ltd.	406
Harrison Dust Guard Co.	452
Hart-Otis Car Co., Ltd.	404
Hayes Track Appliance Co.	428
Hicks Locomotive and Car Works	446
Holden Co., Ltd., The	432
Hopkins, F. H. & Co.	404
Hotel Cadillac, Detroit, Mich.	Cover 1
Hudson's Bay Company	424
Hunt, Robert W., & Co.	463
Hutton, James & Co.	464
Illinois Central Railroad	462
Imperial Bank of Canada	466
Imperial Guarantee & Accident Insurance Co.	458
Intercolonial Railway	422
International Marine Signal Co.	460
International Mercantile Marine Co.	456
Jardine, A. B., & Co.	432
Jessop, Wm., & Sons, Ltd.	462
Kerr Engine Co., Ltd.	444
Knowlton, W. H.	466
Lehigh Valley Rd.	458
Lewis, Rice & Sons, Ltd.	420
Lufkin Rule Co.	Cover 1
McConway & Torley Co.	448
McCord & Co.	410
McGregor-Banwell Fence Co., Ltd.	438
Meaford Wheelbarrow Co.	460
Metcalf, John S., Co.	450
Midland Towing & Wrecking Co., Ltd.	466
Modoc Soap Co.	466
Montreal Locomotive Works	396
Montreal Rolling Mills Co.	436
Montreal Steel Works, Ltd.	416
Mussens Limited	Cover 1 and 392
National Malleable Castings Co.	Cover 1
New Brunswick Wire Fence Co., Limited	458
Niagara Navigation Co.	434
Northern Electric and Mfg. Co., Ltd.	450
Northern Navigation Co.	434
Norton, A. O.	412
Ontario Wind Engine and Pump Co.	462
Orford Copper Co.	466
Ottawa Car Co., Ltd.	Cover 1
Owen Sound Wire Fence Co., Ltd.	462
Page Wire Fence Co., Ltd.	452
Parry Sound Lumber Co., Ltd.	466
Phillips, Eugene F., Electrical Works, Ltd.	464
Piper, The Hiram L., Co., Ltd.	466
Piper, N. L., Railway Supply Co., Ltd.	438
Polson Iron Works, Ltd.	408
Positive Lock Washer Co.	458
Preston Car & Coach Co., Ltd.	460
Provincial Steel Co., Ltd.	464
Pyke, J. W., & Co.	422
Pyle National Electric Headlight Co.	Cover 2
Rail Joint Co., of Canada, Ltd.	Cover 1 and 414
Rendle, A. Edgecombe	Cover 1
Rhodes, Curry & Co., Ltd.	408
Robb Engineering Co., Ltd.	410
Robertson Machinery Co.	466
Safety Car Heating & Lighting Co.	416
Saxby and Farmer, Ltd.	Cover 1
Sheriffs Mfg. Co.	452
Silliker Car Co., Ltd.	414
Smart, James, Mfg. Co., Ltd.	—
Southam Press	463
Standard Coupler Co.	452
Standard Explosives, Limited	428
Standard Paint & Varnish Co., Ltd.	466
Standard Steel Works Co.	448
Stearnes Steel Range Co.	Cover 1
Taylor & Arnold	430
Toronto Bolt & Forging Co., Ltd.	436
Toronto Pressed Steel Co., Ltd.	442
Union Draft Gear Co.	400 and 456
Vulcan Iron Works	464
Waugh Draft Gear Co.	Cover 1
Williams, A. R., Machinery Co.	418
Williams Boltless Rail Joint Mfg. Co.	402
Wire & Cable Co.	Cover 1

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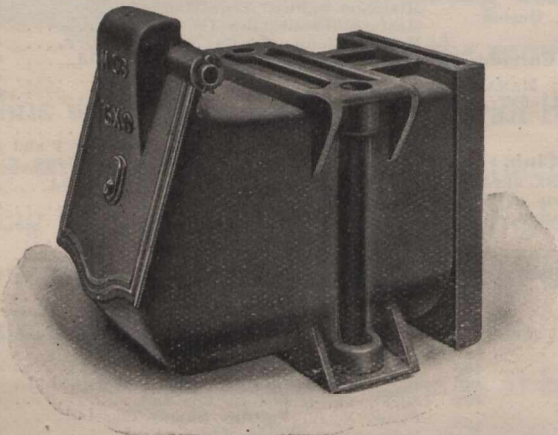
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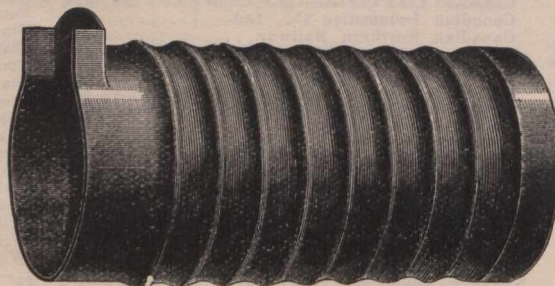
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Railway Rolling Stock Notes.

The I.C.R. has received 4 second class sleeping cars from Rhodes, Curry & Co., Amherst, N.S.

In addition to those already mentioned, the Crossen Car Mfg. Co., Cobourg, Ont., has shipped 100 stock cars to the C.N.R.

The I.C.R., between Apr. 16 and May 18, received 4 second class sleeping cars from Rhodes, Curry & Co., Amherst, N.S.

The Canadian Northern Ry. Co. has deposited with the Dominion Secretary of State agreements made between it and the Imperial Rolling Stock Co. and the National Trust Co., securing bonds, series S. and T. 1909.

The C.N.R., between Apr. 15 and May 15, ordered rolling stock as follows:—2 cafe parlor cars from Rhodes, Curry & Co., Amherst, N.S.; 27 refrigerator cars and 100 flat cars from the Crossen Car Mfg. Co., Cobourg, Ont.

The C.P.R., between Apr. 8 and May 13, ordered rolling stock as follows:—4 store supply cars, 2 horse cars, 54 box cars, 1 stock car, 1 Hart ballast car and 1 locomotive, at its Angus, Montreal, shops, and 32 vans at its Farnham, Que., shops.

The C.N.R., between Apr. 15 and May 15, received additions to rolling stock as follows:—75 stock cars from the Crossen Car Mfg. Co., Cobourg, Ont.; 31 box cars from the Canada Car Co., Montreal; and 262 box cars from Rhodes, Curry & Co., Amherst, N.S.

The 500 all steel dumping gondola cars which the Dominion Car & Foundry Co. is building for the C.P.R. and which were referred to in our April and May issues, were specially designed by the Hart-Otis Car Co., and are of that company's 1909 design.

The Siliker Car Co., Halifax, N.S., has received orders as follows:—18 flat cars and 27 box cars from the Anglo-Newfoundland Development Co.; 4 first class cars, 4 combination second class and baggage cars, 2 combination baggage and mail cars, from the C.N.R.; and 7 conductors' vans from the T. & N.O.R.

The C.P.R., between Apr. 8 and May 13, received additions to rolling stock as follows:—4 locomotives, 172 30-ton box cars, 6 baggage and smoking cars, 272 stock cars, 4 baggage and express cars, and 2 dining cars, from its Angus, Montreal shops; 8 vans from its Farnham, Que., shops; and 9 Pacific type locomotives from the Montreal Locomotive Works.

A letter from the General Manager of the Inverness Ry. and Coal Co., read in the Nova Scotia Legislature, May 6, set out that the company's contract called for the placing on the line of rolling stock to the value of \$150,000. Up to April 20 the company had placed on the line \$220,000 worth of rolling stock, and had an order with Rhodes, Curry & Co., for additional rolling stock to the value of \$40,000. The delivery of this additional rolling stock was expected to be made by May 30.

The Montreal Locomotive Works has sold one 4-wheel locomotive to the Robertson Asbestos Co. Following are particulars:—

Gauge of track 42"

Weight 25,000 lbs.

Wheel base 4'-6"

Cylinders 9" x 14"

Drivers, diar. 29"

Boiler, type Straight top

Boiler, diar. 29 7/8"
 Boiler, pressure 150 lbs.
 Firebox 34" x 23 3/4"
 Tubes, no. and diar. 56—1 3/4"
 Tubes, length 7'-4 3/4"
 Capacity, water 325 U.S. galls.
 Capacity, coal 300 lbs.

The Montreal Locomotive Works has received an order from the Intercolonial Coal Co. for one Forney mogul locomotive (2-4-4). Following are particulars:—

Weight, on drivers 73,500 lbs.
 Weight, on truck 6,500 lbs.
 Weight, on trailer 14,000 lbs.
 Weight, total 94,000 lbs.
 Wheel base, driving 7'-0"
 Wheel base, total 28'-2"
 Cylinders 15" x 24"
 Drivers, diar. 44"
 Boiler, type Straight top
 Boiler, diar. 46"
 Boiler, pressure 160 lbs.
 Firebox 75" x 55 3/4"
 Tubes, no. and diar. 146—1 3/4"
 Tubes, length 18"
 Journals 7 1/2" x 9"
 Capacity, water 1,200 U.S. galls.
 Capacity, coal 2 1/2 tons

The M. C. Rd. has ordered 6 Atlantic type, 2 six-coupled, and one ten-coupled, locomotives from the Montreal Locomotive Works. Following are chief particulars:—

	Atlantic	6-coupled	10-coupled
Weight on drivers	153,000 lbs.	163,300 lbs.	274,000 lbs.
" " truck	44,000 lbs.		
" " trailer	47,000 lbs.		
Wheel base, driving	13'-0"	11'-6"	19'-0"
" " total engine	33'-7 1/2"		
" " and tender	65'-8 1/2"	42'-5 1/2"	54'-5 1/2"
Cylinders	22" x 26"	21" x 25"	24" x 25"
Driving wheels, diar.	75"	57"	51"
Boiler, type	Straight top	Straight top	Straight top
" " diar.	72 1-13"	67 3/4"	80"
" " pressure	200 lbs.	180 lbs.	210 lbs.
Firebox	108 1/2" x 75 1/2"	72 1/2" x 65 1/2"	108 1/2" x 73 1/2"
Tubes, no. and diar.	56-1 3/4"	394-2"	308-2"
" " length	21 ft.	16 ft.	19 ft.
Journals	10" x 12"	9" x 12"	main 10 1/2" x 12" others 9 1/2" x 12"
Brakes	Westinghouse	American	
Capacity, water	7,100 U.S. galls.	5,100 U.S. galls.	8,000 U.S. galls.
" " coal	12 tons	7 1/2 tons	12 tons
Tender truck, type	4-wheel		arch bar
Wheels, diar.	36"	33"	33"
Journals	5 1/2" x 10"	5" x 9"	5 1/2" x 10"

The Temiskaming and Northern Ontario Ry. has ordered 2 passenger and 4 freight locomotives (10 wheel) from the Canadian Locomotive Co., Kingston, Ont. Following are chief particulars:—

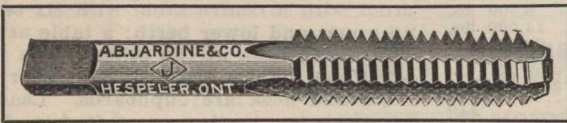
Weight on drivers 114,000 lbs.
 Weight total 145,500 lbs.
 Wheel base, rigid 13' 6"
 Wheel base of engine 23' 8"
 Wheel base of engine and tender 52' 6"
 Length over-all 61' 10"
 Width over-all 10' 0"
 Height over-all 14' 9 1/2"
 Heating surface, firebox 139 sq. ft.
 Heating surface, tubes 1693 sq. ft.
 Driving wheels, diar., passenger 63"
 Driving wheels, diar., freight 57"
 Driving wheels, centres Cast steel
 Driving journals 8 1/2" by 10"
 Cylinders 19" by 24"
 Boiler, type Extended wagon top
 Boiler, pressure 200 lbs.
 Tubes, no. and diar. 245—2"
 Tubes, length 13' 2 1/4"
 Brakes Westinghouse
 Tender, weight loaded 120,000 lbs.
 Capacity, water 5,000 imp. galls.
 Capacity, coal 10 tons
 Truck 4-wheel arch bar type
 Wheels, diar. 33"
 Wheels Cast steel centres, steel tires
 Journals 5" by 9"
 Brake beams Simplex

The Temiskaming and Northern Ontario Ry. is having built by the Preston Car & Coach Co. an official car which presents several new features of construction. Its extreme length over end sills is 70 ft. 2 in., with platforms at each end 3 ft. 5 in. over all. The width over side sills is 9 ft. 10 in.; the width of deck opening, 5 ft. 6 in., and the height between sill and plate, 6 ft. 10 in. The

layout shows that the car is divided into the following compartments, starting from the front end; Observation room, 10 ft., fitted with four revolving chairs and one upper and lower berth; three staterooms, each 7 ft. 6 in. in depth, each fitted with a stationary brass bed, chair, folding washstand, wardrobe, lounge, and closet; there is a passage, 2 ft. 2 in. wide, extending from the observation room, alongside these staterooms, to the dining room, which is 14 ft. 6 1/2 in. deep, and is fitted with a centre table with six seats; an upper and lower berth; a table at one side and a desk at the other, while four additional chairs are provided; over the table and desk are cupboards. Leading from this is a berth room, 6 ft. 4 in. deep, in which are four upper and four lower berths. This completes the accommodation set apart for the three commissioners and the other officials who may accompany them on their trips of inspection. Immediately to the rear of the berth room is the heater, coal box, and a general toilet room. Then comes the servants' room, fitted with upper and lower berth; china closet, refrigerator, kitchen, etc. The provisions refrigerator is placed on the end platform. Following are extracts from the specifications; Underframe, to be of the best grade O.H. structural steel throughout; body framing, to be as per Pullman standard throughout, continuous blocking; double body bolsters; tower steel couplers; sheathing, poplar or white wood, 2 in. width; roof and hoods as per Pullman standard; inside finish to be quarter sawn oak throughout; inside finish design full Empire type; deck sash, gothic sash; interior trimmings, statuary bronze; lighting, Pintsch gas throughout and wired for electric lights; heating, Safety Car Heating and Lighting Co.'s system; Pullman wide vestibule on front end; observation platform on back and with bronze hand rails and gates; refrigerator, white enamelled, iced from top of car; air brake, Westinghouse; trucks, standard 6 wheel, equalized, 80,000 lb. capacity; wheel base, 10 ft. 6 in.; steel wheels, 38 in. diameter; axles, steel, journals 5 x 9 in., M.C.B. standard; journal boxes, McCord malleable brake beams, Simplex, with automatic brakeheads; brake shoes, steel back; bearings, Canadian Bronze Co.; painting, striping, etc., in accordance with T. & N.O. standard.

Railway Tie Preservation.—The question of the preservation of ties is an important one to railway companies. In Great Britain the method of preservation adopted has been by a creosoting process, which has been adopted with satisfactory results by a number of the lines in the U.S. The life of an untreated tie is usually about seven years, but experiments have shown that creosoted ties of jack pine and tamarac will last for 16 years, and creosoted oak ties for 18 years. Experiments have been made with steel and concrete ties, but these have been found unsatisfactory on account of their rigidity. It is understood that the C.P.R. has decided to make an exhaustive test of the creosoting process and will treat 100,000 ties during the present season. Plants will be erected at suitable centres on the line so that the tests may be made under varying conditions. Local press reports state that a plant for the treatment of ties will be located in London, Ont., and another one at Fort William, Ont.

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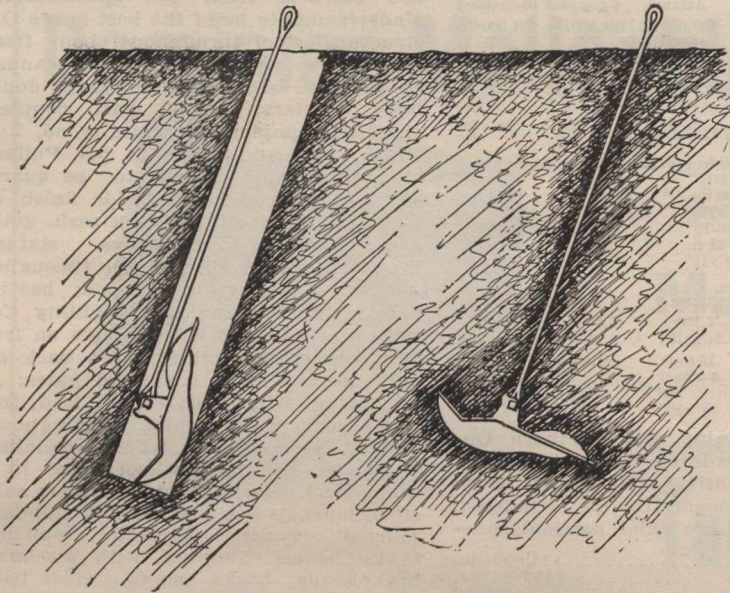


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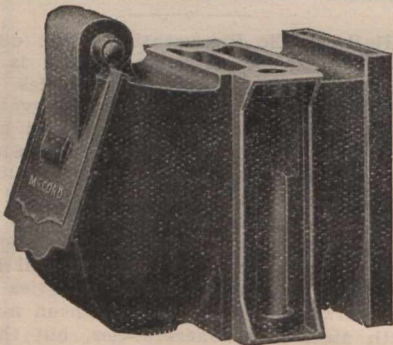


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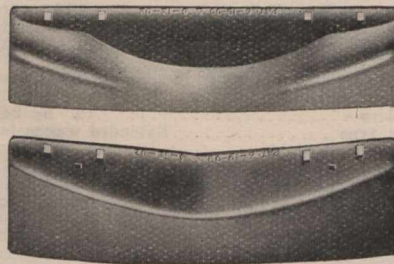
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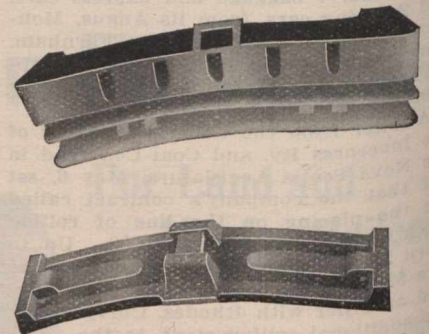
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MAINLY ABOUT PEOPLE

Mrs. A. P. Walker, wife of the Assistant Division Engineer C.P.R., Toronto, died there May 3.

Miss A. Apps, daughter of W. Apps, formerly Master Car Builder, C.P.R., died at Toronto, recently.

C. R. Hosmer, director C.P.R., returned to Canada from Great Britain on the s.s. *Empress of Britain*, May 15.

R. Meighen, director C.P.R., and Mrs. Meighen, sailed for England, May 7, on the C.P.R. s.s. *Empress of Ireland*.

T. P. Phelan, President Canada Railway News Co., has bought a house in Rosedale, Toronto, for about \$18,000.

Sir H. Montagu Allan has been re-elected Honorary President of the Montreal Amateur Athletic Association.

The Governor-General occupied D. D. Mann's house, Scarborough Cliff Park, during the Ontario Jockey Club's spring races.

Mrs. J. H. Fulford, wife of the G.T.R. ticket agent at Brockville, Ont., died there suddenly of heart failure April 29, aged 66.

Lieutenant-Colonel E. G. Piche, C.P.R. Ticket Agent, Joliette, Que., and First Vice President, Canadian Ticket Agents' Association, died May 19, aged 51.

D'Arcy Scott, Assistant Chief Railway Commissioner, was a guest at the banquet of the Canadian Club, New York, May 14.

The marriage of Miss Bertha Brodeur, daughter of the Minister of Marine, to J. G. Delorimier, Montreal, is announced for June 15.

Wm. Haldane, brewer, Prescott, Ont., father of W. R. Haldane, General Freight Agent, Pacific Division, C.P.R., died May 15, aged 78.

W. H. Caryer, chief clerk, C.P.R. local freight department, Montreal, died May 13. He had been with that department for over 20 years.

T. C. Frew, a native of Guelph, Ont., has been appointed General Freight and Passenger Agent, Beaumont and Great Northern Ry., Onalaska, Tex.

S. J. McLean, Dominion Railway Commissioner, spoke on "Some Considerations on Railway Regulation" before the Empire Club, Toronto, April 29.

Mrs. Nicholls, wife of F. Nicholls, Second Vice-President and Managing Director, Canadian General Electric Co., died suddenly at Toronto, April 27.

J. Sutherland has been appointed Acting Deputy Commissioner of Railways, Telegraphs and Telephones for Saskatchewan, with headquarters at Regina.

Jas. Mills, Dominion Railway Commissioner, who recently underwent an operation at Miss Lash's Cottage Hospital, Toronto, returned to Ottawa early in May.

N. L. Luther, steamship and passenger ticket agent, and Canadian Passenger Agent, London & Northwestern Ry. of England, Montreal, died there suddenly May 23.

Lady Shaughnessy and Miss Shaughnessy returned to Canada by the C.P.R. s.s. *Empress of Britain*, May 15, from Great Britain, where they have been on a long visit.

Wm. Whyte, Second Vice-President C.P.R., accompanied by Mrs. Whyte and T. C. Irving of Toronto, returned to Winnipeg May 1, after a two weeks' trip to the Pacific coast.

E. J. Melhuish, clerk in charge of advertising, C.P.R. District Passenger Agent's Office, Toronto, left there May 14 on a two months' visit to his old home at Malvern, England.

S. L. Shannon, Comptroller and Treasurer, and C. F. Burns, Auditor of Disbursements, I.C.R., Moncton, N.B., attended a convention of Railway Accountants at Cincinnati, Ohio, early in May.

Mrs. E. Tiffin, wife of the General Traffic Manager, I.C.R., Moncton, N.B., spent some time in Toronto early in May, afterwards going to Preston, Ont., with her daughter before leaving for Europe.

W. Mackenzie, President Canadian Northern Ry., and Mrs. Mackenzie left Toronto May 21 for England. On their return they will be accompanied by the Misses Mackenzie, who are now in England.

J. Meagher, a former contractor on C.P.R. construction between Montreal and Ottawa, and Port Arthur and Winnipeg, also on G.T.R. construction near Prescott, Ont., died at Kelowna, B.C., recently.

Mrs. Reid, mother of the late Sir Robert G. Reid, and grandmother of W. D. Reid, President and General Manager, Reid Newfoundland Co., died at Coupar Angus, Scotland, recently, aged 90.

J. Hyde, formerly connected with the Paymaster's Department of the Toronto, Hamilton and Buffalo Ry., was sentenced to three years' imprisonment, at Hamilton, Ont., May 13, for forging time checks and so defrauding the company.

L. A. Hamilton, ex-Land Commissioner C.P.R., who is living at Clarkson, Ont., has been elected President of the Clarkson and Lorne Park Fruit Growers' Association. He has also been re-elected President of the Mississauga Golf Club.

C. T. Jafferay, Chicago, Ill., who has been elected a director of the Wisconsin Central Ry., under the control of the Minneapolis, St. Paul and Sault Ste. Marie Ry. (controlled by the C.P.R.) is a native of Galt, Ont., where his brothers now reside.

H. J. Varlow, formerly of Stratford, Ont., and latterly engaged as a shop foreman in the C.P.R. shops at Fort William, Ont., is reported to have been transferred to Vancouver, B.C., as general foreman over the erecting and machine shops there.

Scott Griffin, Manager Canadian Northern Express & Telegraph Companies, is building a 20 room house on Clarendon Ave., Toronto, immediately in rear of Benvenuto, the residence of his father-in-law, Wm. Mackenzie, President Canadian Northern Ry.

Hon. W. Pugsley, Minister of Public Works, has accepted an invitation to a banquet to be held in New Brunswick in the near future. He will subsequently take a trip to the Pacific coast, on a visit of inspection of the various works in progress under his department.

J. B. Lafamme, who died in Montreal, May 10, was for many years engaged in superintending construction on the railway contracts carried out by the late Sir Robert G. Reid, in Canada and the United States. Latterly he was engaged in a similar capacity with W. J. Poupore, contractor, Montreal.

W. R. Baker, Secretary and Assistant to President, C.P.R., returned to Montreal, May 3, after a visit to Great Bri-

tain, the Continent and Egypt. While in England he was received by the Prince of Wales, whose host he was, on behalf of the C.P.R., during H.R.H.'s visit to Canada in 1902.

A rumor is current in Montreal, that Sir Wm. C. Van Horne will, in the near future, enter politics. The matter appears to be discussed in all sincerity, but in the face of any such pronouncement by Sir William himself, we merely mention the rumor for what it is worth, at the same time doubting its accuracy.

Jno. Williams, bridge engineer for the Toronto City Council, who died in Toronto, May 1, aged 67, was on the engineering staff of the old Great Western Ry. at Hamilton, Ont., from 1870 to 1874. After residing some years in England, he returned to Canada in 1887 and entered the Toronto City Council's service.

H. E. Vautelet, C.E., one of the engineers in charge of the plans for the construction of the Quebec bridge, was a passenger on the Allan Line s.s. *Tunisian*, which had to put in at St. John's, Nfld., May 13, while en route from England to Montreal, owing to the starting of a plate while forcing a passage through the ice.

T. McHattie was entertained at a reunion by the foremen and engineers of the Eastern Division G.T.R., at Montreal, recently, and was presented with a cabinet of silver and an address, in connection with his retiring from the position of master mechanic of that division, to become Superintendent of Motive Power of the Central Vermont Ry.

R. Lawrie was recently presented with a gold headed cane, and Mrs. Lawrie with a silver tea service, on leaving Warton, Ont. Mr. Lawrie has been in the G.T.R. service since 1886, and has latterly been station agent at Warton. He has been appointed joint station agent for the G.T. Pacific Ry. and the Great Northern Ry., U.S., at Portage la Prairie, Man.

Sir Wm. Van Horne, Chairman of the Board, C.P.R., is reported to have said in England, May 3, in the course of an interview on a reciprocal trade agreement between Canada and the U.S.: "I estimate there are only about 6½% of fools in Canada. So long as this percentage does not materially increase, we are in no danger of reciprocity—or such reciprocity as would throw down all customs barriers."

The U.S. press plays many parts. From the latest sample from Boston, Mass., it would appear that it has now adopted the rôle of a prophet. The Boston News Bureau has published an interview with "Sir" William Mackenzie, President Canadian Northern Ry.

H. C. Grout, whose appointment as Assistant Superintendent, District 3, Ontario Division, C.P.R., Toronto, was announced in our May issue, was born at Wausau, Wis., Mar. 14, 1881, and entered C.P.R. service June, 1898, since when he has been to Feb., 1899, rodman; Feb., 1899, to Apr., 1901, leveller; Apr., 1901, to Apr., 1903, transitman; Apr., 1903, to Apr., 1, 1907, resident engineer; Toronto; Apr. 1, 1907, to Apr. 1, 1908, Assistant Division Engineer; Apr. 1, 1908, to Apr. 20, 1909, Resident Engineer, Toronto.

C. W. Cooper, who has been appointed General Passenger Agent, C.N.R., was born at Montreal, Nov. 16, 1868, and entered railway service Feb. 24, 1885, since when he has been successively, in the

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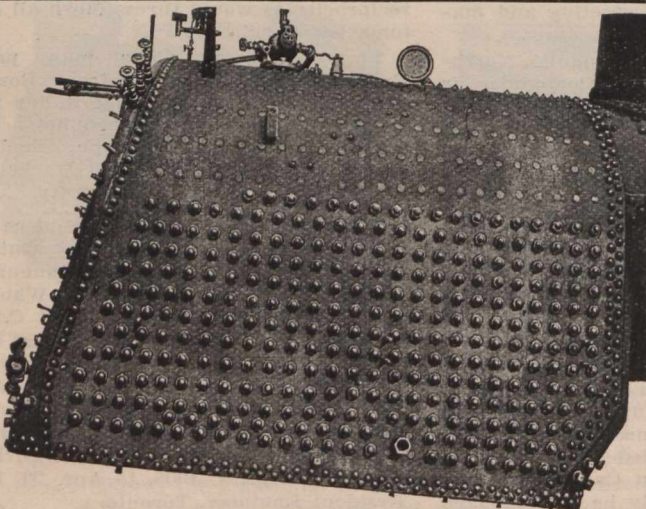
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G.T.R. Passenger Department, Montreal; secretary to D. McNicol, then General Passenger Agent, C.P.R., Montreal, and later in Montreal and Ottawa ticket offices, until 1901, when he was appointed chief passenger clerk, C.N.R., and from Jan., 1907, to Apr. 30, 1909, Assistant General Passenger Agent, C.N.R., Winnipeg.

W. S. Cookson, who has been appointed Assistant General Passenger Agent, G.T.R., Chicago, Ill., was born at Port Jervis, Orange Co., N.Y., June 12, 1871, and entered railway service July 15, 1886, since when he has been, to Nov. 1, 1886, clerk, car record office, Erie Rd., Jersey City; Nov. 1, 1886, to Dec. 1, 1886, clerk, General Roadmaster's office, Chicago and Western Indiana Rd., Chicago, Ill. (the G.T.R. is part owner of this railway); Dec. 1, 1889, to May 1, 1909, chief clerk, G.T.R., Assistant General Passenger Agent's office, Chicago, Ill.

Geo. Stephen, who has been appointed General Freight Agent, C.N.R., Winnipeg, was born at Montreal, July 5, 1876, and entered railway service in 1889, since when he has been, to 1899, clerk in C.P.R. service; 1899 to 1900, chief clerk to Assistant General Freight Agent, C.P.R., Winnipeg; 1900 to 1901, Travelling Freight Agent, C.P.R. lines in Manitoba; 1901 to 1903, Contracting Freight Agent, C.P.R., Nelson, B.C.; 1903 to Jan., 1907, chief clerk to General Traffic Manager, C.N.R., Winnipeg; Jan., 1907, to May, 1909, Assistant General Freight Agent, C.N.R., Winnipeg.

G. W. Vaux, General Passenger Agent, G.T.R., Montreal, whose portrait appeared in our May issue, was born at Montreal, Mar. 21, 1866, and entered G.T.R. service July 13, 1881; since when he has been, to June 13, 1885, office boy, General Passenger Department, Montreal; June 13, 1885, to Feb. 1, 1897, clerk same department, Montreal; Feb. 1, 1897, to Aug. 1, 1899, chief clerk, same department, Montreal; Aug. 1, 1899, to May 1, 1900, Assistant General Passenger and Ticket Agent, Montreal; May 1, 1900, to May 1, 1909, Assistant General Passenger and Ticket Agent, Chicago, Ill.

L. J. Rouleau, who has been appointed Travelling Freight Agent, and Agent National Despatch—Great Eastern Line, which operates in connection with the G.T.R., Central Vermont Ry., Boston & Maine Rd., and connections, Montreal, was born there Jan. 6, 1879, and entered G.T.R. service Apr. 1, 1899, since when he has been, to Mar., 1903, clerk and timekeeper, local freight department, Montreal; Mar., 1903, to Nov., 1905, claims investigator, freight claims department, Montreal; Nov., 1905, to Apr., 1907, rate clerk, division freight office, Montreal; Apr., 1907, to Apr. 1, 1909, Soliciting Freight Agent, Montreal.

H. R. Charlton, who has been appointed General Advertising Agent, G.T.R. and G.T.P.R., was born at St. John's, Que., Feb. 6, 1866, and after some three years' newspaper work at St. John's, Que., was engaged on railway survey work in 1883 and 1884 on the Waterloo and Magog Ry.; he was engaged in commercial pursuits in St. John's, Que., until 1887, when from Feb. to June he was engaged with the C.P.R. travelling exhibition car, and after four years' newspaper work was given charge of the C.P.R. advertising department in April, 1891, remaining there until April, 1896, when he again went into private employ. In Jan., 1898, he was appointed Advertising Agent, G.T.R.

Trade and Supply Notes

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

The Hamilton Stamp & Stencil Works have installed one of the largest and latest improved vulcanizers in its rubber stamp department.

The Dominion Iron & Steel Co., Sydney, N.S., has received an order for 5,000 tons of bull-head steel rails, from the Great Northern Ry. of England.

The Canadian Westinghouse Co., Hamilton, Ont., has issued illustrated pamphlets dealing with the Westinghouse multiple Tungsten lamps, and Westinghouse type M.S. mill motors, also Textile Motor Talks, No. 6, and Motor Talks, No. 4.

The Falls Hollow Staybolt Co., Cuyahoga Falls, Ohio, has received a large order for Staybolt iron from one of the largest railway companies in England, which wishes to give it a trial with a view to its adoption on the entire system by them.

The Union Draft Gear Co., J. R. Cardwell, President, announces that it has taken over the Cardwell Manufacturing Co.'s draft gear business, in connection with which it proposes to manufacture and sell other improved types of friction and spring draft gear appliances.

The Safety Car Heating and Lighting Co., New York, has issued a complete and comprehensive catalogue in loose leaf form in a special soft binder, the contents of which make clear the thorough way in which the company is meeting demands in the car lighting and heating fields.

The Canadian Gold Car Heating & Lighting Co. has during the past year made several improvements in its car heating specialties, which will be on exhibition in secs. 301 to 311 exhibition hall, Master Mechanics' and Master Car Builders' convention at Atlantic City from June 16 to 23.

The Falls Hollow Staybolt Co., Cuyahoga Falls, Ohio, has appointed Mussens Limited, Montreal, as its agent for Canadian territory east of Lake Superior, and the Brydges Engineering & Supply Co. as agent for territory west of Lake Superior. H. J. Skelton & Co., of London, Eng., have been appointed the representatives for the British Isles and India.

The U. S. Lighthouse Establishment has recently decided upon more liberal lighting for the lower New York harbor and has placed orders with the Safety Car Heating & Lighting Co. for a sufficient number of Pintsch Gas buoys to enable the largest steamers to enter the harbor at night. There are over 2,200 of these buoys in service throughout the world, the principal countries using them as follows: United States and Canada, 497; England, 439; Argentine, 296; France, 209; Germany, 166; Holland, 166.

The Union Draft Gear Co., Chicago, has been organized with the following officers: J. R. Cardwell, President and General Manager; C. A. Jennings, Vice-

President; J. D. Ristine, Secretary and Assistant Treasurer; C. H. Tobias, Treasurer and Assistant Secretary. This company, which has a paid-up capital of \$2,000,000, has bought the Cardwell Manufacturing Co.'s patents and business, relative to draft gear, and will continue the manufacture and sale of the friction draft gear, which was started by this company in the latter part of 1904.

The G.T. Pacific Ry. has put on a regular passenger service on its line between Winnipeg, Man., and Biggar, Sask.

The Donald Ross Incline Ry. Co., Ltd., has been incorporated under the Northwest Territories Ordinance, with office at Edmonton, Alta.

The C.P.R. proposes to lay out a 20-acre vegetable and fruit farm at Kerrisdale, B.C., for the purpose of supplying its dining cars and mountain hotels with fruits, vegetables, etc.

J. J. Conway, St. Maurice Lumber Co., Pentecost River, Que., in remitting his subscription, writes: "I assure you I find the Railway & Marine World a most welcome friend along the north shore."

The Minister of Railways made the definite statement in the House of Commons, May 11, that it was not the intention of the Government to ask Parliament to vote any subsidies in aid of railway construction at the session which has since closed.

The installation of the telephone on the Michigan Central Rd., between Windsor, Ont., and Buffalo, N.Y., was completed May 4. Connections are made with the principal points on the line and the system will be used as a subsidiary agent to the telegraph system for the more expeditious despatch of the company's business. The results are reported to have been thoroughly satisfactory.

The Guelph, Ont., City Council, in fixing a rate of 14½ mills on the dollar for the current year, has taken credit for estimated receipts of \$25,000 from its interest in the Guelph Junction Ry. (operated under lease by the C.P.R.), and \$3,240 profit from the electric street railway, which it owns and operates. The city also owns and operates the water works system, and the gas and electric light plants.

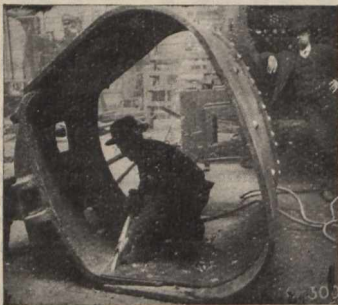
The U.S. Bureau of Railway News and Statistics has compiled figures of the results of the operation of the 2-cent passenger fare legislation in operation there. The figures estimate that during 1908, the railways lost in gross earnings \$25,000,000, although a larger number of passengers was carried. This is accounted for by a reduction in the average receipts per passenger mile on 94 per cent. of the mileage, from 2.014 cents in 1907 to 1.932 cents in 1908.

J. D. McLennan, who has been appointed Auditor of Freight Accounts, G.T.R., Montreal, was born at St. Mary's, Ont., Apr. 6, 1863, and entered railway service July, 1878, since when he has been, to Sept., 1881, in G.T.R. Freight Office, Brockville, Ont.; Sept., 1881, to Dec., 1884, in Treasurer's Office, Chicago, and Grand Trunk Ry., Port Huron, Mich.; Dec., 1884, to Aug., 1890, Chief Freight Clerk, Chicago, and G.T.R., Detroit, Mich.; Aug., 1890, Travelling Auditor, G.T.R. lines west of Detroit and St. Clair Rivers; and subsequently, to May 1, 1909, Chief Clerk to Auditor of Freight Accounts, G.T.R., Montreal.

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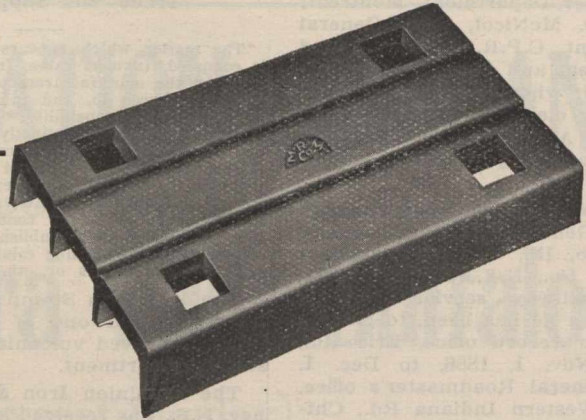
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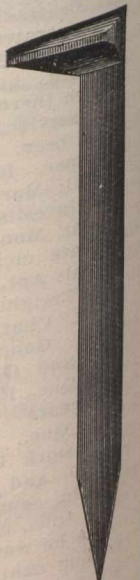
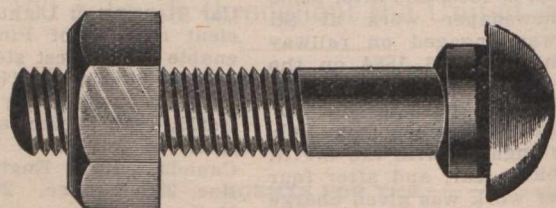
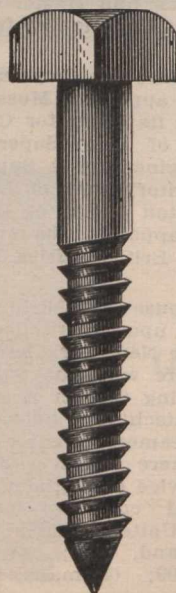
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CANADA

Misrepresentation of the Northwest.

Some time ago there was considerable discussion of the misrepresentation of Canada by writers who, apparently, had more regard for picturesqueness than for accuracy. Many, if not most of Arthur Stringer's criticisms in a Western magazine had to do with the climate, and life in the northern woods. So long as misrepresentation is confined to details such as were pilloried by Mr. Stringer, no special harm to the country is discoverable, except, possibly, a prolonging of the tradition which obtained south of the international boundary line, that when it does not show in Canada it freezes, and that the Niagara River, flowing north and south, is a sharp dividing line between the temperate and the frigid zones. The writers referred to have possibly had no malice against the country. They probably did not know as much as they thought they did. It may be assumed that this is true, also, of those who, in reputable publications, assail enterprises that are of great importance to Canada's development. For the latest case in point, we are indebted to *The World's Work*, a United States magazine, which has published two articles which surely could not have been passed by any editor who was not under the glamor of Miss Agnes Laut's vigorous, picturesque and entertaining style of writing. There are some things in which it is better to be matter-of-fact than dramatic. Railway enterprise is one of them. After the exhibition in *The World's Work*, magazine editors should be more careful before they succumb to the temptation to accept the obiter dicta of a woman who, apparently, aspires to be regarded as an authority on railway construction, accomplished and prospective.

The first *World's Work* article is entitled, "On the Frontier of the Fur Country: The Struggle of the Hudson's Bay Company and Revillon Freres over the Canadian trade in pelts in a country forever impassable to railroads." Before taking up the credibility of the railway references in the article, two or three other statements may be referred to. An account of the appearance of the Revillon's first ship, in James Bay, is given, which, in the absence of corroborative evidence, discriminating readers, with Canadian knowledge, will hesitate to accept; especially the suggestion that the Hudson's Bay Co.'s office at Moose Factory might have deliberately caused the wreck: "Whether he cut harbor buoys and put out beacon lamps, as they used to of old, I was unable to learn. Probably he did not."

It is said the Revillon crew "were more than 1,000 miles from help overland." But Moose Factory is less than 300 miles, as the crow flies, from Missanabie, a station on the C.P.R. main line.

We are told about "tracking canoes from island to island on lakes; of a river-dog-team, in winter regularly drove his Mountains, 1,800 miles, averaging from 60 to 90 miles a day;" and of "many a trapper who sets out for a 2,000 mile tramp with nothing but a single blanket wrapped up in a lean-to, firearms, and a gunny sack of flour and bacon strapped on his dog's back." Of course, it is impossible to track a canoe from island to island. It is doubtful if any man ever averaged from 60 to 90 miles a day with

a dog-team. The idea of a blanket "wrapped in a lean-to" is too grotesque for comment. But the statements about railways and railway possibilities along the Saskatchewan are the most remarkable of all. Miss Laut says:

"North of the railroads stretch 2,000 miles of muskeg country, where roads can never be built. Between the wheat plains and Hudson's Bay, lies an area, 400 by 70 miles, of pure muskeg, quaking silt on a bed of water, covered by goose-grass and muskrat reed 16 ft. high, with lanes of water criss-crossing in endless maze. Will there be any great game preserve left in America? Having canoed along the southern edge of the fur country for 1,500 miles, frankly, I do not think settlement can ever encroach on the great game preserve of the North. I think it will exist always, and for these reasons: When you go 70 miles north of the Saskatchewan you are in a muskeg region. This swamp land cannot be reclaimed. It is 5 ft. deep at the shallowest, and forever bars out settlers. It will also bar out railroads except along two or three ridges of rock—from Lake Winnipeg to Hudson's Bay, from Prince Albert to Lac La Rouge, from Edmonton to Athabasca and the Peace. Even if you build your railroad elsewhere—as the 90 miles built by Mackenzie and Mann from the wheat plains to the Pas prove—you cannot operate it in summer. You cannot operate it with a hand-car or a wheelbarrow from the floods. You can run your train over muskeg only in winter when the water is adamant ice; and then you have the consideration of blizzards to keep your track open. The Pas road to-day cannot be used."

If it were not notorious that feminine writers on engineering subjects are full of lovingkindness to those who undertake constructive works, some ulterior motive might be suspected in such an attack on the sanity of men who were among the most experienced railway builders on this continent. But the statements printed are so absurd, on the face of them, that even malice could not invent them. They are probably merely the result of neglect to ascertain the facts, and of desire to make out a case for an inviolable game preserve. But the innocent reader does not know this, and gets a wrong impression, accordingly.

The article referred to is self-contradictory. The title says the country in which the Hudson's Bay Co. and Revillon Freres are competing is "forever impassable to railroads," and that "north of the railroads stretch 2,000 miles of muskeg country, where roads can never be built." But the muskeg area, in another place, is said to be 400 miles by 70, and still, in this "2,000 miles of country where roads can never be built," there are three ridges on which railways can be built.

Perhaps the coolest thing ever printed about a railway enterprise is the paragraph about the Canadian Northern branch line from Etoimami to the Pas. It is so foolish that one marvels how it can have passed an experienced copy-reader. It intimates that most experienced railway builders have constructed a line which can never be used, as part of a road across a strip of country "where roads can never be built * * * * pure muskeg, quaking silt in a bed of water." It assumes that they have not examined the country north of the Saskatchewan; or that, if they have, their engineers are incompetents who have not learned as much about the country as a

woman did, who canoed down the Saskatchewan, with Indian or half-breed guides. The Pas branch is still in the contractors' hands, but it is being used and work trains will this summer complete the ballasting for which first-class material is found on the right of way.

The Canadian Northern engineers' reports on the country north of the Pas are not made public. But Government reports are. In *The Hudson Bay Route* and *Canada's Fertile North Land*, issued by the Department of the Interior, there is abundance of evidence, not only of the simplicity of building a railway from the Pas to Fort Churchill over the limestone formation which begins at the river itself, but of a big belt of fertile clay land through which it will pass. The Government maps show that where, according to Miss Laut, there is only "pure muskeg, quaking silt in a bed of water," there is timber, some of it 18 inches in diameter. There is, according to the evidence of Mr. McInnes, of the Geological Survey, and of every other traveller northward from the Pas, no unusual difficulty in the way of building a railway. The Government reports have been out for more than a year, and have been widely noticed in the press. They are amply confirmed by the reports of the Dominion Government survey parties, which, last fall and winter, explored the country from the Pas to Hudson Bay. The first party, which was in charge of Mr. Law, travelled to the Pas over the road which "cannot be used." Mr. Law states, apropos of the 70 miles of "pure muskeg, quaking silt," etc., that "the country was wooded from first to last."

Why should a writer who has achieved Miss Laut's reputation, write such nonsense? It is not necessary to suggest a motive. The facts are enough. The most careful writer may make slips. Miss Laut's offences against accuracy have long been notorious among those who know Western Canada. They have now become serious; for they are giving the American business public totally wrong ideas about the scope of railway construction in Western Canada; and the time has come to denounce them.

Renewals of licenses for G.T.R. refreshment rooms at Niagara Falls and Stratford, Ont., have been refused by the license commissioners of Welland and Perth Counties.

Judgment was reserved in the Claresholm, Alta., District Court, May 12, in the C.P.R.'s appeal against a conviction at Stavelly, last fall, under the Manitoba Grain Act, when a \$500 fine was imposed. It was contended that if the conviction stood, it would be impossible to make shipments of grain to the west, and that there was no act to prohibit the company from shipping east or west as it desired. The question was also discussed as to whether the Manitoba Grain Act applied to western shipments.

The recent friction between the C.P.R. and its mechanical employes is reported to have been settled, an agreement on all points in dispute having been reached at Montreal, May 8. The terms of the agreement have not been made public, but it has been stated that those men who were not taken back, at the time of the collapse of the strike last fall, will be reinstated in their old positions, and that the strikers will not be restored to their old places on the pension list. H. H. Vaughan, Assistant to the Vice-President, acted for the company.

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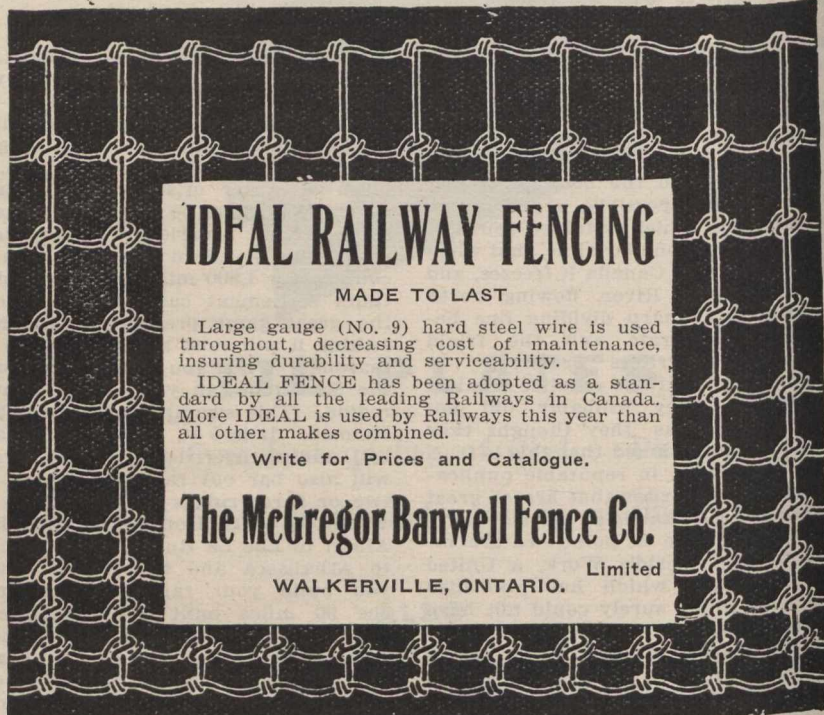
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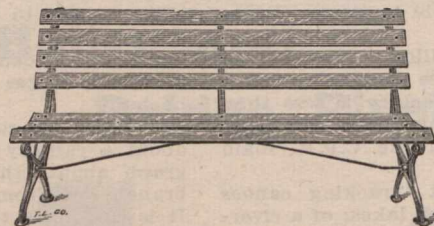
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Replying to a question in House of Commons recently, the Minister of Railways said the total amount expended to Mar. 31 upon the construction of the eastern section of the line was \$49,326,678.47, of which \$27,335,663.32 had been upon the Moncton-Quebec section and \$21,991,015.15 upon the Quebec-Winnipeg section. For the year ended Mar. 31, 1909, the amounts expended had been: Moncton-Quebec section, \$13,556,842.04; Quebec-Winnipeg section, \$9,562,082.82. The amounts for the year, however, were not complete, as there were several outstanding accounts which had not been finally settled.

Owing to representations from New Brunswick, the question of the adoption of electricity as a tractive power upon that portion of the N.T.R. lying between the St. Lawrence River and Moncton, N.B., has been under discussion. The N.B. Legislature has passed a resolution to the effect that inasmuch as the line between the two points named runs through a heavily timbered country it would be advisable to use electricity as a motive power, in order to prevent forest fires, and calls attention to the large number of water powers which could be developed along the route and so provide the energy necessary. The principal water power pointed out is that at Grand Falls, on the St. John River, 270 miles from the St. Lawrence River, and 160 miles from Moncton. At this point the river has a natural fall of 130 ft., and it is estimated to be capable of developing 100,000 to 125,000 continuous h.p. The requirements of the line are estimated to be 40,000 h.p. An officer of the Department of Railways stated May 7 that the matter had not been brought before the notice of the Department either in connection with the N.T.R. or the Intercolonial Ry. He further pointed out that as there were supplies of coal available in New Brunswick for railway purposes there would not be so much benefit from the electrification of that section as there would be for that between Quebec and Winnipeg. However, the question of the electrification of trunk lines is still in its infancy, and railways will probably rely upon coal for some few years to come.

No new features in connection with the construction of the line between Moncton and Winnipeg are reported, except that tracklaying was commenced at Lake Superior Jct., Ont., May 1, to meet the gang working easterly. J. D. McArthur, the contractor, is reported as having stated that the work will be completed so as to have trains running by July 31. The contract for the erection of stations on the N.T.R. between Winnipeg, Man., and the junction with the Lake Superior Branch of the G.T. Pacific Ry., is reported to have been let to — Vopin, of Winnipeg.

Quebec Bridge.—A large staff of engineers is engaged in Montreal in preparing designs for the bridge which the Dominion Government proposes to erect across the St. Lawrence River, to take the place of that partially erected (which collapsed, Aug., 1907) by the Quebec Bridge & Ry. Co., whose franchises and assets have been taken over. It is expected that the general plans will be completed within six months, and it is understood that they provide for a bridge at a height of 150 ft. above high water mark, with a centre span of

1,800 ft. as in the original. The commission in charge of the work makes monthly progress reports to the Government, but these are not made public.

An unconfirmed press report from Ottawa, May 20, stated that the board of engineers appointed by the Government had prepared plans for the new bridge and that tenders might be called for at an early date. This does not agree with the ministerial announcements made during the recent Parliamentary session.

St. Boniface Shops and Yards.—The yards with shops which are being laid out by the Commissioners, for the N.T.R., are situated six miles east of St. Boniface, Man. The buildings now under construction consist of locomotive machine and erecting shop, 170 by 612 ft., provided with 25 pits; boiler and tank shop, 185 by 210 ft.; power house, 110 by 150 ft.; grey iron foundry, 130 by 200 ft., with clearing room adjoining, 48 by 80 ft.; locomotive carpenter and pattern shop, 70 by 100 ft.; store room, 60 by 260 ft., with oil house, 40 by 60 ft.; and stores platform, 60 by 120 ft. adjoining; forge shop, 100 by 260 ft.; stores and scrap shop, 40 by 220 ft.; crude oil house, 20 by 60 ft.; frog and track shop, 60 by 100 ft. A chimney and high water tank are also included in the shop contract. The contractors for these shops are Haney, Quinlan and Robertson, and the contract for the structural steel work has been sublet to the Dominion Bridge Co.

The plans for the layout of the yard show that provision has been made for the construction of a second track along the main line. The freight shed and tracks for team delivery of freight are situated between Springfield road and the main line. On the other side of the main line is situated the east bound receiving and classification yard, while further on is the westbound lead, with various tracks for repair and other purposes branching off therefrom. Beyond the westbound lead is situated the track scales, icehouse, wrecking outfit tracks, etc., and further on again come the special tracks for locomotives going to and from the roundhouse, the coaling trestles, water tanks, ashpits, etc., necessary for the operation of the line. The roundhouse is a double one built round a 75 ft. turntable, and having accommodation for 37 engines. Adjoining it is a shop for making running repairs. The contractor for the construction of the roundhouse is J. D. McArthur. A map showing the location of the shops and yard and a plan showing the layout of the yards appeared in our Nov., 1908, issue.

It is said that tenders will be asked at an early date for the erection of the following shops for the car department:—Freight car shops, 200 by 600 ft.; paint shop, 100 by 325 ft.; coach shop, 125 by 250 ft.; planing mill, 100 by 300 ft.; lumber shop, 60 by 115 ft.; dry kiln, 40 by 50 ft.

Red River Bridge.—An act has been passed by the Dominion Parliament authorizing the commissioners to make arrangements with the city of Winnipeg for the provision of a roadway for passenger and vehicle traffic, if thought necessary, upon the bridge which they have power to construct over the Red River between the cities of St. Boniface and Winnipeg. The Manitoba Legislature has granted the city of Winnipeg the necessary power in this respect, and

the present act is the complement to it.

The Commissioners have let contracts for the construction of this bridge as follows:—For the substructure to Haney, Quinlan and Robertson, and for the superstructure to the Dominion Bridge Co. The estimated cost is stated to be \$265,000 for the concrete piers and abutments, and \$240,000 for the steel work. These contracts cover all the work for the completion of the roadway from the bank of the Red River, on the St. Boniface side, up to and including Water St. in Winnipeg. The bridge crosses at the foot of Lombard St., and has a total length of 780 ft. 8 in. It will be carried on six concrete piers, having their foundation on cemented gravel over solid rock, and two shore pedestals. The approach to the bridge proper is over an ordinary deck plate girder span; then comes a bascule lift span of 100 ft. clear waterway at low water, the whole span with its operating parts and counter weight having a length of 132 ft. The other four spans are truss spans of 144 ft. each. The floor of the bascule span is 36 ft. above the bed of the river, and is about 10 ft. above the average of high water. The construction in Winnipeg consists of elevated tracks with retaining walls and solid filling crossing over Mill, Notre Dame and Water streets, with through plate girder spans, on a curve of 6 degrees 44 minutes. At Water St. the N.T.R. tracks will join those of the G.T. Pacific Ry.

GRAND TRUNK PACIFIC RY.

The Minister of Railways replying to a question in the House of Commons recently, said the G.T.P.R. had its Lake Superior branch open from Fort William to the point of junction with the N.T.R., 188.77 miles, but it had not been taken over by the operating departments. Including bond interest, but inclusive of terminals, the cost of the line had been \$9,686,457.98, while the estimated cost of the line was \$9,986,457.98. Towards the cost of this line the Dominion Government voted a subsidy not to exceed \$6,400 a mile for 220 miles, and the Ontario Government granted \$2,000 a mile for 200 miles and 675,000 acres of land. The city of Fort William granted \$300,000 to be applied on the terminals in the city, and \$50,000 to be applied upon the bridge over the Kaministikwia River.

E. J. Chamberlin, General Manager, returned to Ottawa, April 29, from his tour of inspection over the line, and made a statement confirmatory of the interview which he gave some days previously at Winnipeg, reproduced in our May issue.

W. G. Mehan, of the company's construction department, started out from Saskatoon, Sask., in April to hurry on the work of tracklaying on the line into Edmonton, Alta. He stated that it was expected to finish the work by June 20. In connection with this it is stated that arrangements are being made to have a big celebration in connection with the opening of the line through from Fort William to Edmonton. The date for such a celebration depends largely upon the completion of the Winnipeg, Peninsular Junction section by the N.T.R. Commission. A feature of the celebration will, it is said, be the inspection of the line by a large party including the President and some of the directors of the G.T.R., officers of the G.T. Pacific Ry., the Premier and representatives of the Dominion Parliament, as well as

leading railway men and others. Fort William, Winnipeg, and Edmonton are planning to have hotel banquets and other celebrations on the occasion of the special train reaching those points.

The company has sent out a number of survey parties to locate branch lines principally in Saskatchewan. R. P. Graves is reported to be in charge of a party running a line from Melville to Yorkton; D. Bergen is reported to be in charge of a party locating a line from Scott to Battleford.

West of Edmonton, the work is proceeding rapidly, between the Pembina and the McLeod rivers. C. R. Schacht, a sub-contractor on this section, took on his men from Edmonton May 3, and before starting said he expected the grading between the two rivers would be completed by the autumn. The first divisional point beyond Edmonton, will be located at Edson about six or eight miles west of the crossing of the McLeod River. D. M. Murphy, engineer in charge of construction for the Government, has completed an inspection of the work. He says the work to the crossing of the Pembina River is practically completed, and the work is going on in good shape between there and the McLeod River.

Supplies for engineering parties have been delivered at Kamloops, and C. C. Van Arsdol is said to have taken charge of the work there, with the object of making surveys along the North Thompson River Valley in the direction of Vancouver.

A Vancouver press report dated May 10, states that the delay in the letting of the contract for the construction of the line beyond Kitselas canyon for 100 miles, for which tenders were asked

Notice is hereby given that a duplicate original of an amalgamation agreement made between The Canadian Northern Railway Company and The Edmonton, Yukon and Pacific Railway Company duly sanctioned by the Governor General in Council by Order in Council dated 23rd April, 1909, has been filed in the office of the Secretary of State of Canada.

GERARD RUEL,
Chief Solicitor.

Dated at Toronto, this 8th day of May, 1909.

Notice.—Application will be made on behalf of the Alberta Midland Railway Company and the Canadian Northern Railway Company to the Board of Railway Commissioners for Canada at the Board's office, Ottawa, on tenth June, 1909, at 12 o'clock noon for a recommendation to the Governor General in Council for the sanction of an agreement amalgamating the said companies.

GERARD RUEL,
Solicitor.

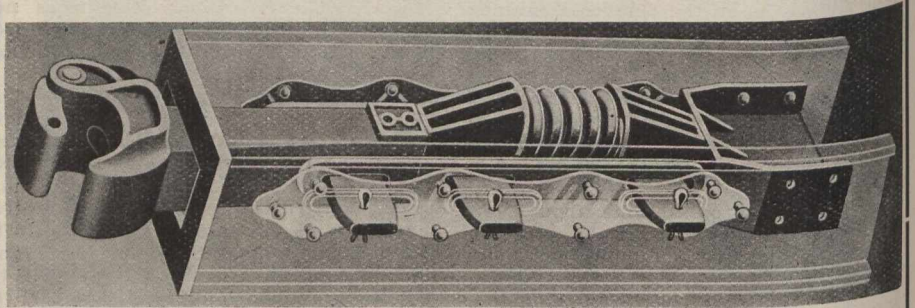
Dated at Toronto, 5th May, 1909.

Notice.—Application will be made on behalf of the Saskatchewan North-Western Railway Company and the Canadian Northern Railway Company to the Board of the Railway Commissioners for Canada at the Board's office, Ottawa, on June tenth, 1909, at twelve o'clock noon, for a recommendation to the Governor General in Council for the sanction of an agreement amalgamating the said companies.

GERARD RUEL,
Solicitor.

Toronto, 5th May, 1909.

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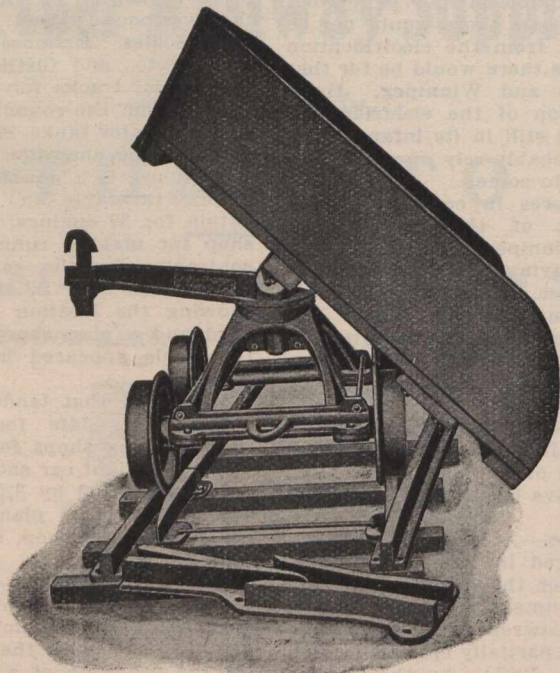
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The Canadian Road Machine Co., Limited
HAMILTON, CANADA

some time ago, is due to a possible abandonment of the located line up the Skeena River Valley via Hazelton and Bulkley Valley, in favor of the Copper River route. C. C. Van Arsdol has had direction of some surveys through the Copper River country, and it is stated that the results show that a saving of 80 miles in distance can be effected. The only difficulty in the way is said to be at Pine Pass on the divide between the Copper River and Telkwa River basins. These it is said can be overcome by the construction of a tunnel at a cost of \$1,000,000. The matter was investigated by E. J. Chamberlin, General Manager, on his recent western trip, and is now being discussed at headquarters.

Grand Trunk Pacific Branch Lines Co.

The Dominion Parliament has passed an act authorizing the construction of the following additional branch lines: From west of Pembina River crossing southwesterly to Embarras River, and southerly to the headquarters of the Little Pembina River, about 100 miles; from Embarras River southwesterly to the McLeod River, about 25 miles; from between Calgary and Coutts southwesterly to Macleod, thence via Pincher Creek to the western boundary of Alberta, about 100 miles; and from Regina, Sask., to Moose Jaw, about 45 miles.

G.T. Pacific Townsite and Development Co.

Replying to a question in the House of Commons recently, the Minister of Railways stated that the directors, C. M. Hays, E. J. Chamberlin, W. Wainwright, W. H. Biggar and E. H. Fitzhugh, held two shares each, while the G.T.P. Ry. Co. held the remaining 29,990 shares of common stock issued; the balance of the \$5,000,000 of authorized capital consisted of \$2,000,000 of preferred stock, which had not been issued. The property held by the company consists of 81 townsites, and a three-quarter interest in the townsite of Prince Rupert, B.C., the total area being 78,648 acres. The Department of the Interior gave the additional information that the Crown sold to the company 12,905.45 acres at \$3 an acre, receiving therefor \$38,716.35, while it is agreed that as the lands are sold the Government will receive one-quarter of the net proceeds of the sales. The Government further permitted the company to buy 11,279.81 acres from the holders of unpatented lands, receiving therefor \$1 per acre, the company buying out the various holders of the lands. (May, pg. 337.)

G. F. Hichborn, formerly Agent of the Great Eastern Line at New York, and now General Traffic Manager, United States Rubber Co., has also been appointed General Traffic Manager of the General Rubber Co., New York; Rubber Goods Mfg. Co., New York; Peerless Rubber Mfg. Co., New Durham, N.J.; New York Belting & Packing Co., Passaic, N.J.; Fabric Fire Hose Co., Sandy Hook, Conn.; Hartford Rubber Works Co., Hartford, Conn.; Morgan & Wright, Detroit, Mich.; Indianapolis Rubber Co., Indianapolis, Ind.; India Rubber Co., New Brunswick, N.Y.; Sawyer Belting Co., Cleveland, Ohio; Mechanical Rubber Co., Cleveland, Ohio; Mechanical Fabric Co., Stoughton, R.I.; Stoughton Rubber Co., Stoughton, Mass.; Mechanical Rubber Co., Chicago, Ill.; C. & J. Tire Co., Indianapolis, Ind., and Sandy Hook Reclaiming Works, Sandy Hook, Conn.

A Railway to Hudson Bay.

E. H. Drury, who had charge of one of the survey parties sent out by the Dominion Government into the Hudson Bay country, has returned to Montreal, and in an interview May 7, stated that when the railway was constructed the country between Pas Mission and Hudson Bay would undoubtedly prove to be a most productive one. He expressed an opinion, however, in favor of the line starting from a point further west, and suggested the possibility of using Saskatoon as a starting point, on the ground that all competitive lines would then have an even chance in freight matters. There were no engineering difficulties in the way of construction—few bridges would be required, and the gradients were easy. The records of snow showed that the maximum fall was only three feet in the year, therefore the cost of maintenance in winter would not be great.

The progress report of the Government surveyor for the projected railway to Hudson Bay, recently presented to the House of Commons, deals with the result of the preliminary survey in sections. Starting from Pas Mission, one party covered a section of 150 miles to Setting Lake. This section will be the lightest in point of construction, being mainly earthwork, with some small stretches of muskeg. The cost of clearing and grubbing will be heavy, but on the whole it presents no great difficulties. The second section of the route extends from Setting Lake to the summit between the waters of the Nelson and the Churchill Rivers, a distance of 175 miles. This country is badly broken up, and will necessitate the making of a number of heavy rock cuts, particularly along the Oder and the Burntwood rivers. An alternative route is being surveyed along the east side of Setting Lake and Grass River, which it is thought may turn out to entail less expensive work. The third section from the summit to Fort Churchill, a distance of about 140 miles, presents great difficulties in the way of making an estimate of the cost of construction. There are a great many muskegs, and in the last hundred miles, the route passes through a moss-covered tundra, which appears to be permanently frozen to within a few inches of the surface. Detailed information as to the cost of handling this material, or how it will carry a railway is not available. This last 100 miles being over an open country, more or less trouble with snow may be expected.

The route to Port Nelson from the Pas follows that surveyed to Fort Nelson for about 120 miles, and then on to a point fixed for the crossing of the Nelson River. Between this crossing and Port Nelson a preliminary examination has been completed, and a more detailed survey is now being made. The results at present obtained show that very little rock work will be necessary, the location being almost entirely in a bush country. The snow problems which will have to be dealt with on some points of the line to Fort Churchill will not be encountered on this line, and the hinder country is not passed through to any great extent, such stretches as are met with being short detached pieces, resembling more the spruce swamps found in Manitoba.

The gradients adopted throughout have been 0.4 of 1% north bound, and 0.6 of 1% south bound. No difficulty or particularly heavy work has been encoun-

tered which could have been materially lessened by the adoption of heavier gradients. In fact, it seems probable that the southbound gradient might be reduced to 0.5 of 1% without greatly increasing the cost. It is estimated that the cost of grading will average 55 cents a yard; the price used being \$1.50 per yard for solid rock, 60 cents a yard for loose rock, and 25 cents a yard for earth or common excavation. The estimate includes the material to be moved in the construction of the roadbed, including side tracks, terminal tracks, and drainage ditches.

Granting of Railway Charters.

A bill was laid before the Dominion Senate, May 7, having for its object the simplification of the granting of charters to companies proposing to construct railways. It was explained that the bill was designed to relieve Parliament of the consideration of the applications for the incorporation of railway companies, which took up a lot of time each session, by enabling railways to be incorporated by letters patent on terms analagous to those relating to joint stock companies. The bill provided that seven persons might petition for incorporation upon filing an agreement of association which should set forth particulars as to name of company, terminals of projected route, gauge, capital, shares, subscribed shares, head office, provisional directors, names of officials, etc. The railway to be constructed, it was provided, should be subject to the provisions of the Railway Act and any other general act relating to railways. Within twelve months after publication of the notice of agreement of association the provisional directors might apply for a certificate that the public interest required that a railway should be constructed as proposed. This certificate would determine all such matters as were set out in the articles and not provided for by the Railway Act, but the Commission was to be given power to grant certain additional powers if deemed advisable. It would not be compulsory on any company to take advantage of the act, but the act would afford an opportunity to companies to obtain incorporation under more favorable conditions than at present, while at the same time it would prevent the securing of charters for purely speculative purposes.

The C.N.R. reports that an increased acreage of from 10 to 30% will be put under crop in the Northwest this year. The greatest increase is reported to be along the company's main line through Saskatchewan and Alberta.

E. Tiffin and F. P. Brady, of the Government Railways Managing Board, were in St. John, N.B., May 1, in the course of a trip over the I.C.R. Discussing the work of the Board, Mr. Tiffin is reported to have stated that the change of system, would be little felt and that no radical measures would mark its accomplishment. The Board, he said, had simply taken over the duties of Mr. Pottinger, who had been appointed a member of it. Three members of the Board are to reside in Moncton. The fourth, the Deputy Minister of Railways and Canals, will as chairman, continue to direct the work from Ottawa. Mr. Tiffin stated that there would be no immediate change in the personnel of the staff.

Recent Dominion Legislation.

Among the acts passed during the recent session of the Dominion Parliament to which Royal assent was given May 20, were the following:

Algoma Central and Hudson Bay Ry.—Extending time for construction.

Arnprior and Pontiac Ry.—Incorporation.

Athabaska Northern Ry.—Extending time for construction.

British Columbia Southern Ry.—Extending time for construction.

Brockville, Westport and Northwestern Ry.—Extending time for construction.

Cabano Ry.—Incorporation.

Canada Shipping Act.—Amendments.

Canadian, Liverpool and Western Ry.—Incorporation.

Canadian Northern Ontario Ry.—Authorizing extensions.

Canadian Northern Quebec Ry.—Extending time for construction.

Canadian Northern Ry.—Aids for extension.

Central Ry. of Canada.—Extending time for construction.

Cobalt Range Ry.—Extending time for construction.

Government Harbors and Piers Act.—Amendments.

G.T. Pacific Branch Lines.—Authorizing extensions, etc.

G.T. Pacific Ry., Lake Superior branch.—Respecting subsidy.

G.T. Pacific Ry.—Authorizing loan.

Intercolonial and P.E.I. Rys.—Amending Employes' Provident Fund Act.

Joliette and Lake Manuan Colonization Ry.—Extending time for construction.

Kettle River Valley Ry.—Authorizing extensions.

Kootenay and Alberta Ry.—Incorporation.

Kootenay and Arrowhead Ry.—Extending time for construction.

London and Northwestern Ry.—Incorporation.

Manitoba and Northwestern Ry.—Extending time for construction.

Manitoba Radial Ry.—Extending time for construction.

Montreal Bridge and Terminal Co.—Change of name and amendments.

Montreal Harbor Commissioners.—Respecting advances, etc.

National Transcontinental Ry.—Financial.

Niagara-Welland Power Co.—Extending time for construction.

Ocean Steamships Subsidies Act.—Amendments.

Ontario, Hudson's Bay and Western Ry.—Extending time for construction.

Ottawa Northern and Western Ry.—Extending time for construction.

Prince Albert and Hudson Ry.—Incorporation.

Quebec and New Brunswick Ry.—Extending time for construction, etc.

Quebec Oriental Ry.—Extending time for construction.

Quinze and Blanche River Ry.—Extending time for construction.

Railway Act.—Amendments.

St. Maurice and Eastern Ry.—Incorporation.

Superior and Western Ontario Ry.—Incorporation.

Thessalon and Northern Ry.—Amendments.

Tillsonburg, Lake Erie and Pacific Ry.—Extending time for construction.

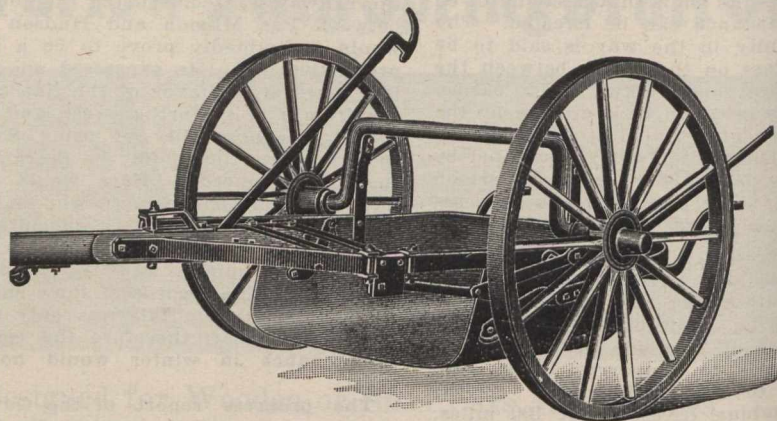
Victoria and Barclay Sound Ry.—Incorporation.

Windsor, Essex and Lake Shore Rapid Ry.—Extending time for construction.

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IN NOVA SCOTIA the Halifax and Southwestern Railway, from Halifax to Yarmouth, serves seven hundred miles of ocean shore; two score generous trout streams and the famous Rossignol lake system.

IN CAPE BRETON, sixty miles of the Gulf of St. Lawrence shore is skirted by the Inverness Railway, which gives easy access to the Margaree valley—far-famed for its salmon fishing.

IN QUEBEC, the Canadian Northern, Quebec and Quebec, and Lake St. John Railways give easy access to the Saguenay, Upper St. Maurice, the Batiscan, the La Tuque game and fish preserve, and the valleys of the St. Lawrence and Ottawa. All good fishing waters, abounding with quanaiche, trout and bass.

IN ONTARIO, the entire range of the Muskokas, the Georgian Bay hinterland, the French, Pickerel, Still and Maganetawan rivers—well stocked with bass, mascalonge, and pickerel, are best reached by the Canadian Northern Ontario Railway.

IN WESTERN ONTARIO and the prairie provinces, the Canadian Northern Railway serves over three thousand miles of splendid territory. The Rainy River section follows the old Dawson fur trail, which is the finest canoe trip on the continent. There is an amplitude of sporting opportunities for the camera hunter, the fisherman and canoeist.

For literature and general or special information inquire of the information Bureau, Canadian Northern Railway System, Toronto.

Transportation Appointments.

The information under this head, which is almost entirely gathered from official sources, is compiled with the greatest care, so as to ensure absolute accuracy. Anyone who may notice any error in our announcements will confer a favor by advising us.

Alberta and Great Waterways Ry.—E. A. James, formerly Manager, Canadian Northern Ry., is reported to have been appointed General Manager of this recently incorporated company.

Canadian Northern Ry.—M. A. Murphy has been appointed Superintendent, district 1, office Port Arthur, Ont. He will also continue to act as Superintendent, Duluth, Rainy Lake and Winnipeg Ry., with office at Virginia, Minn.

Geo. Stephen, heretofore Assistant General Freight Agent, has been appointed General Freight Agent. Office, Winnipeg.

C. W. Cooper, heretofore Assistant General Passenger Agent, has been appointed General Passenger Agent. Office, Winnipeg.

W. G. Manders, heretofore chief clerk, Freight Traffic Department, Winnipeg, has been appointed Assistant General Freight Agent, vice G. Stephen promoted. Office, Winnipeg.

J. B. Sheppard, heretofore Contracting Freight Agent, Toronto, has been appointed City Freight Agent, Winnipeg, vice J. M. Horn, promoted.

A. Wilcox, heretofore Superintendent, Port Arthur, Ont., has been appointed Superintendent, district 3. Office, Dauphin, Man.

C. D. Fisher has been appointed Chief Dispatcher, district 3, vice S. S. Foley promoted. Office, Dauphin, Man.

S. S. Foley, heretofore Chief Dispatcher, Dauphin, Man., has been appointed Superintendent, district 5. Office, Saskatoon, Sask.

J. M. Horn, heretofore City Freight Agent, Winnipeg, has been appointed District Freight Agent, Edmonton, Alta. In mentioning this appointment in our May issue we referred to his former position as Contracting Freight Agent. It should have been as given above.

G. R. Hall, heretofore Traffic Manager, Duluth, Rainy Lake and Winnipeg Ry., Duluth, Minn., has been appointed Commercial Agent, C.N.R., and D.R.L. and W.R. Office, 430 Commercial National Bank Bldg., Chicago, Ill.

Canadian Pacific Ry.—The jurisdiction of J. R. Gilliland, Superintendent, Montreal Terminals, has been extended over the Smith's Falls section of district 2.

W. B. Cronk, heretofore Superintendent, district 2, having been transferred to district 1, at Farnham, Que.

G. Pratt has been appointed Locomotive Foreman, Fort William, Ont., vice G. H. Reed promoted.

G. B. McGougan has been appointed Car Foreman, Fort William, Ont., vice J. Moore transferred to Winnipeg.

W. Bryce, heretofore Locomotive Foreman, Minnedosa, Man., has been appointed Locomotive Foreman at Ignace, Ont., vice A. E. Hough.

H. F. Mathews, heretofore Assistant General Superintendent, Sleeping, Dining and Parlor Cars and News Service, Eastern Lines, has been appointed Assistant General Superintendent, same service, Western Lines, vice W. Bell assigned to other duties. Office, Winnipeg.

C. C. Barclay, heretofore District Superintendent, Pullman Co., St. Paul, Minn., has been appointed Superintendent,

Sleeping, Dining and Parlor Cars and News Service, Central Division, vice N. F. Paterson, who has left the service. Office, Winnipeg.

O. V. Dotts, heretofore in Dining Car Service, Pennsylvania Rd., Jersey City, has been appointed Assistant Superintendent Sleeping, Dining and Parlor Cars and News Service, Central Division. Office, Winnipeg.

W. R. White, heretofore General Baggage Master, Winnipeg, has been appointed Station Master, Winnipeg, vice P. F. Weisbrod, transferred.

W. F. Lowe has been appointed Locomotive Foreman at Minnedosa, Man., vice W. Boyce transferred to Ignace, Ont.

P. F. Weisbrod, heretofore Station Master, Winnipeg, has been appointed Trainmaster at Brandon, Man., vice W. M. Ansley, transferred to Revelstoke, B.C.

Alex. Crawford has been appointed acting Locomotive Foreman, Souris, Man., vice A. Peers, who has been granted leave of absence.

F. W. Sadlier, heretofore Locomotive Foreman at Field, B.C., has been appointed District Master Mechanic, district 1, Western Division, vice R. A. Pyne transferred. Headquarters, Moose Jaw, Sask.

J. K. Allen, heretofore Car Foreman, Calgary, Alta., has been appointed Car Foreman, Medicine Hat, Alta., vice T. G. Taylor transferred.

T. G. Taylor, heretofore Car Foreman, Medicine Hat, Alta., has been appointed Car Foreman, Calgary, Alta., vice J. K. Allen transferred.

A. Hall has been appointed Locomotive Foreman, Macleod, Alta.

F. W. Hoskins has been appointed Car Foreman, Red Deer, Alta.

A. E. Bennetts, heretofore Locomotive Foreman, Kamloops, B.C., has been appointed Locomotive Foreman, Field, B.C., vice P. W. Sadlier promoted.

R. A. Pyne, heretofore District Master Mechanic, district 1, Western Division, Moose Jaw, Sask., has been appointed District Master Mechanic, district 3, Pacific Division, vice E. E. Austin transferred to Revelstoke, B.C. Headquarters, Nelson, B.C.

W. M. Ansley, heretofore Trainmaster, Brandon, Man., has been appointed Trainmaster, Revelstoke, B.C.

C. H. Tedlock has been appointed Locomotive Foreman, North Bend, B.C.

J. C. Reed, heretofore General Foreman, Locomotive Shops, Vancouver, B.C., has been appointed Locomotive Foreman, Kamloops, B.C., vice A. E. Bennetts transferred.

G. H. Reed, heretofore Locomotive Foreman, Fort William, Ont., has been appointed General Foreman, Locomotive Shops, Vancouver, B.C., vice J. C. Reed.

W. Bell, heretofore Assistant General Superintendent Sleeping, Dining and Parlor Cars and News Service, Western Lines, Winnipeg, has been appointed Assistant Commissary Agent in connection with the Purchasing Department. Office, Victoria, B.C.

Detroit River Tunnel Co.—F. O. Waldo, Auditor, M.C. Rd. and T.H. & B. Ry., has also been appointed Auditor, D.R.T. Co. Office, Detroit, Mich.

Duluth, Rainy Lake and Winnipeg Ry.—D. T. Murphy, heretofore Trainmaster, has been appointed Assistant Superintendent. Headquarters, Virginia, Minn. See also Canadian Northern Ry.

Grand Trunk Pacific Ry.—B. B. Kelliher, Chief Engineer, has been transferred to Winnipeg, Man., from Montreal, H. A. Woods, Assistant Chief Engineer, remaining at Montreal.

D'Arcy Tate, Assistant Solicitor, has been transferred from Montreal to Winnipeg.

It is reported that the headquarters of the Vice-President and General Manager, E. J. Chamberlin, will be transferred to Winnipeg, but no official announcement had been made up to May 27.

Grand Trunk Ry.—J. D. McLennan, heretofore chief clerk to Auditor of Freight Accounts, has been appointed Auditor of Freight Accounts, vice W. Clark, who has been given special work. Office, Montreal.

F. Rockhill, heretofore General Foreman Bridges and Buildings, has been appointed Master of Bridges and Buildings, Southern Division, vice P. Brass, who has resigned on account of ill health. Office, St. Thomas, Ont. The position of General Foreman of Bridges and Buildings has been abolished.

The following agents have been appointed:—Powassan, Ont., W. W. Langford (acting); Lisle, Ont., R. Johnston; Hamilton, King St., Ont., E. T. Mannix; London East, W. J. Burr; Caldwell, Ont., M. J. Egan; Kearney, Ont., J. M. Joynt (temporary). Outside Agencies: Clinton, Ont., Jno. Ransford; Sault Ste. Marie, Ont., Thos. Taylor.

Intercolonial Ry.—C. White, heretofore night foreman of roundhouse, Moncton, N.B., has been appointed day foreman there, vice N. Sinclair transferred to engineman.

T. A. Trites, heretofore fitter, has been appointed night foreman of roundhouse, Moncton, N.B., vice C. White promoted.

National Despatch-Great Eastern Line.—L. J. Rouleau, heretofore Soliciting Freight Agent, G.T.R., Montreal, has been appointed Travelling Freight Agent and Agent, vice H. A. Laird.

National Transcontinental Ry.—F. W. Walker, heretofore in charge of plans and specifications of shops, roundhouses, etc., G.T.P.R., has been appointed Superintendent of the erection of the Winnipeg shops.

Northern Pacific Ry.—H. Swinford, General Agent, Winnipeg, has been appointed General Agent, Vancouver, B.C., vice C. E. Lang, assigned to other duties.

W. C. Hartnett, heretofore Travelling Freight Agent, Chicago, Ill., has been appointed General Agent, Winnipeg, vice H. Swinford, transferred to Vancouver.

G. Barnes has been appointed General Agent Freight Department, Detroit, Mich., vice W. E. Belcher, assigned to other duties.

Reid Newfoundland Co.—A circular states that J. A. Boak, with headquarters at 217, Royal Insurance Building, Chicago, Ill., will have charge of this company's traffic in U.S. territory, west of St. Clair River, Detroit, Buffalo and Pittsburg. His title is General Agent. He is also Intercolonial Ry. Freight Agent for the same territory.

Thousand Islands Ry.—P. B. Whiteley, heretofore agent Bay of Quinte Ry., Deseronto, Ont., has been appointed agent, T.I.R., Gananoque, Ont., vice E. R. Chapman, resigned to enter private business.

The Transportation Salesman.

By *W. B. Lanigan, Assistant Freight Traffic Manager, C.P.R., Western Lines*

Every large business to-day, manufacturing or wholesaling various commodities, includes in its organization a department which supervises the introduction of its wares to the public, the extension of its commerce, and its relation with its patrons. This department is called the sales department, and its relative importance to the other departments composing the business organization may be described, briefly, as the department delivering the tangible result of what the other departments have been laboring to produce. The sales department is generally under the supervision of a sales manager who instructs and controls the operation of the selling force, who cover certain cities or districts as resident agents or as commercial travellers, and sell to the trade the output of the houses they represent. It can, therefore, be readily seen that a department forming the channel by which a business house reaches its patrons and does its business must necessarily be of great importance, and must, to perform its duties successfully, require the strong co-operation of every department behind it. A railway offering its transportation (the principal source of its revenue) to the public, must likewise have its sales organization to determine its tolls, and to divert to its rails the greatest possible tonnage. This it effects through the traffic department whose traffic manager, general freight and passenger agents, district agents and travelling agents occupy the same relative position as the sales manager and commercial travellers I have already mentioned do to the business houses they represent.

The success of a sales department must necessarily depend, first on the quality of the goods it offers, second on the price, and third on its living up to the representations of the selling agent. No business house can extend its operations or ever retain its customers that falls in any of these three requirements. The sales or traffic manager of a railway company must interest himself in the purchasing capacity of the community served by his line, because as the community prospers the more of the higher class merchandise is transported at the higher rate and the greater the general tonnage. He is consequently interested in what may be regarded as his staple business, the successful movement and marketing of the raw product of the country, knowing that this movement which is, generally speaking, in this country towards the Atlantic seaboard, will be exchanged for a west-bound movement of higher class merchandise of perhaps a lesser tonnage, but carrying higher and more profitable revenue. It is this tonnage that tests his sales organization. Its destination is to wholesale and distributing points which are nearly always competitive with other carriers. Only persistent effort in the way of canvassing, prompt attention to his customers' requirements and the co-operation of every department of his line, can make his work successful. No commercial traveller can continue to sell goods his company cannot deliver, nor can he continue to sell goods of an inferior class at the same price as his competitor. It must be remembered that the traffic department is selling, not the staple class of transportation on which there is little or no profit, but the fancy

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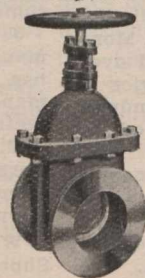
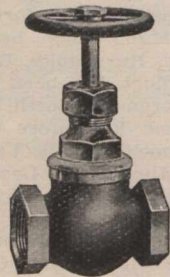
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merchandise lines on which his company must reap their surplus over operating expenses. Every member of each department has, or should have, a personal interest in a matter upon which depends not only the profit of the company, but which affects his own employment and remuneration. The old proverb that you cannot make bricks without straw needs no elaborate explanation. No company without profits can increase wages or afford increased employment by extending its operations. The departments back of the sales department must, in their own interests, deliver the goods the sales manager has contracted for or the organization of which they are members must be cut down, economies introduced, reductions made. The maintenance of way man who fails to maintain, the mechanic whose machine does not work, the engineer whose engine does not steam, the conductor who fails to remember, the yardman who fails to place, the operators whose operations are neglected, the superintendent who fails to superintend, all and every department who fails to cooperate with the salesman are working for reduced profits, and to lower the standard of wages. That without speaking of the common honesty of doing well the work we are paid for, without speaking of the loyalty every man should have for the source of his daily bread is the personal interest we all have in the prosperity of the company that employs us.

There is, perhaps, no employment that offers greater reward than railway service, none with a greater field for personal advancement; but all classes of employment in every line require the candidate to deliver the goods. The world, a writer has said, reserves its big prizes for but one thing, and that is initiative. Initiative is doing the right thing without being told. Next to doing the right thing without being told, is to do it when you are told once.

The foregoing was read before the Western Canada Railway Club recently.

The G.T.R. is suing the Ottawa and New York Ry., and F. J. Balch, Assistant General Freight Agent, O. and N.Y.R., for the return of certain papers and correspondence respecting a shipment of cotton consigned to the Montreal Cotton Co., which it is alleged, were handed to F. J. Balch on or about May 28, 1907. Damages are claimed for their alleged wrongful detention.

The branches of the Trainmen's Brotherhood at Winnipeg have asked the Department of Labor to take up, under the Alien Labor Law, the question of the operation of Great Northern Ry. trains from North Dakota into Manitoba. They suggest that the company be directed to make up new trains, manned by Canadians at the boundary for operation over the company's lines in Manitoba.

During Mar., 30 railway employes were killed and 23 injured in the course of their work on Canadian railways. Of the fatalities, 8 each were due to being run over and to falling material; 5 each to collisions and to explosions of dynamite; 2 to boiler explosion, and one each to a fall and to being caught between cars. Of the other accidents, 11 were due to collisions; 4 to being caught between cars; 3 to falls; 2 to being run over; and one each to falling material, to being struck by a passing object and to machinery.

Railway Subsidy Contracts.

The Department of Railways has entered into contracts for the construction of the following lines:

NORTH SHORE RY.—From the main line to Mount Carlyle, N.B., 2½ miles. (Dec. 22, 1908.)

MARGAREE COAL AND RY. CO.—From the I.C.R., near Orangedale, to Chimney Corner Cove, 46 miles; and from the I.C.R., between Orangedale and Point Tupper, to Caribou Cove, N.S., 4 miles. (Dec. 31, 1908.)

CANADIAN PACIFIC RY.—From Moose Jaw, Sask., in a northwesterly direction, 123 miles. (Jan. 8, 1909.)

CANADIAN NORTHERN ONTARIO RY.—From Toronto, via the east side of Lake Simcoe, through Parry Sound, to near Sudbury, Ont., 265 miles. (Jan. 23, 1909.)

From Sudbury Jct., to Hutton Mines, Ont., 30 miles. (Feb. 4, 1909.)

QUEBEC, MONTREAL AND SOUTHERN RY.—From Yamaska to a point in Lotbiniere Co., Que., 70 miles, and from Mount Johnson to St. Gregoire Station, Que., 1½ miles. (Feb. 25, 1909.)

CANADIAN NORTHERN QUEBEC RY.—From Garneau Jct., to Quebec, Que., with branch lines towards the Quebec Bridge, 83 miles. (Apr., 5, 1909.)

ELECTRIC RAILWAYS.

Niagara Falls Electric Car Fares.

The Ontario Railway and Municipal Board gave the following judgment, May 6:—This is an application made by the Board of Trade of Niagara Falls against the International Ry. Co., alleging that the company in the operation of its electric railway from Chippewa to Queenston charges the public travelling on its cars a minimum cash fare of 10c. no matter how short the distance, contrary to section 171 of the Ontario Railway Act, 1906, and praying that relief may be granted by this Board, compelling the company to accept a 5c. cash fare for conveying passengers for any distance not exceeding three miles south of Bridge St. The purpose of this application, evidently, is to compel the company to comply with section 171 of the act, which provides that fares on railways operated by electricity shall not exceed 5c. for any distance not exceeding three miles, and where the distance exceeds three miles then not exceeding 2c. per mile or fraction thereof for the distance actually travelled.

On hearing of the application before the Board, the company alleged, as its sole defence, that this Board had no jurisdiction to fix passenger rates which can be charged by the company, but on the contrary that the Commissioners for the Queen Victoria Niagara Falls Park had the power to fix such rates. The issue is therefore clear cut. Who has the power and authority to fix the passenger rates, this Board or the Commissioners? It is necessary to carefully consider the original act incorporating the company (Ontario, 1892, 55 Vic., chap. 96), as well as the agreement set forth in schedule B to that Act. The agreement was made between the Commissioners and E. B. Osler and others. At the time the agreement was entered into, the parties thereto had no authority to make it, consequently it was necessary to validate it by act of Parliament. This was done by section 1 of the act referred to. Sec. 32 of the agreement in schedule B to that act provides that the company's tariff for passengers shall

be a reasonable one and shall be subject to the Commissioners' approval, provided that the Commissioners are not to have the right to insist upon such a tariff as will prevent the company operating the railway at a fair profit, but it shall be their privilege to exact from the company the imposition of reasonable rates only. It is upon this clause of the agreement and subsec. 5 of sec. 171 of the Ontario Railway Act, 1906, that the company rests its contention that the Commissioners and not the Board have authority to fix the rates.

By sec. 5 of the company's incorporation act, 55 Vic., cap. 96, the clauses and provisions of the Ontario Railway Act and amendments thereto, except subsec. 18 of sec. 9 and save as barred, varied or excepted by the act itself, &c., &c., formed part of the act. By the same section certain portions of the Railway Act were expressly excluded from the Act of Incorporation. Shortly stated, the effect of section 5 of 55 Vic., cap. 96, was to incorporate therein sec. 31, R.S.O. 1887, cap. 170, the then Railway Act of Ontario, and make such section part thereof. Subsec. 9 of section 31 provides that no tolls should be levied or taken until approved of by order-in-council, &c. An order-in-council was passed January 5, 1894, approving the company's by-law fixing tolls to be levied for the conveyance of passengers and express. It was ably argued by Mr. Fraser on behalf of the company that clause 32 of the agreements barred or varied sec. 31, R.S.O. 1887, cap. 170, and that subsec. 5 of sec. 171 of the Railway Act, 1906, applied and therefore the Commissioners and not this Board had the sole power and authority to fix the company's passenger rates. It will be observed that the agreement of Dec. 4, 1891, schedule B to the act, is only validated. It is not made part and parcel of the company's Act of Incorporation. Parliament said in effect, we will validate your agreement, but when it comes to fixing your tolls or passenger rates, sec. 31 of the Railway Act of Ontario will apply. No matter what agreement you make between yourselves, the rates for the conveyance of the public on your railway must be fixed in accordance with sec. 31. If Parliament had intended that clause 32 of the agreement should vary sec. 31 of cap. 170, it would have said so, and sec. 5 would have read "save as barred, varied or excepted by the agreement." But the act does not say that. It says "save as barred, varied or excepted by this act." The conflict is between the agreement and the positive enactment of the statute, and the Board's opinion is that the statute must prevail. We therefore have before us a special act, not an agreement, providing for the fixing of tolls or passenger fares. Sec. 171 of the Ontario Railway Act, 1906, provides that "notwithstanding anything contained in any agreement with any municipal or other corporation or person, or any provision contained in any special act to the contrary, the fares to be taken by the company on a railway operated by electricity for each passenger shall not exceed 5c. for any distance not exceeding three miles, and where the distance exceeds three miles then not exceeding 2c. per mile or fraction thereof for the distance actually travelled."

The Board are of the opinion that subsec. 5 of sec. 171 of the Ontario Railway Act, 1906, does not apply in this case, for the reason that there is no

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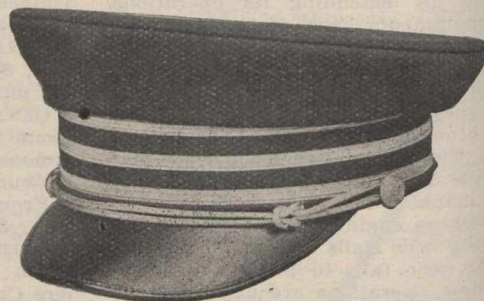
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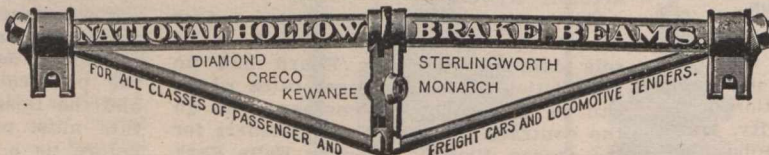
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act or statute which makes the company's tariff of passenger fares subject to the approval of any Commissioners, &c., and that we are in no wise bound to consider clause 32 of the agreement, but that we are bound to fix the company's tariff for passenger fares in conformity with sec. 171. We might also refer to secs. 16 and 17 of the Ontario Railway and Municipal Board Act of 1906, as having a bearing on the question of the Board's jurisdiction. The following statutes may be referred to, in connection with the change from the Niagara Falls Park and River Ry. Co. to the International Ry. Co., but otherwise they have no bearing upon this controversy: Statutes of Canada, 1900, cap. 54; 1902, cap. 43; Statutes of Ontario, 1901, cap. 86; 1902, cap. 12.

It was suggested by Mr. Ferguson on behalf of the applicants, that this Board should state a case for the opinion of the Court of Appeal. This we declined to do. We prefer to decide the question involved, as well as we can, so that a concrete case may be presented to that court for their determination, rather than what might appear to be an academic question. We are pathfinders, and we prefer to blaze the trail ourselves, rather than ask other people to blaze it for us. The Board directed that the Commissioners of the Queen Victoria and Niagara Falls Park should be represented upon the hearing of this application. Sir Æmilius Irving appeared for the Commissioners and very ably stated his views on the question of jurisdiction. The Board make no order as to costs except that the company shall pay \$20 stamps on the formal order.

Montreal St. Ry. Service and Fares.

The Board of Railway Commissioners passed the following order:—
7045. May 4.—The complaint of city of Montreal, against rates charged by and the service and operation of the Montreal Park & Island Ry. Co., and re order 6805, dated April 6, directing that Montreal St. Ry. Co. be made a party to the application, to show cause why it should not join with the M. P. & I. Ry. Co. in establishing a through route and through rates with the M.P. & I.R. Co.: Upon hearing the application, counsel for the city of Montreal and the railway companies interested appearing at the hearing (the Montreal St. Ry. Co. declaring that it appeared only to decline the Board's jurisdiction), the evidence adduced, and what was alleged; and it appearing to the Board that the M.P. & I.R. Co. unjustly discriminates against the residents of Mount Royal ward, Montreal, and in favour of the residents of the town of Notre Dame de Grace, in respect of the rates charged and in the service and operation of its railway: It is ordered that the M.P. & I.R. Co. be directed to grant the same facilities in the way of services and operation, including the rates to be charged by it, to people residing in Mount Royal ward, that it grants to people residing in Notre Dame de Grace; and that it forthwith enter into the necessary agreements for the purpose of removing the said unjust discrimination; and that with respect to through traffic over the Montreal St. Ry., the Montreal agreement or agreements that may be necessary to enable the M.P. & I.R. Co.

to carry out the provisions of this order. And it is further ordered that the operation of this order be stayed for 30 days from date, to enable the M.P. & I.R. Co., or the Montreal St. Ry. Co., or both, to appeal. If no application for leave to appeal is made within the 30 days, the order to go into effect at once at the expiration of that time.

Projects, Construction, Betterments, Etc.

Brantford St. Ry.—The question of the reconstruction of the Brantford St. Ry., which is owned by the G.V.R., has been occupying a good deal of the time of the Brantford city council recently. As a result of all the consideration a resolution was passed May 10, effecting a temporary adjustment. The resolution provides that the G.V.R. shall deposit with the city clerk a bond for \$25,000 and \$35,000 of the bonds of the company in lieu of the bond of a guarantee company required by the agreement, and that in the meantime the company is to be allowed without prejudice to the city's right in the event of any default being made, to proceed with the work of reconstruction. The work is to be done under the direction of the city engineer. Prior to this agreement being reached the city was considering the question of cancelling the franchise and removing the rails preparatory to repaving the streets. (April, pg. 281.)

British Columbia Electric Ry.—A contract is reported to have been let to Boyd and Craig for grading of an extension on Hastings St. east, Vancouver, to the eastern boundary of Hastings townsite; and that tenders have been asked for the grading of the Powell St. extension to the Hastings Park entrance. The council of Burnaby township has granted the company a 40-year franchise for a line from the eastern boundary of the township right across it, a distance of six miles. Two survey parties are engaged in locating the route, and as rails and other material for the work are on hand, there will be no delay in pushing construction through.

Tenders have been asked for the erection of trolley poles, etc., on the Eburne-New Westminster extension; and a press report says that a contract has been let for 390 miles of aluminum wire for overhead and other work on the new lines.

Another report states that it has been decided to proceed at once with the extension of the tracks along Westminster road from Ninth Ave. to the boundary of district lot 301, and from North Arm road south to district lot 301.

A London, Eng., cable of May 10 states that the directors have authorized the expenditure of \$2,500,000 upon extensions and betterments upon the company's lines during the current season. (May, pg. 365.)

Brockville, Ont.—T. M. Kirkwood, Toronto, has written the City Council of Brockville, Ont., asking it to give a guarantee on an amount of bonds at the rate of \$25,000 a mile, for 20 years, to aid in the construction of an electric railway through the city, to connect Toronto and Montreal.

Calgary, Alta.—A press despatch states that owing to the labor troubles among the marine men on the Great Lakes, construction material for the street railway is not coming forward, and that work is at a standstill.

An application has been made by the

residents of Chestermere, to the City Council of Calgary, to supply power for the operation of a line from Calgary, due east to Chestermere Lake, 10 miles. The Mayor states that it must first be seen that a street car system can be profitably worked in the city before an extension as suggested could be considered. (Apr., pg. 291.)

Campbell River Power Co.—Application will be made at the next session of the B.C. Legislature for an act incorporating a company with this title. Among the objects for which power is sought, are, the constructing and operating of single or double track, aerial or other tramways, with the necessary side tracks and turnout for the passage of cars and all kinds of vehicles capable of being used in connection with a tramway; the carrying of passengers and merchandise of all kinds on such tramway, by any motive power now used or that may be discovered, the erecting of poles, wires, and lines for the transmission of electrical energy, or other power, or for telephone and telegraph messages; the generation of power, and the use of water power for mechanical purposes other than the generation of electricity. Barnard and Robertson, Victoria, are solicitors for the company.

Cobourg Radial Ry.—Upon the application of the Provincial Steel Co., which is interested in this company, the Cobourg, Ont., Town Council, has granted the company a franchise for the construction of an electric railway from its works, through the town to the lake front. (May, pg. 365.)

Dunnville, Wellandport and Beamsville Electric Ry.—Press reports state that grading has been started on the first 10 miles of the 22-mile line projected to connect up these three Ontario towns by — Lloyd, to whom a contract has been let. It is also stated that tenders will shortly be asked for the supply of rails, poles, overhead equipment and rolling stock. The construction will be light, the heaviest fill being between St. Ann's and Dunnville, and the bridge construction will involve structures of no great importance over Chippewa Creek, and three or four other streams. The gradient is a comparatively easy one, the heaviest being down the mountain where it is about 3%. It is proposed to purchase power to operate the line. Jas. A. Ross, Wellandport, Ont., is President of the company. (May, pg. 367.)

Hamilton St. Ry.—The Hamilton City Council is preparing to asphalt Barton St., and desires the H.S.R. to relay its tracks at the same time. The company desires to postpone the work on account of the disorganization of traffic which it will necessitate at a time when traffic is heaviest on this piece of line. (Mar., pg. 215.)

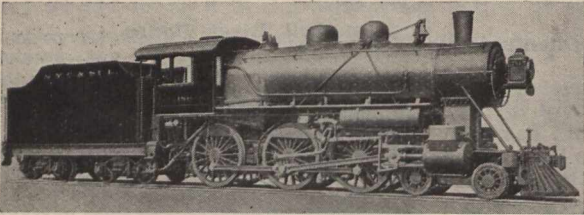
London and Northwestern Ry.—D. A. Stewart, London, Ont., states that the company's plans provide for the construction of an electric railway from London to Sarnia, Ont., passing through Hyde Park, Melrose, Lobo, Poplar Hill and Park Hill, and a connection to Grand Bend on Lake Huron, a total of 114 miles. It is expected to start construction within six months, and when the line is completed to give a regular service with 15 cars. London is to be the location of the car and repair shops.

Moncton Electric Tramway Co.—The New Brunswick Legislature has passed an act amending in various ways the

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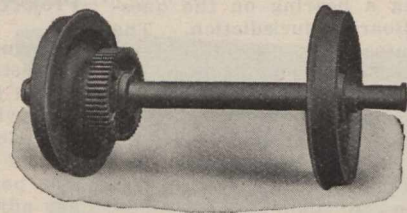
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company's powers to enter into an agreement with the City Council for the construction of an electric railway within the city of Moncton, and granting an extension of time within which the railway may be constructed. (See Moncton St. Ry., Heat and Power Co., May, pg. 367.)

Montreal and Southern Counties Ry.—Press reports state that contracts have been let to Slack and Brogan for paving Common and Mill streets, and the approaches to Black's Bridge, on the company's piece of line in Montreal city, and to G. Duncan for grading in St. Lambert, and for the excavation of the sub-station and car barns to be erected on St. Denis St., opposite Elm Ave. The work of grading to the Victoria Bridge is in progress. (May, pg. 367.)

Mount McKay and Kakabeka Falls Ry.—W. F. Hogarth, President, stated May 7, that if the arrangements with the city of Fort William, Ont., are completed at once track will be laid out to the park by July 1. The city acquired all the company's property within the boundary as the result of the vote at the last municipal election, and the company now desires to secure a connection so that it can take its traffic into the city. (Feb., pg. 136.)

Niagara, St. Catharines and Toronto Ry.—A connection has been made between the N., St. C. and T. Ry. and the Toronto, Hamilton and Buffalo Ry. at Welland, Ont. This will greatly facilitate the handling of freight traffic between the two companies. (Oct., 1908, pg. 737.)

Ontario West Shore Ry.—Grading will, it is reported, be recommenced on the section of the line between Kincardine and Goderich, early in June. The heavy rains have prevented much of the work that had been outlined for the spring. J. W. Moyes, engineer, states that 4,500 tons of rails have been purchased, half of which will be landed at Kincardine, and half at Goderich, in readiness for laying from each end of the line during the summer.

The Goderich Town Council raised the question at its meeting May 7 as to how far the rights of the various municipalities guaranteeing the company's bonds, were protected, as regards the work of construction; and in response to questions on the subject, J. W. Moyes has said that the books and reports of the company are open to inspection by the municipalities concerned, and that every dollar is accounted for, and the strictest economy practiced.

Ottawa and St. Lawrence Electric Ry.—At a meeting of shareholders at Morewood, Ont., May 4, the following were elected directors: C. M. Willard, J. K. B. and W. M. Longbridge, J. W. Bogart, A. Merkley, and J. McFarlane. C. M. Willard of Morewood, was subsequently elected President, and — Iveson, Secretary. Meetings have been held in support of the project at Prescott and other points, and the directors state that stock enough to start the line has been subscribed by the farmers along the route; that nearly all the municipalities through which it will pass have voted cash subsidies, and that a New York firm has taken over the selling of the bonds. The route of the line as projected is as follows: Starting from Ottawa it will touch Metcalfe, Ormond, Winchester Springs, Williamsburg, Morrisburg, then west along the St. Lawrence River, passing Iroquois, Cardinal, Prescott, Maitland, to Brock-

ville, thence northerly, taking in Lyn, Athens, Perth, Lanark and Arnprior, thence along the Ottawa River to the starting point. It was reported that surveys were started May 10, A. H. N. Bruce, Ottawa, being Chief Engineer in charge. It is stated that an arrangement has been made to obtain electric power from Morrisburg, until the company develop a power of its own which it hopes to secure in the vicinity of Ottawa. (May, pg. 367.)

People's Ry.—The by-law submitted to the taxpayers of Wilmot tp., Ont., to grant a bonus in aid of the construction of this projected railway through the township, was defeated by 42 votes. At a meeting held at New Hamburg, Ont., May 2, the directors appointed a number of business men from Stratford, Tavistock, New Hamburg, and from Wilmot and Blenheim tps., as an advisory board. A. N. Warfield, New Hamburg, is in charge of the project. (May, pg. 367.)

Quebec and Saguenay Ry.—In connection with the reported transfer of the control of the Quebec Ry., Light and Power Co., it is stated that the rearranged company will undertake the construction of the projected line from St. Joachim to Murray Bay, Que., which the Q. and S. Ry. Co. is authorized to construct. The starting point would be at St. Joachim, the terminal point of the Q., Ry. L. and P. Co.'s Montmorency division, and the line would be constructed along the shore of the St. Lawrence River, passing through Baie St. Paul to Murray Bay. The act also gives the company power to extend the line to St. Catherines Bay, where a deep water port may be established. The distance from St. Joachim to Murray Bay is 56 miles, and the cost of this portion of the line is estimated at \$2,000,000. It is stated that the company's bonds have been underwritten, that construction will be started this summer and the line completed within two years. (April, 1908, pg. 283.)

Sarnia St. Ry.—During the current construction season the company proposes to relay its double track main line with 70-lb. rails, for which the city will provide a roadbed of creosoted block. The extension made during 1908 was a line of 1.5 miles through the southern part of the city, on Vidal and Christina Sts., the purpose of which was to take over the passenger and baggage business from which the Pere Marquette Rd. was withdrawing. The P.M.R. ceased operating its trains up town Jan. 1, and since that date the S.S.R. has taken over the business. (Feb., pg. 197.)

Stratford and St. Joseph Radial Ry.—At a meeting of provisional directors in Stratford, Ont., May 4, their interests were transferred to a new board which is stated to have subscribed for \$125,000 of stock. The new board is said to have entered into a contract with R. H. Sherwood, of Brooklyn, N.Y., for the construction of the line, he taking payment in the company's bonds.

The projected line will have a total length of 65 miles, extending from Stratford to St. Joseph, on the shore of Lake Huron, via Carlingford, Russeldale and Exeter or Hensall. It is proposed to issue bonds to the extent of \$25,000 a mile, carrying 4% interest, and to run for 30 years. The municipalities are being asked to guarantee these bonds, so as to enable the company to issue them at par. The capital is fixed at \$500,000. A pro-

position has been submitted to the Stratford City Council that it give a guarantee of bonds up to \$250,000. This is under consideration.

It is proposed to operate the line by trolley in the ordinary way, and to keep two 50-ton steam locomotives in reserve to provide a partial service in case of a breakdown of the power plant. An hourly service will be given for passengers during 15 hours each day, and during the remaining 9 hours freight will be carried. (May, pg. 367.)

Stratford Tramway Co.—A proposition has been submitted through J. C. Makins, Solicitor, to the City Council of Stratford, Ont., for the construction of an electric railway in the city. The company, he stated, was being promoted by responsible parties, and if the franchise were given a contract with guarantees, would be at once entered into. The draft contract submitted provides for the carriage of freight over the lines to be constructed, subject to regulations; the interchange of traffic with any other electric line reaching the city, and the utilization of Niagara power purchased from the city. The application has been referred to the finance committee for consideration.

A press report states that the company, which is stated to be organized under the laws of the province, and subject to the control of the Ontario Railway and Municipal Board, is being promoted by the St. Mary's and Western Ontario Ry., which in turn has the financial and moral support of the C.P.R. (See also Stratford and St. Joseph Radial Ry.)

St. Thomas Street Ry.—Construction was started May 7 on the subway under the Michigan Central Rd., at Ross St., St. Thomas, Ont. The commissioners of the municipal street railway propose laying a track on the street through the subway with a passing track 150 ft. long on the south side. The cost of track and overhead work is estimated at \$5,600, which it is proposed to raise by means of debentures. (Dec., 1908, pg. 891.)

Toronto.—A letter has been received by the Toronto City Council, from the Kearney High Speed Ry. Co., London, Eng., suggesting the construction of an underground railway in the city to be constructed on the company's plans. Two routes were suggested, one along Yonge St. to the Custom House, and the other from East Toronto along Queen, Dufferin and Dundas Sts. to West Toronto. No action has been taken by the Council upon the communication.

Toronto and York Radial Ry.—As a result of its investigation of the complaints of the municipalities, and an inspection of the line as far as Mulock's corners, 28 miles north of Toronto, May 14, the Ontario Railway and Municipal Board made an order May 18, directing the company to macadamize between the rails of its Metropolitan division at various points. Leave to appeal against the order was given. (May, pg. 369.)

Toronto Ry.—The city's appeal against the order of the Ontario Railway and Municipal Board, giving the T.R. Co. the right to lay tracks on Adelaide and Bay St., University Avenue, and Richmond and Wellington Sts., has been argued before the Court of Appeal, and judgment reserved.

The question of the construction of a car line to the eastern entrance of the exhibition grounds is still causing con-

siderable discussion. The company desires to extend its line from Bathurst St. through the grounds of the Old Fort, which the city is acquiring from the Dominion Government, while the city favors a line along Tecumseh St., outside the Old Fort grounds. The Consumers' Gas Co. is opposed to the company's plan on the ground of the possible danger to its gas-holders at the foot of Bathurst St. The matter was mentioned in the House of Commons May 12, when the Minister of Militia said the conditions attaching to the transfer of the property to the city require that the Old Fort shall, as far as possible, be restored to its original condition. There is no prohibition in the deed against letting the street railway go through the grounds, but the plan of the proposed restoration and all matters connected with it will have to be approved by the Government before anything is done. (May, pg. 369.)

Toronto Suburban Ry.—Now that the city of West Toronto has been taken into the city of Toronto, the question of the extension of the company's line towards the Lake Shore Road at Swansea is being considered by the Toronto Civic Parks and Exhibition Committee. The committee met May 20 to consider the question and went over the projected route in the vicinity of High Park. (May, pg. 369.)

Winnipeg Electric Ry.—The Manager states that the company is ready to proceed with the various extensions contemplated on the lines in the city, as soon as the City Council reaches a decision as to paving. Among the extensions contemplated are: From Maryland St., westerly on Portage Ave.; second track construction on Dufferin Ave.; extension on Academy Rd., and a second track from Main St. to Andrew St., on Selkirk Ave. (April, pg. 283.)

Electric Railway Finance, Etc.

British Columbia Electric Ry.—Gross operating earnings for Mar., \$186,724; operating expenses, \$114,447; net operating earnings, \$72,277; renewal funds, \$13,958; net earnings, \$58,319; approximate income from investments, \$13,550; net income, \$71,869; against \$158,339 gross operating earnings; \$94,114 operating expenses; \$64,225 net operating earnings; \$10,750 renewal funds; \$53,475 net earnings; \$11,036 approximate income from investments; \$64,511 net income for Mar., 1908. Aggregate gross earnings for 9 months ended Mar. 31, \$1,712,281; net earnings, including estimated income from investments, \$783,133; against \$1,490,260 and \$727,130 for same period, 1907-08.

Halifax Electric Tramway.—Railway receipts for Apr., \$14,495.74, and for 2 weeks ended May 14, \$6,623.64; against \$13,303.12 and \$5,738.54 for same periods, 1908. Aggregate receipts for 4 months ended Apr. 30, \$54,376.56, against \$51,213.85 for same period, 1908.

Montreal St. Ry.—Total earnings for Apr., \$294,373.85; expenses, \$173,351.62; net earnings, \$120,822.23; city percentage on earnings, \$22,024.96; interest on bonds and loans, \$15,099.83; rent leased lines, \$498.67; surplus, \$83,198.77; against \$280,735.83 total earnings; \$170,141.23 expenses; \$110,594.60 net earnings; \$19,727.73 city percentage on earnings; \$17,323.08 interest on bonds and loans; \$444.43 rent leased lines; \$73,099.36 sur-

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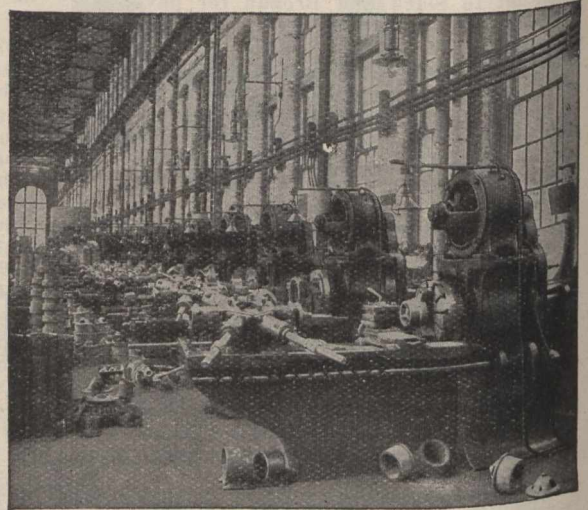
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plus for Apr., 1908. Aggregate total earnings for 7 months ended Apr. 30, \$2,107,716.40; net earnings, \$767,781.06; total charges, \$218,866.04; surplus, \$548,915.02; against \$2,027,872.71 gross earnings; \$711,865.75 net earnings; \$224,108.56 total charges; \$487,757.19 surplus for same period, 1907-08.

Quebec Ry. Light and Power Co.—Local reports state a syndicate, headed by Rodolph Forget, M.P., has secured a controlling interest in the company, and that its members are interested in the project for an electric railway to Murray Bay, Que., under the title of the Quebec and Saguenay Ry. It is further stated that the same interests have undertaken to provide the necessary capital for the construction of the line.

St. Thomas St. Ry.—The report presented to the city council of St. Thomas, Ont., as to the operations of the municipal street railway for April shows that 32,219 passengers were carried, against 31,110 in April, 1908. The receipts were: Sale of tickets, \$680.75; cash fares, \$476.51; total, \$1,157.26, against \$1,144.66 in April, 1908.

Toronto Ry.—Gross earnings for Mar., \$298,142; operating expenses, maintenance, etc., \$162,286; net earnings, \$135,856; against \$272,808 gross earnings; \$156,046 operating expenses; \$116,762 net earnings for Mar., 1908. Aggregate gross earnings for 3 months ended Mar. 31, \$861,768; net earnings, \$393,707; against \$803,767 and \$337,215 for same period, 1908. Approximate earnings for Apr., \$297,858.14, against \$272,929.02 for Apr., 1908. The percentage on earnings paid to the city for Apr. was \$44,990, against \$41,229 for Apr., 1908.

London St. Ry.—Gross earnings for Apr., \$18,321.56; expenses, \$13,933.49; net earnings, \$4,388.07; interest charges, \$2,405.61; surplus, \$1,982.46; against, \$17,178.54 gross earnings; \$13,811.58 expenses; \$3,366.96 net earnings; \$1,004.63 surplus for Apr., 1908. Aggregate gross earnings for 4 months ended Apr. 30: \$70,636.40; expenses \$53,054.89; net earnings, \$17,581.51; interest charges, \$9,507.78; surplus, \$8,013.73; against, \$67,405.68 gross earnings; \$52,543.27 expenses; \$14,922.41 net earnings; \$9,243.77 interest charges; \$5,678.64 surplus for same period 1908.

Electric Railway Notes.

The Ottawa Electric Ry. has recently received 4 semi-convertible pay-as-you-enter cars, 21 ft. bodies, from the Ottawa Car Co.

The Winnipeg Electric Ry. has purchased three car bodies in the U.S., and they are being mounted on trucks at the Toronto Ry.'s car shops, Toronto.

The Ottawa Electric Ry. has purchased a site at the corner of the Britannia line and Holland Ave., upon which it is proposed to lay out an athletic ground.

The Ottawa Valley Motor Transit Co. inaugurated its motor bus service between Ottawa and Richmond May 6. The vehicle is driven by a 16 h.p. motor.

The Grand Valley Ry. is reported to be negotiating with the Ottawa Car Co. for some cars, and with other companies for the purchase of four sets of double trucks and one set of single trucks.

The Ontario Railway and Municipal Board has been asked to make an order enforcing the original agreement made

between the town of Sandwich and the Sandwich, Windsor and Amherstburg Ry.

The last link has been completed in a chain of electric railways which renders it possible for a passenger to travel by trolley between New York and Chicago, 970 miles. A system of through cars will doubtless be put on in due time.

The Quebec Ry. Light and Power Co. has filed its standard passenger tariff C.R.C. 7 with the Board of Railway Commissioners, fixing the maximum passenger elevator tolls at the Montmorency Falls elevator at 5c. each way, and no half fares.

Replying to a question in the Nova Scotia Legislature May 4, Hon. Mr. Chisholm stated that the subject of granting subsidies in aid of the construction of electric railways was under the Government's consideration. No application for such a subsidy, however, had been made.

The International Traction Co. has been ordered by the Ontario Railway and Municipal Board to reduce the fare on its line for the trip from Suspension Bridge to Niagara Falls, Ont., from 10c. to 5c. The Board refused to grant a stated case on the subject of jurisdiction for the consideration of the court of appeal.

The Chatham, Wallaceburg and Lake Erie Ry. is reported to have purchased an additional 25-ton electric locomotive for freight service, and two storage batteries; to have contracted to equip its entire stock of cars with Westinghouse automatic air brakes, and to change two of its single-end cars to double-end ones.

Rev. C. W. Gordon, Winnipeg, is chairman of the board of conciliation appointed to consider certain differences between the Winnipeg St. Ry. and its employees. W. J. Christie represents the company, and J. G. O'Donoghue, Toronto, the men. The men ask for a nine hour day, and the right for all ranks to join the union.

The Montreal Street Ry. has laid some tracks on St. Alexander St., south of St. Catherine St. Our report says they have been laid for the purpose of a Y, and another that they are for the purpose of hauling stone for some building operations going on. As the question of hauling freight on the streets is as yet unsettled, citizens are asking which report is correct.

The British Columbia Electric Ry. is suing J. A. Fairbairn, of Vancouver, B.C., for damages occasioned to their light and power system by blasting operations on the defendant's property. The effect of one of the blasts was that one of the company's poles carrying the high tension wires was thrown down, causing the burning out of three transformers at Lake Buntzen and other damage. The damage is placed at \$4,000.

The Board of Railway Commissioners has issued an order directing the Montreal St. Ry. and the Montreal Park and Island Ry. to grant the same facilities and treatment to the residents of Mount Royal ward as have been granted to Notre Dame de Grace. The present fare over the lines of the two companies is 10c., and it is claimed that this particular ward is being discriminated against in comparison with other parts of the city. The question of jurisdiction was raised, and the companies were given time to appeal.

Grain Elevator Notes

S. J. Kent is erecting a farmers' elevator at Carlyle, Sask.

The farmers in the neighborhood of Strome, Alta., are organizing an elevator company.

The C.P.R. elevator at Prescott, Ont., has been overhauled and improved at a cost of about \$4,000.

The Ogilvie Milling Co. is reported to be about to erect a fireproof elevator of 300,000 bush. capacity at Winnipeg.

The Sunny Belt Elevator Co. is erecting elevators of 30,000 bush. capacity at Carstairs, Magrath and Crossfield, Alta.

The British American Grain Elevator Co. is erecting grain elevators at nine points along the Canadian Northern Ry. line between Brandon, Man., and Regina, Sask.

W. J. Bettingen & Co. are said to be planning to erect elevators at Carstairs, Crossfield, Strathmore, Gleichen, High River, Cayley, Nanton, Parkland and Warner, Alta.

Elevator sites have been applied for at Burrard Inlet, Vancouver, B.C., and it is stated to be the intention of the Alberta Pacific Elevator Co. and the Alberta Grain Co. to erect elevators there.

The Battleford Milling and Elevator Co., Ltd., Battleford, Sask., has increased its capital stock from \$30,000 to \$40,000.

The Islay Elevator Co., Ltd., has been incorporated under the Northwest Territories Ordinance, with office at Islay, Alta.

The Lake of the Woods Milling Co. is reported to have decided to erect a large modern flour mill at Depot Harbor, Ont., with a capacity of 5,000 barrels a day. The buildings and plant will cost about \$500,000. This will make the company the largest of its kind in Canada.

An order in council has been passed approving the Montreal Harbor Commissioners' by-law, relating to the G.T.R. elevator at Windmill Point, as follows: "Shovelling grain by power or hand, as the steamer or barge will permit, \$2 per 1,000 bush., to be paid by the steamer or barge."

It is reported that four elevators will be erected shortly at Carstairs, Alta., one of 30,000 bush. capacity by the Sunny Belt Elevator Co., one of 40,000 bush. capacity by the Imperial Elevator Co., one by W. J. Bettingen & Co., and another by the Alberta Grain Co. Work has been commenced there on the last mentioned.

The MacGregor Grain Growers' Elevator Co., Ltd., has been incorporated under the Manitoba Companies Act, with a capital of \$5,000 and office at MacGregor, to carry on a general grain warehousing and elevator business, and to acquire, build, maintain and operate all classes of elevators and warehouses. The provisional directors are: N. Chant, A. Hay, P. Poiser, D. Shaw, S. Snow, T. Rowan, J. Muir, R. Cutting, J. Irwine and C. Currie, MacGregor, Man.

Following are the officers and directors of the Goderich Elevator and Transit Co. for the current year:—President, I. A. Hunt, London, Ont.; Vice-President, S. R. Stuart, Mitchell, Ont.; Secretary, Manager and Treasurer, W. L. Horton, Goderich, Ont.; other directors: S. Dyment, Barrie, Ont.; M. McLaughlin, Toronto; E. R. Weyland, Port Arthur, Ont.; M. Goldie, Ayr, Ont. The financial statement presented at the annual meeting, recently held, was a satisfactory one.

A deputation from the Western Grain

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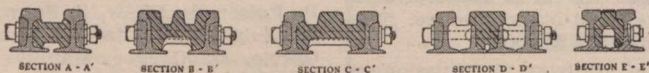
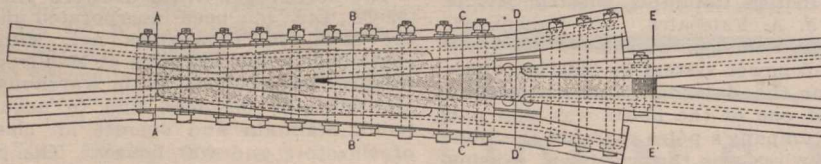
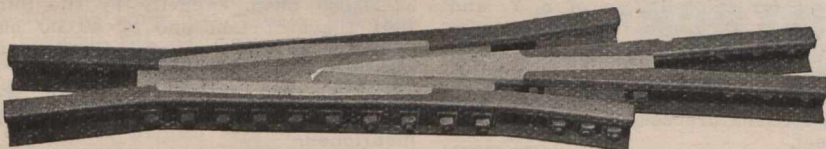
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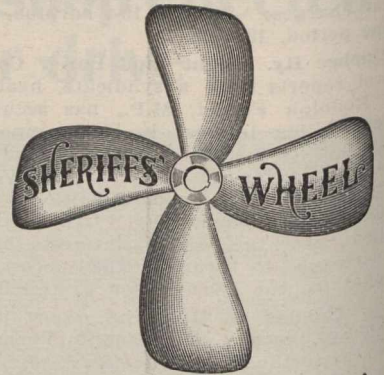


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Growers' Association presented a petition signed by 10,000 Manitoba farmers, to the Dominion Government at Ottawa, April 28, asking that the Government assume control of all terminal and transfer elevators between Port Arthur and the Atlantic coast. A similar petition is coming forward, signed by farmers in Saskatchewan. A further deputation waited on the Government May 2, to urge the same matter, on behalf of the Dominion Millers' Association. Sir Richard Cartwright, Minister of Trade and Commerce, received the deputations. R. Meighen, before leaving Canada for Europe recently, gave a most emphatic contradiction to the rumor as to the merger of the Lake of the Woods Milling Co., and the Ogilvie Milling Co., so far as the first named is concerned.

The Westminster Elevator Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$250,000, to acquire lands and to erect buildings for the purpose of receiving, warehousing and delivering grain and other merchandise and in connection therewith to own and operate steam and other vessels, for the carriage of passengers and merchandise.

F. W. Peters, Assistant to Second Vice-President, C.P.R., on his return to Winnipeg from Mexico, recently, intimated that the C.P.R., in conjunction with the Tehuantepec Ry., had the question of the export of grain from the Pacific coast well in hand. He said that possibly neither company would be able to handle the first crop by means of permanent elevators, but both were quite prepared to deal with it by temporary devices. W. Whyte, Second Vice-President, confirmed this latter by saying: "We will instal permanent devices with all possible speed, but whether they will be ready for the first crop or not I cannot definitely state. I do say, however, that we will handle all the grain we are required to, possibly by means of clams, but whatever the means, we will handle it."

A bill was introduced into the House of Commons, May 3, to amend the Manitoba Grain Act, providing that grain shipped by vessel shall be officially weighed in and out of terminal elevators.

The intention of the bill is to do away with numerous complaints of vessel owners that they are continually weighed out short at such elevators. It has been claimed that last year, vessel owners lost over \$50,000 by this means. The Government already provides official weigh-masters to weigh in at terminal elevators, but no such provision is made at transfer elevators, and the losses appear to occur between these two points. The bill provides an option, that the shippers and carriers can, by mutual arrangement, avoid weighing charges; otherwise all grain must be weighed in and out.

Grain Shipments From the Dual Ports.

F. E. Gibbs, Dominion Grain Inspector, has favored us with the following statement of shipments of grain from terminal elevators at Fort William and Port Arthur, Ont., from close of Navigation, 1908, to May 14, 1909, inclusive.

Wheat	5,528,287-20
Oats	2,093,010-08
Barley	199,025-00
Flax	187,483-20
SHIPMENTS ON CROP, 1908.	
Wheat	41,539,770-40
Oats	8,046,212-08
Barley	1,649,889-02
Flax	705,396-48
TOTAL ALL GRAIN.	
Crop, 1908	51,941,268-00

Vessels Removed from the Register.—

During April, the following vessels were removed from the register for the reasons assigned:—Steam: Alma V., Kenora, Ont., 38 tons, dismantled; W. E. Gladstone, Owen Sound, Ont., 30 tons, lost; Wenonah, Toronto, 3 tons, burned. Sailing: E. A. O'Brien, Maitland, N.S., 1,037 tons, condemned; Genesta, Charlottetown, P.E.I., 29 tons, transferred to Newfoundland; Luarca, Windsor, N.S., 632 tons, lost; Mary E., Sackville, N.B., 99 tons, wrecked; Rowena, St. John, N.B., 96 tons, wrecked.

During March, 6 employes were killed and one injured in the course of their work in connection with the navigation of Canadian waters. Of the deaths, 4 were due to drowning and 2 to falls; while the other accident was caused by machinery.

MARINE DEPARTMENT

Atlantic and Pacific Ocean Marine.

A Canadian annex to the Passmore Edwards Sailor Palace, London, Eng., was opened May 11, by the Lady Mayor-ess, acting for Lord Strathcona.

The Japanese cruisers Aso and Soya arrived at Victoria, May 5, on a visit, and the officers and crew were entertained by local army officers, &c., on behalf of the Dominion Government.

The s.s. Stikstad arrived at North Sydney, N.S., from Great Britain, May 14, with her bows considerably damaged by ice. A survey has been made, and the vessel sent to Halifax, where she has been docked for repairs.

With regard to press reports to the effect that there was an exclusive compact between the G.T.R. and the White Star-Dominion Line, for the handling of ocean borne traffic, we are advised that there is no such compact, and that the statement has been officially denied.

The electric freight transporter designed by F. W. Cowie, Chief Engineer, Montreal Harbor Commission, was put into operation May 7, at No. 9 shed, Montreal, and is reported to have performed the work of unloading the C.P.R. s.s. Mount Temple, in a satisfactory manner.

The agreement between the steamship companies and the longshoremen for the current season, provides for the payment of a bonus of 2½c an hour, at the end of the season, to all those working for the entire season. A further small concession was also made regarding extra pay for night work.

Capt. T. McDowell, of the Head Line s.s. Bray Head, was presented with a gold watch, chain and pendant by the Lord Mayor of Belfast, Ireland, on behalf of the U.S. Government, recently, in recognition of his services in rescuing the crew of the U.S. schooner William H. Skinner, Feb. 22, 1908.

The Australian Government has decided that it cannot, for the present, entertain the proposals made by Canada in regard to the projected "all red" route. While recognizing the importance of the scheme, it regrets that in the present state of its finances, it is unable to concur in the proposals, but it is hoped that when the financial limitations imposed on the Commonwealth by its constitution are removed, it may be able to express a more decided opinion on the merits of the proposals.

The winter season of Atlantic traffic closed May 1, by the sailing of the C.P.R. s.s. Lake Erie from St. John, N.B. While the inward business is estimated to compare favorably with that of last year, it has not been so large as about two years ago. Outward traffic returns, it is anticipated, will show to some advantage, especially in cargoes to Great Britain. The lower freight rates will possibly detract from the advantage gained by handling increased tonnage. The total sailings for the season were 107, compared with 111 of the 1907 season.

An attempt to draw Sir William Van Horne, at Liverpool, Eng., recently, as to the C.P.R. shipbuilding programme, resulted in the statement that "it was the company's determination to keep pace with the times." The amount of satisfaction which can be taken from this re-

SAULT STE. MARIE CANALS TRAFFIC.

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

ARTICLES.		CANADIAN CANAL	U. S. CANAL	TOTAL
Copper.....	Eastbound.....	Net tons	.....	.....
Grain.....	".....	Bushels	287,100	287,100
Building stone.....	".....	Net tons	.....	.....
Flour.....	".....	Barrels	22,170	22,170
Iron ore.....	".....	Net tons	10,080	10,080
Pig iron.....	".....	".....	.....	.....
Lumber.....	".....	M. ft. B.M.	.....	.....
Wheat.....	".....	Bushels	465,500	978,500
General merchandise.....	".....	Net tons	125	125
Passengers.....	".....	Number	20	20
Coal, hard.....	Westbound.....	Net tons	18,515	18,515
Coal, soft.....	".....	".....	48,375	108,969
Flour.....	".....	Barrels	200	200
Grain.....	".....	Bushels	.....	.....
Manufactured iron.....	".....	Net tons	4,720	12,385
Iron ore.....	".....	".....	7,665	.....
Salt.....	".....	".....	.....	.....
General merchandise.....	".....	Barrels	8,405	17,072
Passengers.....	".....	Net tons	16,352	30,160
.....	".....	Number	85	85
Vessel passages.....	.....	Number	85	107
Registered tonnage.....	.....	Net	109,139	258,585
Freight—Eastbound.....	.....	Net tons	13,965	35,082
—Westbound.....	.....	".....	82,601	89,963
Total Freight.....	.....	".....	96,566	125,045
.....	.....	.....	.....	221,611

U. S. Canal opened April 20, and Canadian Canal opened April 21, 1909.

mark, by those press correspondents who have been busy with the reports of the laying of keels at various dockyards in England for the C.P.R., must be enormous. With regard to the latest of these rumors, in which it is said that orders have been placed in England for two vessels to have a speed of 20 knots an hour, each vessel to be equipped with combined turbine and reciprocating engines, we were authorized May 11 to say that there is no foundation for the statement.

The Dominion Iron and Steel Co. will shortly ship 15,000 tons of steel rails to Prince Rupert, B.C., for the G.T.P.R. In commenting on this, the daily press, in general, states that the decision " . . . to forward its order . . . across the Isthmus of Panama, via the Tehuantepec Ry., will be, to many, the first revelation of a new trade route." We are advised that the Dominion Iron and Steel Co. will not ship the rails in question by the route named, but they are being transported by the all-water route around Cape Horn in vessels, sailing from Sydney, N.S., in May, July and Aug. We might also say that though the statement may be, "to many, the first revelation of a new trade route," it is no new thing to those whose business is concerned with transportation matters, as, we have, at intervals, from Jan., 1908, published interesting items relative to the development of this route, in which Canada is playing no mean part.

The White Star-Dominion Line S.S. Laurentic arrived at Montreal May 7. This is the first vessel of the new service to be operated between Great Britain and Canada under the joint management of the White Star and Dominion Lines. The Laurentic is the largest vessel, at present, trading to Canadian ports, her dimensions being: Length, 565 ft.; breadth, 67.4 ft., and about 15,000 tons. She has accommodation for about 260 first-class, 430 second-class and over 1,000 third-class passengers. The accommodation generally is of the most up-to-date and luxurious description, and the equipment includes the latest improved system of Marconi wireless telegraphy and of submarine signalling apparatus. While the vessel was in port a number of receptions were held on board at which the principal men connected with or interested in the marine matters of Canada, attended. A full description of the vessel was given in our Oct., 1908 issue. The second boat of this service, the Megantic, will also be on the route during the present season.

Maritime Provinces and Newfoundland.

Capt. Neil Hall has been appointed surveyor to the British Corporation for the Halifax district.

A. Pearl, keeper of the light at Tan-cok, N.S., has been granted the Imperial Service Medal on his retirement.

The Bras d'Or Steamship Co., Sydney, N.S., is building a steamboat at Shelburne, N.S., which it hopes to launch June 1.

The Dartmouth, N.S., ferry commissioners have awarded the contract for the repair of the ferry wharf to Reed and Archibald.

The name of the steamboat Granville, No. 116653, registered at Yarmouth, N.S., has been changed by order in council to Connors Bros.

The French fishing schooner Dictator

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Arriving on Grand Trunk Railway or Wabash Rd., at Niagara Falls, Ont. Hotel bus meets all trains or take trolley to hotel—7 minutes. Arriving on Michigan Central Rd., Canadian Pacific Railway, at Victoria Park station—Hotel bus meets all trains, only three minutes' walk from station to hotel.

International Railway (trolleys), connecting with Niagara Navigation Co. steamers at Queenston, to or from Toronto, pass the door.

IMPORTANT

Guests coming to the Hotel should see to it that they are taken to The Clifton Hotel, CANADIAN SIDE, and also that their mail is addressed "Care of The Clifton Hotel, Niagara Falls, CANADA." To insure prompt delivery, don't forget to make Canada plain in the address.

C.P.R. LANDS

The Canadian Pacific Railway Company have 9,000,000 acres of selected lands for sale in Manitoba, Saskatchewan and Alberta.

Maps, as enumerated below, showing these lands in detail, will be sent free on application.

Map No. 1—Winnipeg to Second Meridian.	\$ 8.00 to \$15.00 per acre.
Map No. 2—South-Eastern Saskatchewan, 2nd to 3rd Meridians.	10.00 to 25.00 per acre.
Map No. 3—Main Line, 3rd Meridian to Range 10, W. 4th Meridian (generally).	8.00 to . . . per acre.
Map No. 5—South-Western Alberta.	8.00 to 15.00 per acre.
Map No. 6—Part of Alberta, Edmonton, Battle and Saskatchewan Rivers Districts—4th Meridian to Range 7, West 5th Meridian.	10.00 to 25.00 per acre.
Map No. 7—Part of Western Saskatchewan, 3rd to 4th Meridians.	10.00 to 25.00 per acre.

All prices are subject to change without notice.

TERMS OF PAYMENT

An actual settler may purchase not more than 640 acres on the ten instalment plan by paying a cash instalment at time of purchase, interest at six per cent. on the unpaid purchase money at the end of the first year, and the balance of the principal, with interest, in nine equal instalments annually thereafter, as shown in the following table:

160 Acres at \$ 8.00 per acre, cash payment	\$191.70	first year's interest	\$ 65.28	and nine instalments of	\$160.00
" " " 9.00 " " " "	213.70	" " " "	73.46	" " "	180.00
" " " 10.00 " " " "	239.70	" " " "	81.62	" " "	200.00
" " " 11.00 " " " "	263.60	" " " "	89.78	" " "	220.00
" " " 12.00 " " " "	287.60	" " " "	97.96	" " "	240.00
" " " 13.00 " " " "	311.55	" " " "	106.10	" " "	260.00
" " " 14.00 " " " "	335.60	" " " "	114.32	" " "	280.00
" " " 15.00 " " " "	359.50	" " " "	122.44	" " "	300.00

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

F. T. GRIFFIN, Land Commissioner, Winnipeg.

CANADA NORTH-WEST LAND CO.

This Company has 525,000 acres of selected lands in Manitoba and Saskatchewan which offer excellent opportunities to settlers and investors who desire to secure good lands in well-selected districts. These lands are on sale at the Company's Office at Winnipeg, and at the various land agencies of the Canadian Pacific Railway Company.

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was seized, at North Sydney, N.S., May 14 for a breach of the customs regulations, committed last year.

The name of the schooner *Kate A. Burns*, No. 94670, registered at Charlottetown, P.E.I., has been changed by order in council to *Effie J. Agnew*.

The owners of the schooner *Regina B.* are suing the owners of the s.s. *John Irwin* for the value of the schooner, which was run down by the steamer last fall, near Halifax.

The s.s. *Cacouna* was libelled at Halifax, N.S., on a claim for \$6,000 recently at the instance of G. Frecker, of St. Pierre, Miquelon, for running down his schooner near St. Pierre last year.

The wrecking steamer *Lord Strathcona* returned to Quebec, May 8, from Anticosti, where she went to attempt to float the s.s. *King Edward*, wrecked there in the fall. It is probable the wreck will be abandoned.

The Minister of Public Works, in reply to questions in the House of Commons, May 13, said that the right of way to the Panmore Island wharf, P.E.I., purchased by the Dominion Government, Apr. 9, 1906, was now open.

The Maritime Steamship Co.'s s.s. *Granville* commenced its new service, May 3, between St. John and St. Andrews, N.B., calling at Beaver, Dipper and Black's Harbors and Back Bay. Capt. E. H. Warnock is in charge.

The Halifax and Canso Steamship Co.'s s.s. *Scotia* collided with the *Allan Line* s.s. *Siberian*, May 11, near Meagher's Beach, and had her bows and forward bulwarks smashed. The damage done was all above the water line.

The Magdalen Islands Steamship Co.'s s.s. *Amelia* has been placed on the south shore route this season, between Halifax, N.S., and St. John, N.B., and made her first trip, May 3. The company receives a Dominion subsidy of \$10,000 for operating over the route.

The Valley Steamship Co.'s new steamer *Granville* was launched at Shelburne, N.S., recently. She will run between Annapolis Royal, N.S., and St. John, N.B., when completed. Her dimensions are: Length, 107 ft.; breadth, 22 ft.; depth of hold, 9 ft.

The Miramichi Steam Navigation Co.'s vessels and officers for the current season are:—*Alexandra*, captain, J. Nowlan; chief engineer, W. Stewart. *Miramichi*, captain, J. P. Bullick; chief engineer, C. Johnstone. *Sybella H.*, captain, D. S. Betts; chief engineer, E. Perkins.

The construction of the ice breaking steamer for the Northumberland Strait is proceeding rapidly. T. Ferguson, formerly of the Dominion Government and now in England in connection with the building of the s.s. *Simcoe* for the Government, is remaining to overlook the construction of the ice breaker.

An order in council was passed May 3, making regulations for the health, security and safe carriage of live stock from any port in Canada to any port out of Canada, not being a port in the U.S., Newfoundland, St. Pierre, Miquelon, Bermuda, W. I. Islands, Mexico or South America, and cancelling the order in council of May 14, 1904.

The Premier of Nova Scotia had a conference with the Dominion Minister of Marine, May 10, and urged upon him the necessity for the appointment at all the

principal ports of inspectors of gear and tackle with a view to the prevention of accidents to seamen. It is understood that the Department has decided to make such appointments in the near future.

In the House of Commons, May 7, the Minister of Marine decided not to proceed further with the bill having for its object the transferring of the collection of wharfage from the Public Works Department to the Marine Department, until the matter of the collection of top wharfage in addition to side wharfage at small country wharves was looked into.

At the inaugural meeting of the St. John city council, Apr. 30, F. L. Potts was elected chairman of the Ferry Committee, and stated that he considered a saving of \$10,000 a year could be accomplished in the operation of the ferry service. Recommendations have been made for the doing away of the harbor facilities committee, which will be replaced by a harbor committee acting under the Board of Works.

Four spar buoys, painted red, surmounted by cross heads painted red and white, have been placed at intervals between Thrum Cap shoal and the eastern passage, Halifax, N.S., to mark the extreme limits of the danger zone of the Government rifle ranges at McNab's Island, and notice is given that vessels should not cross that area during rifle practice, during which a red flag is hoisted at the south end of the island.

The Newfoundland Government recently received tenders for the supply of a steamboat for the postal service in the Fortune Bay district. The requirements called for a vessel of from 100 to 130 tons net measurement, classed A1 at Lloyds (England) with a speed of, at least, 10 knots, and accommodation for 20 cabin and 40 steerage passengers. The service, which is to commence June 1, and continue throughout each year for 10 years, consists of one round trip each week.

Province of Quebec Marine

The name of the s.s. *Restigouche*, owned by Bouchard Bros., Quebec, No. 78554, registered at Quebec, has been changed by order in council to *Lady of Gaspe*.

The French steamboat *Pro Patria*, which was berthed during the winter at Halifax, N.S., is reported to have been sold to a Quebec company, for operation on the Gaspé coast. Her name has been changed to Canada.

Capt. Alex. Macleod, of the Dominion Government cruiser *Constance*, died May 3, aged 52 years, from heart failure as a result of the overturning of a small boat, of which he was an occupant, on the Richelieu River.

The Premier, in the House of Commons, Apr. 30, in the discussion on the G.T.P.R. loan, intimated that the Government was considering a ferry system across the St. Lawrence River, pending the construction of the Quebec bridge, which would not be ready until about 1916.

Press reports recently stated that J. G. McPhail was to be appointed Commissioner of Lights, vice J. F. Fraser dismissed, but we are officially advised that the report is incorrect, and that "the Department of Marine is in no way responsible for it, the matter not having even been considered."

La Compagnie Trans-St. Laurent, Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$50,000 and office at Fraserville, Que., to navigate the inland waters of Canada and especially the St. Lawrence and its tributaries; and to lease, acquire or build vessels, to carry on a general transportation, towage and salvage business. The provisional directors are: M. Fraser, J. Viel, J. C. Pouliot, F. E. Gilbert, O. Laurin, J. O. Girard, S. Belle, A. Danais, Fraserville, Que.

The Richelieu and Ontario Navigation Co.'s steamboat *Laprairie*, which ran ashore between Victoria bridge and Nun's Island, May 3, was subsequently floated, and towed into one of the Lachine canal basins. Considerable damage was done to the woodwork forward below the water line.

The Richelieu and Ontario Navigation Co. is suing the Crown for the recovery of certain land situated at Sorel, Que., which it is alleged is owned by the company, but was taken possession of by the Government some years ago for the construction of the present dockyards, etc.

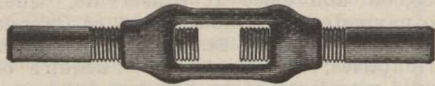
The Marine Department announces the placing of two additional spar buoys in Lake St. Louis, north of the lightship No. 12, to indicate the northwest edge of the old channel at that point. The lower buoy 72 E. is painted red and black in horizontal bands and moored in 14 ft., on the edge of the channel, 300 ft. north of the lightship, at the point where the Ottawa River steamboat channel runs into the ship channel. The upper buoy 74 S. is a red spar, moored in 14 ft., southwest from the lower buoy. Upbound vessels must use the passage to the northwest of the lightship, and downbound vessels the new channel to the southeast.

The Montreal Corn Exchange Committee received a petition, May 3, from a firm of Montreal stevedores, asking it to take some steps to oppose the custom of some grain exporters there, of naming their own stevedores, when loading full grain cargoes, instead of allowing the steamship companies to do so. It was pointed out that if this restriction were removed, the petitioners would load vessels at Montreal with full cargoes of grain cheaper than at any U.S. port. The committee decided that the employment of stevedores was a matter entirely between the grain shippers and the steamship companies, and that it could not effectively interfere.

The 47th annual meeting of the Montreal Sailors' Institute was held there May 11, under the presidency of W. I. Gear. The following officers were elected for the current year:—President, W. I. Gear; Vice-President, J. C. Holden; Second Vice-President, D. Morrice; Hon. Treasurer, A. F. C. Ross; Hon. Secretary, Capt. J. W. Bales; Board of Management, H. A. Allan, Hon. J. K. Ward, R. White, T. Harling, D. W. Campbell, B. McLennan, J. M. M. Duff, G. Hodge, A. McPhee, R. S. Logan, J. Rodger, L. Lewis, J. R. Binning, A. Kinzman, J. Thorn, R. W. Reford, J. Hodgson, D. McNicoll, G. W. Stephens, S. A. McMurtry, and Capts. Reid, Clift, Walsh, Lindsay, Jenkins and Gillies.

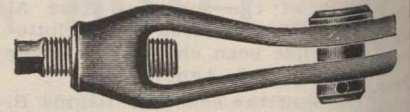
The new lighthouse tower which has been erected at Father Point lightstation, on the south side of the St. Lawrence River, stands about 200 ft. east of the old lighthouse. It is constructed of re-

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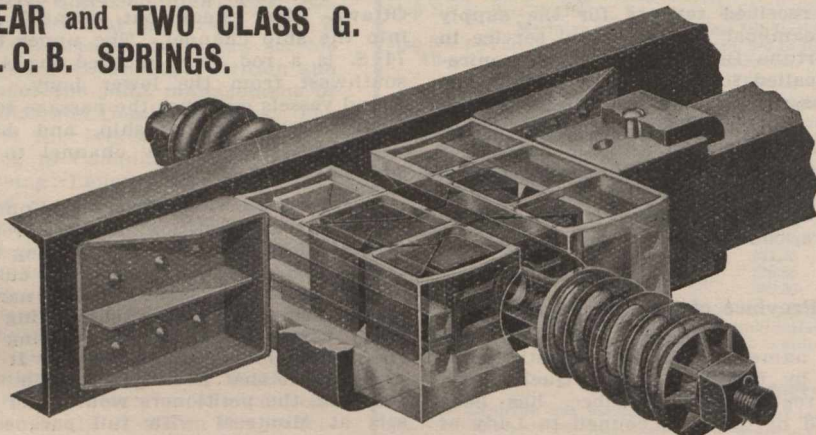
Railway and Highway

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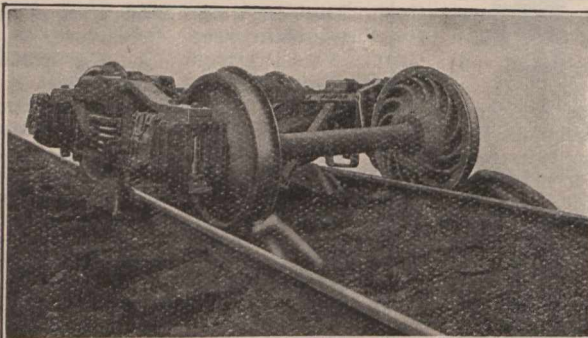
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Sailing from New York Saturdays.
Philadelphia—Queenstown—Liverpool
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ATLANTIC TRANSPORT LINE

New York—London
Sailing from New York Saturday.

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Portland to Liverpool—Winter
Montreal—Quebec—Liverpool
Montreal to Avonmouth Docks
(Bristol and Antwerp)

RED STAR LINE

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Sailing from New York Saturdays.

WHITE STAR LINE

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inforced concrete, octagonal in shape, with eight flying buttresses, and surmounted by a red circular lantern, showing a group of four flashes of white light every $7\frac{1}{2}$ secs., with intervals of 0.75 sec. between each flash, and of 4.25 secs. between each group of four flashes. The tower is 97 ft. high from base to vane, and the light, which is 91 ft. above high water mark, is dioptric of the third order, and is produced by petroleum vapor on an incandescent mantle. The tower will be operated on or about June 1.

Ontario and the Great Lakes.

The name of the steamboat Rand, No. 126221, registered at Sarnia, Ont., has been changed by order in council to Sowards.

A. Root, keeper of the light at Rockport, Ont., has been granted the Imperial Service Medal on his retirement from the service.

The schooner Theodore Voges, of Deseronto, was towed to Oswego, N.Y., with her cargo of lumber in a water-logged condition, May 3.

The customs outport of Leeblain, Ont., has been closed, and North Lake has been established as an outport in lieu thereof, under the survey of Port Arthur.

The S.S. City of Montreal was the first vessel for the third year in succession to reach Port Arthur, after the opening of navigation, arriving there Apr. 28.

Capt. E. B. Smith, of Picton, who has commanded the steamboat Alexandria for several years, has retired after 56 seasons in the lake and river service.

It is reported that negotiations are proceeding for the purchase of a U.S. vessel, to be operated as a ferry between Ontario and Michigan at Sault Ste. Marie.

The Department of Railways and Canals received tenders May 31, for work in connection with the abutments and approaches of the new bridge below the waste weir at Kingston Mills lock station of the Rideau canal.

A number of claims are said to have been filed by U.S. citizens for damages alleged to have been sustained owing to a diversion of current, which it is claimed has been caused by the construction of a breakwater at Brockville.

A temporary fixed red light, 28 ft. above lake level, exhibited by an anchor lens lantern elevated on a pole, is taking the place of the light from the front range lighthouse at Point Edward in Lake Huron, recently destroyed by fire.

Sylvester Bros.' schooner St. Louis, which ran aground at Gibraltar Point, and again in the western channel, Toronto, was released May 4, and towed to the harbor, where her cargo of coal was removed, and the necessary repairs to her hull made.

The s.s. Carleton was the first vessel of the season to arrive at Kingston, with grain from Fort William. She arrived at the Montreal Transportation Co.'s elevator Apr. 30, and but for the ice blockade at Sault Ste. Marie, would have been there earlier.

The Lake Coast Trading Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$40,000 and office at Port Arthur, to carry on the business of a coast trading company. The provisional directors are: A. I.

Thompson, W. C. Thompson, and J. J. O'Connor, Port Arthur, Ont.

A lighthouse tower, 19 ft. back from the outer end of the wharf, painted white, surmounted by a square wooden lantern exhibiting a fixed white light, visible 6 miles from all points of approach by water, has been established on the Government wharf at Sand Point, Ottawa River.

The Marine Department has erected a lighthouse tower at Cape Croker light station, Georgian Bay, built of reinforced concrete, to replace the old structure. The light is 67 ft. above lake level and is visible for about 13 miles. It was brought into operation May 1 and the old one discontinued.

The Lake Ontario and Bay of Quinte Navigation Co. has been awarded \$460.76 and costs, for damage sustained by one of its vessels in a collision with Mrs. Fulford's yacht Magedona in Kingston harbor last summer. The counter claim was dismissed. Francis King, Counsel Dominion Marine Association, acted for the company.

The Pelee and Lake Erie Navigation Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$40,000 and office at Pelee Island, Ont., to carry on the business of steamboat navigation. The provisional directors are: R. Harris, F. Harris, E. Diefenbach, H. Henderson, R. Piper, W. Pierce, Pelee, Ont.

The Hamilton Warehouse and Forwarding Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$75,000 and office at Hamilton, Ont., to carry on the business of warehousing, storage and transportation in all its branches. The provisional directors are: W. W. Stewart, W. P. Witton, H. L. Roberts, T. Patterson, A. F. Hatch, Hamilton, Ont.

At a meeting of the Rainy River Navigation Co., at Kenora, May 3, it was decided not to operate its steamboat Kenora this year, on account of the low water at the mouth of the Rainy River.

The Detroit, Belle Isle and Windsor Ferry Co., incorporated under Michigan, U.S. laws, has been granted a supplementary license, authorizing it to increase the capital it may use in Ontario from \$150,000 to \$500,000.

The Kingston Board of Trade has appointed a committee, consisting of C. Bermingham, R. J. Carson, R. Crawford, E. Davis, J. M. Farrell, D. G. Laidlaw, C. Livingston, W. I. Minnes, Dr. Ryan, E. T. Steacey and Francis King, Counsel Dominion Marine Association, to carry on a campaign for the instruction of various Canadian municipalities as to the benefits to result from the deepening and enlarging of the Welland canal.

A meeting of representatives of various business associations, the Board of Trade, and the Board of Harbor Commissioners, was held in Toronto, May 4, when it was resolved that the various lake ports and municipalities along the St. Lawrence River, Lake Ontario and the Welland canal, be communicated with, urging them to join in impressing the Government with the necessity of deepening the St. Lawrence and Welland canals.

The Public Works Department will carry on the work of deepening and widening the channel at Telegraph Narrows in the Bay of Quinte this season. The channel on which operations will be

conducted is 1,100 ft. long by 100 ft. wide, and during the progress of the work will be marked by buoys at each end and in the middle. The dredging plant to be used will consist of a drill and dredge, and navigators are warned to leave it on the port side when upbound.

The steamboat Simcoe, which the Dominion Government has had built in England, for service in the Georgian Bay, arrived at Halifax, N.S., recently. She is 180 ft. long, with a gross tonnage of 300 and net of 300 tons; with triple expansion engines driving twin screws. She has been specially constructed for lighthouse and buoy service, with large deck space forward for carrying buoys, equipped with derrick of 40 tons capacity. On her trial trip she made $12\frac{1}{2}$ knots an hour.

The U.S. Lake Survey reports the stages of the great lakes, in feet above tidewater, for Apr., as follows: Superior, 601.36; Michigan and Huron, 580.25; Erie, 572.01; Ontario, 246.18. During May, it was anticipated that Superior would rise about 4 ins.; Michigan and Huron, $3\frac{1}{2}$ ins.; Erie, 3 ins., and Ontario, 3 ins. Compared with the average April stage for 10 years, Superior was 8 ins. lower; Michigan and Huron 3 ins. lower; Erie, $3\frac{3}{4}$ ins. lower, and Ontario $1\frac{1}{4}$ ins. lower.

A. A. Laurie, Toronto, and F. A. Knapp, Prescott, are suing Polson Iron Works, Ltd., for \$30,000 damages, for alleged negligence in the custody of the plaintiffs' chattels. The plaintiffs were the owners of the Knapp roller boat, which ran amok in the Toronto harbor some time ago during a storm, and collided with the s.s. Turbinia. The Turbine Steamship Co. subsequently obtained damages from the owners, and the roller boat was sold by order of the court to satisfy the claim.

The Fort William Warehousing and Forwarding Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$250,000, and office at Fort William, to construct, or otherwise acquire, wharves, docks, railway and steamboat terminals, etc., and to carry on a general navigation, transportation, wharfinger and grain elevating business; and in connection therewith, to charter and navigate steam and other vessels. The provisional directors are: E. R. Wayland, S. C. Young, G. R. Duncan, F. W. Young, J. E. Swinburne, Fort William, Ont.

The Dominion Marine Association in advising the Montreal Corn Exchange Committee that the new bill of lading for lake grain shipments was suspended at the meeting of that association held Apr. 21, urged that there be no cessation in the efforts made to procure assistance from the Government in the matter of the prevention of grain shortages from the elevators. The committee at its monthly meeting, May 3, expressed its gratification at the Association's action in suspending the bill of lading, the provisions of which had been strenuously opposed by the committee, and instructed the secretary to assure the Association that it would gladly join in representing to the Government the need of action being taken to secure correctness of elevator weights at Fort William and Port Arthur.

The Keystone Transportation Co.'s steamboats Keywest and Keyport, now on the way from Great Britain to the Great Lakes, have been specially design-

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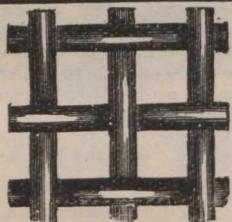
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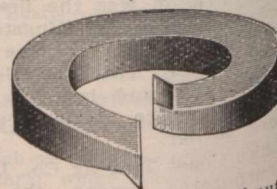
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ed for the coal carrying trade between Lake Erie and Montreal, and present some new features. They are of the single deck type, with arch beams, so as to eliminate all pillars or stanchions. The hatches are 12 by 29 feet, with the exception of the aftermost, which is 20 by 29 feet, with 36" coamings, to act as a trimmer. The machinery is of the usual triple expansion type with two single ended Scotch boilers, suitable for a speed of 10 miles an hour. The dimensions of the vessels are: Length, between perpendiculars, 249 ft.; beam, 42.6 ft.; depth, molded, 20 ft.; and the dead-weight on a 14-ft. canal draught is 2,280 tons, with a capacity for over 80,000 bush. of wheat. The Keystone Transportation Co., Ltd., was recently incorporated under the Dominion Companies' Act, with a capital of \$100,000, and office at Montreal. The provisional directors named at the time, were: R. C. McMichael, R. O. McMurtry, F. G. Bush, M. J. O'Brien, and H. H. W. Jackson, Montreal.

Regulations for the governance of the ferry across the St. Lawrence River between Prescott, Ont., and Ogdensburg, N.Y., have been made by order in council, providing that the limits shall be co-terminus with the easterly and westerly limits of Prescott, and a point in Ogdensburg fixed by a local ordinance. Suitable landing places must be provided at a central point in Prescott, available at all states of the river, and the vessel to be utilized must be a substantial, seaworthy steamer of not less than 100 ft. long over all, and 20.9 ft. beam, with sufficient deckroom to allow of 6 vehicles to be driven on and off without unhitching; with an engine of 180 h.p., and capable of a speed of not less than 10 miles an hour. Accommodation must be provided, with all modern conveniences, for not less than 400 passengers. During the summer season, from Apr. 1 to Nov. 30, the vessel is to leave Prescott every hour from 6 a.m. to 6 p.m.; and every hour from 6.45 p.m. to 12 midnight; and from Dec. 1 to Mar. 31, every hour from 6 a.m. to 5 p.m., and at 7.30 p.m., and 12 midnight. The summer passenger rates are fixed at 10c., and the winter at 20c., with half rate for children. The license to operate is granted for 10 years from May 1.

The Bisco-Gowganda Transport Co., Ltd., has been incorporated under the Dominion Companies Act with a capital of \$150,000 and office at Montreal, to carry on a general business as common carriers and freighters, etc. The provisional directors are: L. O. Armstrong, Industrial Agent, C.P.R.; R. L. Prieur, A. Geoffrion, O. A. Goyette, Montreal, and P. Shannon, Biscotasing, Ont.

The company expects to have launches on a string of lakes, and wagon roads connecting these lakes, about June 15, in, en route, Minniesinaque, Mattagami, Duncan and Shining Tree Lakes. The lake fleet will at first consist of 7 launches, of which 5 will be about 40 ft. long by 10 ft. beam, with scows in tow. Stopping places under the company's control will be arranged at each lake. Pieces of freight will be handled up to 2,000 lbs., and it is hoped to cover the journey in 2 days for passengers and 2½ days for freight as a start, and make it a 24 hr. route towards autumn. It is intended to make the line permanent, as it is not anticipated that railway construction from Charlton or Sudbury to Gowganda will interfere with the com-

pany's traffic. The officers of the company and their locations are as follows: President, P. Shannon, Biscotasing; Vice-President, L. O. Armstrong, C.P.R., Montreal; General Manager, J. A. Shannon, Biscotasing; Terminus Manager, L. J. Labrosse, Gowganda; Secretary-Treasurer, R. Prieur, Montreal.

Manitoba, Saskatchewan and Alberta

A company is reported to be in process of organization in Winnipeg for the purpose of building a fleet of steamboats to operate on Lake Winnipeg immediately on the completion of the locks at St. Andrews.

C. D. A. Barber, General Manager, Northern Transportation Co., Athabasca Landing, Alta., is reported to have said, recently, that there are 3,600 miles of navigable waterways, with only two breaks, between Athabasca Landing and the Arctic Ocean. One break of about 87 miles is on the Athabasca River, and the other, of 16 miles, on the Great Slave River, at Smith's Landing.

The Standard Shipping Co., Ltd., has been incorporated under the Manitoba Companies Act, with a capital of \$5,000, and office at Winnipeg, to act as agents, brokers, etc., in connection with persons or companies operating any transportation facilities; and with power to build, purchase or otherwise acquire, deal in, and operate, steam and other vessels and any other transportation facilities excepting railways. The provisional directors are: L. H. Wolvin, J. Walker, D. N. Wemyss, G. A. H. Dysart, A. K. Dysart, Winnipeg.

The Northern Transportation Co., Ltd., of Athabasca Landing, Alta., has registered two vessels and has under construction a third one which it will operate during the current season, between Edmonton and Athabasca Landing and other points, making connections with the Hudson's Bay Co.'s vessels. The dimensions of the Northland Light are: Length, 122 ft.; breadth, 22 ft.; depth, 4.5 ft.; tonnage, 148 gross, 94 register; with engine of 5 h.p. driving a screw. The Northland Sun's dimensions are: Length, 103 ft.; breadth, 17 ft.; depth, 4.5 ft.; tonnage, 132 gross, 83 register; with engine of 3 h.p., driving paddle wheels. Both vessels were built at Athabasca Landing, in 1907, and a third vessel, to be named Northland Call, is at present on the stocks there. We are advised that the following tentative appointments have been made to the vessels for the current season:—Northland Sun, captain, C. D. A. Barber; chief engineer, A. V. Bucknam. Northland Light, chief engineer, E. R. Morton.

B.C. and Pacific Coast Marine

The Western Steamboat Co.'s steamboat Ramona ran aground in the Fraser River, Apr. 23, and has been abandoned.

A light draft river steamboat for service on the Fraser River was launched at Quesnel, May 1, for the Fort George Lumber and Navigation Co., Ltd.

It is reported that a dry dock will shortly be constructed at Vancouver, by a British syndicate, in which Swan, Hunter and Wigham Richardson are interested.

The C.P.R. s.s. Princess Charlotte is now on her summer route between Victoria, Vancouver and Seattle. At the

recent inauguration of the service, Capt. J. W. Troup, Superintendent, B.C. Coast Service, entertained a number of press representatives on board.

The Premier, recently, in reply to a question in the House of Commons, as to the jurisdiction of Canada in the Hecate Straits, said that there had been correspondence with the U.S. Government on the subject, but he was not at liberty to make any announcement.

The Nelson city council has leased the city wharf to the C.P.R. By the terms of the lease it remains a public wharf, but the company reserves the right of demanding wharfage or dockage fees in the same manner as is done with other wharves owned or leased by it.

The Fort George Lumber and Navigation Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$50,000, to carry on the businesses of lumber merchants, stevedores, shipping agents and general carriers by land and water; and in connection therewith to own and operate steam and other vessels.

The Island Dock and Warehouse Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$500,000, to take over certain property at Deadman's Island, Burrard Inlet; to construct docks, slips, elevators, etc.; to own and operate steam and other vessels, and to carry on the businesses of ship builders, ship owners, wharfingers, and general carriers.

Notices to Mariners

The Department of Marine has issued the following:—

No. 31. Apr. 30. 74.—Ontario, Ottawa River, Chats Lake, Sand Point, lighthouse established. 75.—Ontario, Lake Ontario, Bay of Quinte, Telegraph narrows, dredging, caution. 76.—Ontario, River St. Mary, Sault Ste. Marie Canadian canal, back range lighthouse at lower entrance blown down, temporary light.

No. 32. May 3. 77.—British Columbia, Strait of Georgia, Burrard Inlet, off Grey point, bell buoy replaced by gas and bell buoy. 78.—British Columbia, Chatham Sound, Skeena River, middle passage, Kennedy Island, gas lighted beacon established. 79.—British Columbia, Chatham Sound, Prince Rupert harbor approach, Ellinor rock, buoy established. 80.—British Columbia, Chatham Sound, Prince Rupert harbor, western entrance, Petrel rock, buoy established. 81.—British Columbia, Chatham Sound, Prince Rupert harbor approach, Kestrel rock, gas buoy withdrawn. 82.—British Columbia, Chatham Sound, Prince Rupert harbor approach, Georgia rock, gas and bell buoy established. 83.—British Columbia, Brown passage, western entrance, Stenhouse shoal, gas and whistling buoy withdrawn.

No. 33. May 4. 84.—Nova Scotia, Halifax harbor, McNab Island, Government rifle ranges. 85.—Quebec, River St. Lawrence, below Quebec, Red Islet lightship temporarily replaced by lightship No. 7.

No. 34. May 8. 86.—Quebec, River St. Lawrence, chart of Lake St. Louis issued. 87.—Ontario, Lake Huron, south end, Point Edward, front range lighthouse rebuilt. 88.—Ontario, Georgian Bay, east side, Byng Inlet approach, westward of Maganetawan ledges, gas buoy established.

No. 35. May 10. 89.—British Columbia, list of buoys, beacons and day marks on

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the Pacific coast of Canada, second edition. 90.—British Columbia, Juan de Fuca Strait approach, Swiftsure bank, lightship established.

No. 36. May 13. 91.—British Columbia, Vancouver Island, south coast, Juan de Fuca Strait, Race rocks, intended change in fog alarm. 92.—British Columbia, Chatham Sound, Malacca Passage, Lawyer Islands, new lighthouse tower under construction.

No. 37. May 17. 93.—Ontario, River St. Lawrence, Thousand Islands, Fiddlers Elbow, dredging in progress, caution. 94.—Ontario, Lake Erie, Port Colborne, change in color of back range light.

Compulsory Pilotage Dues.

A bill was introduced in the House of Commons, May 7, having for its object the removal of what is alleged to be a discrimination against Ontario vessels, by inserting the word "Ontario" in the section of the Canada Shipping Act, referring to the exemption of the vessels of other provinces from the compulsory payment of pilotage dues. In explaining the details, J. W. Edwards, M.P., Frontenac, said:—

The amendment proposed by this bill has been the subject of negotiations between the Ontario and Dominion Governments, and of representations on the part of the Dominion Marine Association, which represents practically all the vessel owners of Canadian inland waters. By section 477 of the Canada Shipping Act, there is a discrimination against vessels in Ontario which appears to me, and to others who are more directly interested, to be entirely unwarranted and unjustifiable. The section referred to exempts the following vessels from the payment of pilotage dues: Vessels employed in sailing from port to port in the same province; employed in trading between any one or more ports of the provinces of Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and any other or others of them; employed

in voyages between any port or ports of any of the said provinces and the port of New York or any port of the United States of America on the Atlantic north of New York, or employed in voyages between any port in any of the said provinces and any port in Newfoundland.

Previous to June of last year, exemption was granted to vessels with a draft when loaded not exceeding 16 ft. and employed exclusively in voyages between any port or ports on the Great Lakes or any of the waters connecting those lakes, and any port or ports on the River St. Lawrence or between any ports on the River St. Lawrence. In the last hours of the 1908 session this section was repealed at a time when the Ontario vessel owners were urging their claims to have Ontario put on an absolute parity with the other provinces. Why should a vessel sailing from Montreal to Sydney or Halifax or Newfoundland or New York be exempt from compulsory payment of pilotage dues, and the same vessel if beginning her voyage at Owen Sound, or Toronto, or Kingston, or Brockville or any port in Ontario be obliged to pay these dues? Another point which makes this proposed amendment all the more necessary is the working of by-law 25 of the Montreal Pilotage District which reads:

"Every vessel liable to compulsory payment of pilot dues and moved into or out of the limits of the harbor of Montreal or from one point to another within the same shall pay such dues for the services of a branch pilot except in the case of vessels which are merely shifting their position at the wharf and attached thereto by their moorings."

Since Ontario vessels are the only ones obliged to pay pilotage dues under section 477 it follows that Ontario vessels alone come under the provisions of by-law 25, and therefore have to pay this additional tax from which the others are exempt. I wish to point out that notwithstanding this extra taxation and evident discrimination, the liability of the master or owner of the Ontario vessel is not lessened in the slightest degree,

but on the contrary is emphasized. This is made abundantly clear by sec. 477 which reads:

"Nothing in this part shall exempt any owner or master of any ship from liability for any loss or damage occasioned by his ship to any person or property on the ground either of such ship being in charge of a licensed pilot or of such loss or damage being occasioned by the act or default of a licensed pilot, or on any ground."

This section makes it clear that Ontario vessel owners are discriminated against and put at a disadvantage in the carrying trade. I therefore propose this amendment which by inserting the word "Ontario" in sub-sec. 2 of sec. 477 will place the province of Ontario on an equality with the other provinces and will relieve Ontario vessel owners from this unfair discrimination and unjust tax. I hope the Minister of Marine will take this up as a government measure. There are many interests that want this amendment carried, and I hope he will see his way clear to have the bill passed even at this late hour of the session.

The Minister of Marine, in replying, said:—"As the bill will not probably be reached this session, I may be permitted to inform the mover that an order in council has been passed lately, providing that vessels from Ontario coming through the Lachine rapids and moving in the harbor of Montreal shall not be obliged to pay pilotage dues. This was done in order to meet a serious complaint made by the Dominion Marine Association. The reason why the legislation was passed was to improve the safety of navigation in the St. Lawrence, and it was done at the request of the Shipping Federation."

In response to a question, the Minister emphasized the point that the order in council and the complaint previously mentioned referred only to vessels which passed through the Lachine Rapids. The concession thus granted to Ontario vessel owners, in fact, only benefits one company, the majority of Ontario owners are in exactly the same position as before. Regarding the statement made by the Minister of Marine, that "the

LIST OF STEAM VESSELS REGISTERED IN CANADA DURING APR., 1909.

Name	No.	Where and When Built	Engines, etc.	Length	Breadth	Depth	Gross Tons	Reg. Tons	Port of Registry	Owners
Boothby	126,421	Vancouver, B. C., 1909	Screw 10 N.H.P.	45.0	11.6	4.4	27	18	Vancouver B. C.	Vancouver Power Co., Ltd., Vancouver, B.C.
Daughter of the Peaks	122,609	Minnewanka, Alta., 1906	" 6 "	50.0	9.0	5.0	13	9	Kenora, Ont.	J. Standly and W. D. Watson, Bankhead, Alta.
Gordon McDonald	122,610	Simcoe, Ont., 1908	" 2 "	42.0	12.0	3.6	20	14	" "	Keewatin Lumber Co., Ltd., Keewatin, Ont.
Gray Lady	126,422	Vancouver, B.C., 1909	" 3 "	38.3	10.4	5.4	20	13	Vancouver, B.C.	E. A. C. Studd, Vancouver, B.C.
Ida E.	126,222	Oskosh, Wis., 1887	" 10 "	121.6	25.5	7.6	285	186	Sarnia, Ont.	G. G. Horne, Wolfe Island, Ont.
Loup Garou	126,358	Tetraultville, Que., 1908	" 5 "	53.5	11.4	6.4	23	16	Montreal	C. O. Clark, Westmount, Que.
Lowmoor	126,267	" "	" 20 "	47.0	9.5	7.0	15	10	Toronto	F. H. Gooch, Toronto, and J. Laurendeau, Montreal
Northland Light	122,607	Athabaska Lindig., Alta. 1907	" 5 "	122.0	22.0	4.5	148	94	Kenora, Ont.	Northern Transportation Co., Ltd., Athabaska Landing, Alta.
Northland Samuel Sun	122,608	" "	Paddle 3 "	103.0	17.0	4.5	132	83	" "	" "
Shanly Marshall	107,426	Grand Haven Mich., 1888	Screw 72 "	198.0	33.4	14.6	772	540	Brockville, Ont.	Central Canada Coal Co., Ltd., Brockville, Ont.
Totem	126,269	Parry Sound, Ont., 1908	" 4 "	53.5	14.5	6.2	50	19	Toronto	Parry Sound Lumber Co., Ltd., Toronto.
Marvel S.	126,339	Vancouver, B.C., 1909	" 5 "	45.2	12.0	5.9	25	17	Vancouver, B.C.	Packers Steamship Co., Ltd., Vancouver, B. C.
	126,340	" "	" 1 "	33.0	9.4	4.5	13	9	" "	W. J. Smith, Vancouver, B. C.

LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA DURING APR., 1909.

Name	No.	Where and When Built	Rig	Length	Breadth	Depth	Reg. Tons	Port of Registry	Owners
Bertie Calkins	126,127	Two Rivers, Wis., 1874	Schr	134.4	27.2	9.3	227	Kingston, Ont.	W. T. Simmons, Kingston, Ont.
Carrie L. Hirtle	126,119	Lunenburg, N. S., 1909	"	101.2	25.3	10.4	99	Lunenburg, N. S.	C. A. Anderson, M.O., Lunenburg, N. S.
Edith Marguerite	126,391	La Have, N. S., 1909	"	95.3	26.0	10.5	95	"	F. Himmelman, M. O., Riverport, N. S.
Guido	126,223	Manitowoc, Wis., 1856	"	114.9	24.9	7.3	95	Sarnia, Ont.	W. G. Atkinson, Whitby, Ont.
J. Tolmie	126,126	Chicago, Ill., 1874	"	130.2	27.0	9.2	227	Kingston, Ont.	G. Horne, Kingston, Ont.
Percy C.	126,037	Liverpool, N. S., 1909	"	91.0	23.7	9.9	99	Liverpool, N. S.	W. F. West, Liverpool, N. S.
Warren G. Winter	126,120	Lunenburg, N. S., 1909	"	98.2	25.6	10.5	95	Lunenburg, N. S.	F. Anderson, M. O., Lunenburg, N. S.

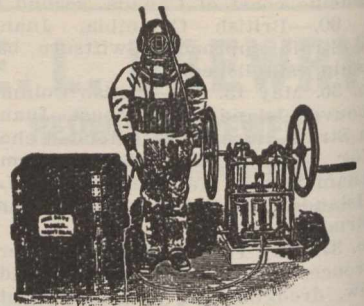
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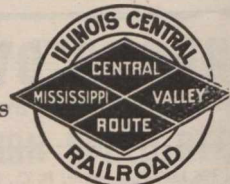
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complaint was only in regard to the Lachine Rapids," there appears to have been some misunderstanding, as we are informed that "the Minister's statement that it had been only with regard to boats running the rapids that complaint was made is, of course, absolutely contrary to facts."

Aids to Navigation Required.

The Dominion Marine Association has made the following recommendations to the Lighthouse Board:—

LAKE SUPERIOR. Michipicoten Island.—A light, and if possible a fog horn, on the north east end of the island, at such point as would render the light of most service to vessels bound up as well as to vessels bound down. It is submitted that the recommendation of the Association of Masters and Mates for a light on the west end of the island has not been considered by that Association with due regard to all the requirements of the case, and would probably be amended to conform to the recommendation of this Association if the following points were noted, viz., that a light on the west end of the island would only serve as a beacon in approaching down the lake, could not assist in passing the eastern end of the island, and would be of no service to vessels up-bound in the north channel.

Pancake Shoal.—A gas buoy on the outer Pancake shoal to aid vessels taking the north shore.

LAKE HURON AND GEORGIAN BAY. Centre Island bank.—A range on Kokanongwi Island to clear Centre Island bank passing south of Badgely Island.

Bad Neighbor shoal.—The request is renewed for a whistling gas buoy well outside of Bad Neighbor shoal. A location has been suggested in the 13 fathom path two or three miles west of Cove Island, on a line between Gat Point and East Sister shoal. A location further out would be desirable if suitable anchorage is available. It has been suggested that the light and fog horn on Cove Island should suffice, but they are too far in to protect ships entering from the lake and the channel is important enough to demand this additional safeguard.

Lonely Island.—A fog horn on Lonely Island. This request is renewed, as vessels require this assistance on account of the proximity of the Shingle shoals. Without the horn to locate the island a vessel cannot proceed on her course east of the island without great danger.

Kennedy Bank.—A gas buoy on Kennedy bank.

Port Colborne ranges.—The rear range light at Port Colborne, now occulting red, and objected to on account of its

dimness, should be continued as a red light to distinguish it from others on the shore and if found too dim should be replaced by one of that color of the greatest brilliancy possible.

LAKE ONTARIO. Niagara shoal.—The request is renewed for a gas and bell buoy at Niagara shoal.

Toronto Harbour.—The inshore light in the range at the eastern entrance should be raised to keep the light in range.

Salt Point, Brighton entrance.—The light should be replaced to enable vessels entering to keep the dredged channel, the ranges being quite ineffective in certain weather until approached more closely. This request is urgently renewed.

Kingston Harbour.—A range on the north shore entering Kingston harbour to take the place of the very long distant range of Pigeon Island and Nine Mile Point lights, and to lead past the Middle Ground and Seven Acre shoals. Another range to intersect this and lead into the harbour along the shore as far as Barrfield range. If this latter is not given then at least a gas buoy on Penitentiary shoal. A bell or other suitable fog signal at Snake Island light or Four Mile Point (Simcoe Island) to lead through the channel between this light and Simcoe Island. The Richelleu & Ontario passenger boats sometimes require to anchor in fog after passing Nine Mile Point and if helped past Snake Island light could make their dock at Kingston and maintain their schedule. This channel is also freely used by all boats when going out light and the improvement will be of general benefit.

The request is again renewed that distinctive tops be given black and red

buoys so that they may be distinguished even when the colors are not distinguishable. Even the simple device of pointing one spar and sawing another square across would be of great service. But other effective distinguishing shapes may readily be devised and used and the system is urgently recommended. That request has already been granted for the Montreal-Kingston division.

Montreal—Georgian Bay Canal.

A deputation representing the Board of Trade Federation and a number of municipalities waited on members of the Dominion Government at Ottawa, April 28, to urge the construction of the Montreal-Georgian Bay canal, either as a Government work, or by a private company, by means of a Government guarantee of bonds. The Premier said he had frequently expressed his personal views in favor of the canal as the natural means of channel communication between the east and the west. The only difficulty in the way of construction was that there was not enough money. The Dominion revenue was substantial, but the demands were far in excess of what could be spent, and it could not be expected that the Government would now undertake more. Regarding the proposal to guarantee bonds, it was also more than the Government could now do. As soon as the project could be taken up, the Government would do so.

Sir Robert W. Perks, head of the London, Eng., syndicate which has a charter to construct the canal, recently stated in an interview that he hoped shortly to obtain the sanction of the Government for the starting of construction upon the canal next spring.

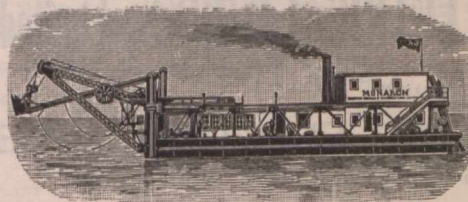
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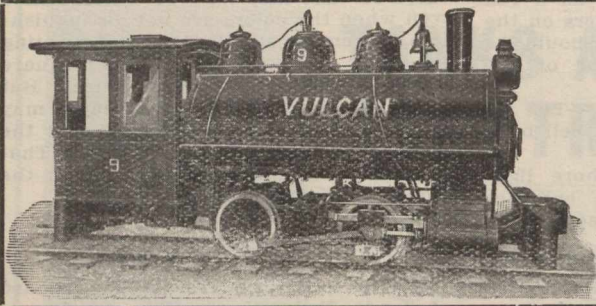
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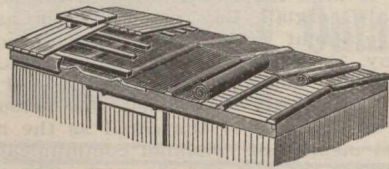
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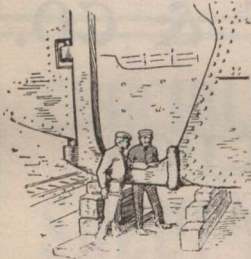
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Sir Robert W. Perks, who is at present visiting Canada in connection with the scheme, in the course of an interview at Montreal, May 10, said that if the proposals were accepted, work would be started on the canal next spring, and completed in 1915. His company, he said, was prepared to find the whole of the money necessary for the work provided the Dominion Government granted 3% interest on the bonds and an additional ½% to provide a sinking fund. The first section to be undertaken would be from Georgian Bay to North Bay, or possibly, that and the section from North Bay to Montreal might be carried out simultaneously. His plan was to have a board of his company, on which the Government would have representatives, and the profits would be divided equally between the Government and the company. The Montreal terminus would in all probability be situated at the Back River, as it is considered cheaper to build the canal to that point, than to the harbor, besides having the additional advantage of providing an alternative route, as it would be possible by erecting another lock at St. Anne's to use the present canal from that point to Montreal. "If the Government agrees to our proposals," he concluded, "Canada will have the canal as soon as it is humanly possible to build it, and what is more, will get it more cheaply than they could get it by any other means. It is even possible that the Government would not have to pay anything at all for it, for I am told that the traffic in prospect is such that the tolls for the use of the canal would pay the cost of the interest from the first. I am somewhat doubtful if this would be the case before the canal is finished, but there certainly would be a large and progressive income as the canal was gradually extended."

Among the Express Companies.

The Canadian Northern Ex. Co. has opened an office at Hamills Point, Ont., for the navigation season.
 The Canadian Ex. Co. has opened offices at Tignish, P.E.I.; Sydney Mines, N.S.; and Donald, Ont.; and has closed its office at Caplin, Que.
 The Canadian Northern Ex. Co. has opened offices at Tessier, Mansevy and Harris, Sask.; Kenora and Rosedale, Ont.; and Woodington, Ont., for the navigation season.
 The Canadian Northern Ex. Co. has established its service over the C.N.R. Goose Lake line, and has opened regular offices at Tessier, Harris, Vanscoy, De-

lisle and Zealandia, Sask.

A joint express office has been established at the Yukon-Alaska Exposition grounds, Seattle, Wash., to be known as Exposition, Wash. The rate for merchandise to that point is 50c. per 100 lbs. above the Seattle rate.

The Dominion Government has consigned a second lot of live lobsters from the Atlantic to the Pacific coast, to continue the experiments in breeding them there, which it commenced last year. The consignment was handled by the Dominion Ex. Co.

Express companies are instructing their agents to see that cards reading: "This Company's tariffs are open to public inspection and may be seen on application to the agents," are exhibited in a public place in their offices, in accordance with the Board of Railway Commissioners' order.

The Canadian Ex. Co.'s annual meeting was held in Montreal, May 1. The following directors were re-elected for the current year: President, C. M. Hays; Vice-President and Manager, J. Bryce; other directors, E. H. Fitzhugh, W. Wainwright, M. M. Reynolds, E. J. Chamberlin, H. Paton and F. Scott.

The Canadian Ex. Co. has issued a notice that its summer offices on the Muskoka Lakes have been reopened for the season, with the exception of Royal Muskoka, which reopens about the middle of June. Shipments are also being accepted for the Lake of Bays route, and to Byng Inlet and French River points.

Telegraph and Cable Matters.

J. D. Gaines, Superintendent, Commercial Cable Co., at Honolulu, is visiting his home in Nova Scotia.

A U.S. patent has been granted to C. E. Davies, G.N.W. Telegraph Co.'s chief operator, Ottawa, Ont., for an electrical circuit breaking and making device for telegraphic purposes.

The Commercial Cable Co.'s cable repair steamer Mackay-Bennett is harboring on the west coast of Ireland in readiness to repair any breaks that might occur in the neighborhood.

A statement has been published that wireless communication took place between New York and Chicago, May 3. It is claimed that this is a record in the transmission of wireless messages overland.

A. J. Wisewell, a former C.N.R. telegraph operator, was charged recently, at Regina, Sask., that while he was in the C.N.R. employ at Humboldt, he stole from the C.N.R. office, during a bye-

election, certain political telegrams.

The Marconi Wireless Telegraph Co. has arranged for the completion of two additional stations between Quebec and Montreal, one being situated at Three Rivers, the other in Montreal, probably on the Tarte pier. The installation will, it is anticipated, be completed early in June.

The Association of Railway Telegraph Superintendents will hold its annual convention, June 23, 24 and 25 at Detroit, Mich. W. J. Camp, Superintendent, C.P.R. Telegraphs, Montreal, is President, and P. W. Drew, Superintendent of Telegraphs, Chicago Division, Minneapolis, St. Paul and Sault Ste. Marie Ry., Chicago, Ill., is Secretary.

The C.P.R. has completed the erection of a wire between Toronto and Sudbury, by way of Muskoka, thus giving Toronto an independent connection with Winnipeg. The lines to be erected by the company, as mentioned in our March issue, between Winnipeg and Field, B.C., will be 971 miles long, and the other between Calgary, Alta., and Cranbrook, B.C., 276 miles. Other work now nearing completion comprises the re-erecting of about 600 miles in different parts of the Dominion.

An appeal was heard by the King's Bench, May 11, in the case of Croysdill vs. the Anglo-American Telegraph Co., when the plaintiff appealed against the judgment of the Quebec Superior Court dismissing his action against the company, claiming \$400 penalty incurred by the company for not filing the declaration required to be filed by incorporated companies as provided in article 4754 Revised Statutes of Quebec. The appeal was dismissed, one of the five judges dissenting.

B. S. Jenkins, General Superintendent C.P.R. Telegraphs, Western Lines, Winnipeg, on his return there recently after an inspection trip through British Columbia, said that little work was in contemplation for this year, owing to the fact that the C.P.R. had kept well ahead of the times in that province. The company is however considering the laying of another cable between the mainland and Vancouver Island. This is required, owing to the growth of business to the Island, and of the Pacific cable which lands at Bamfield on the west side. Certain extensions of line would also be made on the Island, coincident with the extension of branch railway lines there. He also said that a new copper wire would be erected from Calgary, Alta., along the Crow's Nest line into British Columbia, and eventually it would be extended to Nelson.

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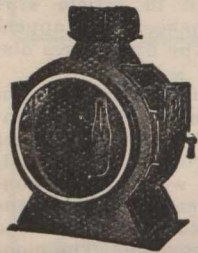
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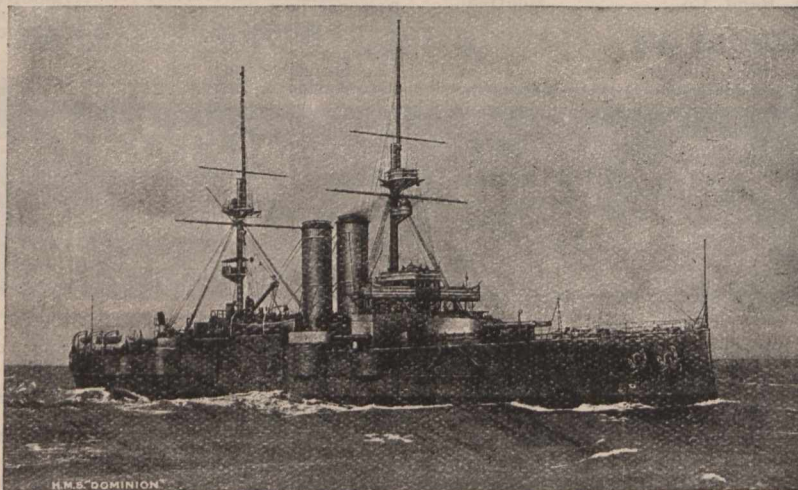
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 Robb Engineering Co., Ltd..Amherst, N.S.
- Engines, Gasoline**
 Ontario Wind Engine & Pump Co.Toronto.
- Engines, Hoisting**
 American Hoist and Derrick Co..St. Paul.
 M. Beatty & Sons.....Welland, Ont.
 Robertson Mfg. Co.Welland, Ont.
- Engines, Stationary and Marine**
 Polson Iron Works, Ltd.....Toronto.
 Robb Engineering Co., Ltd..Amherst, N.S.
- Engines, Steam Steering, for Tugs**
 Sheriffs Mfg. Co.....Milwaukee, Wis.
- Explosives**
 Standard Explosives Limited...Montreal.
- Express Office Signs**
 Acton Burrows Limited.....Toronto.
- Fencing**
 McGregor Banwell Fence Co..Walkerville.
 New Brunswick Wire Fence Co..Moncton.
 Owen Sound Wire Fence Co..Owen Sound.
 Page Wire Fence Co.....Walkerville, Ont.
- Fire Brick**
 Mussels Limited.....Montreal.
- Flags**
 The Hudson's Bay Co.....Toronto.
- Flour**
 The Hudson's Bay Co.....Toronto.
- Forgings**
 Canada Car Co., Limited.....Montreal.
 Cleveland City Forge & Iron Co..Cleveland.
 Crossen Car Mfg. Co.....Cobourg, Ont.
 Hamilton Steel & Iron Co., Ltd..Hamilton.
 Standard Steel Works Co..Philadelphia, Pa.
- Foundry Appliances**
 Goldschmidt Thermit Co.....Toronto.
- Frogs**
 Canadian Ramapo Iron Wks.Niagara Falls.
- Furnaces, Corrugated**
 Continental Iron Works...Brooklyn, N.Y.
- Fuse Batteries**
 Standard Explosives Limited...Montreal.
- Fuse Detonators**
 Standard Explosives Limited...Montreal.
- Fuses, Electric**
 Standard Explosives Limited...Montreal.
- Gaskets**
 The Holden Co., Ltd.....Montreal.
 McCord & Co.....Chicago, Ill.
- Gates**
 McGregor Banwell Fence Co..Walkerville.
 New Brunswick Wire Fence Co..Moncton.
 Page Wire Fence Co.....Walkerville, Ont.
 Owen Sound Wire Fence Co..Owen Sound.
- Gates, Crossing**
 General Railway Signal Co. Rochester, N.Y.
 The N. L. Piper Ry. Supply Co..Toronto.
- Gauges, Locomotive**
 Taylor & Arnold.....Montreal.
- Generators, Electric**
 Northern Electric & Mfg. Co., Ld.Montreal.
- Grates, Shaking**
 Babcock & Wilcox (Ltd.).....Montreal.
- Groceries**
 The Hudson's Bay Company.....Toronto.
- Hammers, Cast Steel**
 American Brake Shoe & F'dry Co.Mahwah.
 James Smart Mfg. Co...Brockville, Ont.
- Handcars**
 Crossen Car Mfg. Co.....Cobourg, Ont.
 F. H. Hopkins & Co.....Montreal.
 Mussels Limited.....Montreal.
 Rice Lewis & Son.....Toronto.
 Toronto Pressed Steel Co.....Toronto.
- Hardware**
 The Hudson's Bay Co.....Toronto.
 Rice Lewis & Son.....Toronto.
- Hats**
 W. H. CoddingtonHamilton, Ont.
- Headlights**
 The N. L. Piper Ry. Supply Co..Toronto.
 Pyle National Elec. Headlight Co..Chicago.
- Headlinings**
 Crossen Car Mfg. Co.....Cobourg, Ont.
- Heaters, Feedwater**
 Robb Engineering Co., Ltd..Amherst, N.S.
- Heating, Car**
 Canadian Gold Car H'g & L'g Co.Montreal.
 Safety Car Heating & L'ting Co.New York.
- Hoists, Electric**
 American Hoist & Derrick Co...St. Paul.
- Hoists (Pneumatic)**
 Taylor & Arnold.....Montreal.
- Hollow Staybolt Iron and Steel Bars**
 Falls Hollow Staybolt Co.Cuyahoga Falls.
- Hoppers, Car (Wet or Dry)**
 Duner Co.....Chicago, Ill.
- Hydrants**
 Kerr Engine Co.....Walkerville, Ont.
- Illustrations**
 Acton Burrows Limited.....Toronto.

- Inspections**
R. W. Hunt & Co. Montreal
- Insurance, Accident**
Canadian Ry. Accident Ins. Co. Ottawa.
Imperial Guarantee & Ac. Ins. Co. Toronto.
- Insurance, Boiler**
Canadian Casualty & Boil. Ins. Co. Toronto.
- Interlocking Plant and Signals**
General Railway Signal Co. Rochester, N.Y.
Montreal Steel Works Montreal.
Saxby and Farmer, Ltd. Montreal.
- Iron and Steel Bars**
Hamilton Steel & Iron Co., Ltd. Hamilton.
- Iron, Pig**
Hamilton Steel & Iron Co., Ltd. Hamilton.
- Iron Signs**
Acton Burrows Limited. Toronto.
- Iron Staybolt Bars**
Falls Hollow Staybolt Co. Cuyahoga Falls.
- Jacks**
H and E Lifting Jack Co. Waterville, Que.
F. H. Hopkins & Co., Ltd. Montreal.
Montreal Steel Works, Ltd. Montreal.
Mussens Limited. Montreal.
A. O. Norton. Coaticook, Que.
James Smart Mfg. Co. Brockville, Ont.
- Japans**
The Dougal Varnish Co. Ltd. Montreal.
- Journal Bearings**
Canadian Bronze Co. Montreal.
Crossen Car Mfg. Co. Cobourg, Ont.
Kerr Engine Co. Walkerville, Ont.
Jas. W. Pyke & Co. Montreal.
- Journal Boxes**
The Holden Co., Ltd. Montreal.
McCord & Co. Chicago, Ill.
- Lager Beer, &c.**
E. L. Drewry. Winnipeg.
- Lagging and Covering, Locomotive**
Taylor & Arnold. Montreal.
- Lamps, Arc**
Northern Electric & Mfg. Co. Ltd. Montreal.
- Lamps, Incandescent**
Canadian Westinghouse Co. Hamilton, Ont.
- Lamps and Lanterns**
The Hudson's Bay Company.
The Hiram L. Piper Co. Montreal.
The N. L. Piper Ry. Supply Co. Toronto.
- Lamps, Switch**
The N. L. Piper Ry. Supply Co. Toronto.
- Launches**
Polson Iron Works, Ltd. Toronto.
- Lighting, Car**
Canadian Gold Car H'g & L'g Co. Montreal.
Safety Car H't'g & L't'g Co. New York.
- Lights, Contractors' and Wrecking**
F. H. Hopkins & Co. Montreal.
Mussens Limited. Montreal.
- Locomotives (Compressed Air)**
Burnham, Williams & Co. Philadelphia, Pa.
Canadian Locomotive Co. Kingston, Ont.
Montreal Locomotive W'ks (Ltd.) Montreal.
- Locomotives (Electric)**
Burnham, Williams & Co. Philadelphia, Pa.
Montreal Locomotive W'ks (Ltd.) Montreal.
- Locomotives (Logging)**
Burnham, Williams & Co. Philadelphia, Pa.
Canadian Locomotive Co. Kingston, Ont.
- Locomotives (Rack)**
Burnham, Williams & Co. Philadelphia, Pa.
Canadian Locomotive Co. Kingston, Ont.
Montreal Locomotive W'ks (Ltd.) Montreal.
- Locomotives (Steam)**
American Car & Equip. Co. Chicago, Ill.
Burnham, Williams & Co. Philadelphia, Pa.
R. M. Burns & Co. Chicago, Ill.
Canadian Locomotive Co. Kingston, Ont.
J. T. Gardner. Chicago, Ill.
Hicks Locomotive & Car Works. Chicago.
Montreal Locomotive W'ks. Ltd. Montreal.
Vulcan Iron Works. Wilkesbarre, Pa.
- Lorries, Tracklaying**
Crossen Car Mfg. Co. Cobourg, Ont.
F. H. Hopkins & Co. Montreal.
- Lubricators**
The Holden Co., Ltd. Montreal.
McCord & Co. Chicago, Ill.
Taylor & Arnold. Montreal.
- Lumber**
Parry Sound Lumber Co. Toronto.
- Machinery, Cement**
Jas. W. Pyke & Co. Montreal.
- Machinery and Plant, Contractors'**
American Car & Equip. Co. Chicago, Ill.
American Hoist & Derrick Co. St. Paul.
M. Beatty & Sons. Welland, Ont.
R. M. Burns & Co. Chicago, Ill.
J. T. Gardner. Chicago, Ill.
F. H. Hopkins & Co. Montreal.
Mussens Limited. Montreal.
Robertson Mfg. Co. Welland, Ont.
Toronto Pressed Steel Co. Toronto.
- Machinery, Hoisting**
American Hoist & Derrick Co. St. Paul.
Brown Hoisting Machinery Co. Cleveland.
- Machinery, Marine**
Sheriffs Mfg. Co. Milwaukee, Wis.
- Machinery, Tracklaying**
F. H. Hopkins & Co. Montreal.
- Manhole Frames and Covers**
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Canada Iron Corporation, Ltd. Montreal.
- Marine Repairs**
Goldschmidt Thermit Co. Toronto.
- Marine Supplies**
Rice Lewis & Son. Toronto.
- Metal, Anti-friction**
W. Abbott. Montreal.
- Metal, Babbit**
Tallman Brass & Metal Mfg. Co. Hamilton.
- Metals**
Goldschmidt Thermit Co. Toronto.
- Metal Work, Structural**
Canadian Bridge Co. Walkerville, Ont.
Dominion Bridge Co. Montreal.
Montreal Locomotive W'ks (Ltd.) Montreal.
Jas. W. Pyke & Co. Montreal.
- Milepost Numbers**
Acton Burrows Limited. Toronto.
- Motors**
McCord & Co. Chicago, Ill.
- Motors, Electric**
Northern Electric & Mfg. Co. Ld. Montreal.
- Motors, Turntable**
Taylor & Arnold. Montreal.
- Nickel**
The Orford Copper Co. New York.
- Nickel for Nickel Steel**
The Orford Copper Co. New York.
- Numbers**
Acton Burrows Limited. Toronto.
- Nut Locks**
Positive Lock Washer Co. Newark, N.J.
- Nuts, Clevis**
Cleveland City Forge & Iron Co. Cleveland.
- Nuts, Square and Hexagon**
Montreal Rolling Mills Co. Montreal.
Toronto Bolt and Forging Co. Toronto.
- Oakum**
The Hudson's Bay Company.
- Office Fittings**
Can. Office & Sch'. Furniture Co. Preston
- Office Signs**
Acton Burrows Limited. Toronto.
- Oils**
Galena Signal Oil Co. Franklin & Toronto.
- Packing**
The N. L. Piper Ry. Supply Co. Toronto.
- Paints**
Standard Paint & Varnish Co., Ltd.
Windsor, Ont.
- Patterns**
Hamilton Pattern Works. Hamilton, Ont.
- Pile Drivers, Railway**
F. H. Hopkins & Co. Montreal.
Mussens Limited. Montreal.
- Pinch Bars**
The N. L. Piper Ry. Supply Co. Toronto.
- Pipe, Culvert (Cast Iron)**
Gartshore-Thompson Pipe Co. Hamilton.
- Pipe, Gas (Cast Iron)**
Gartshore-Thompson Pipe Co. Hamilton.
- Pipe, Sewer (Cast Iron)**
Gartshore-Thompson Pipe Co. Hamilton.
- Pipe, Water (Cast Iron)**
Gartshore-Thompson Pipe Co. Hamilton.
- Pipe Stocks**
Butterfield & Co. Rock Island, Que.
- Platforms, Steel**
Standard Coupler Co. New York City.
- Ploughs, Contractors'**
Mussens Limited. Montreal.
Toronto Pressed Steel Co. Toronto.
- Ploughs, Grading**
Meaford Wheelbarrow Co., Ltd. Meaford.
- Porter**
E. L. Drewry. Winnipeg.
- Powder, Blasting**
Standard Explosives Limited. Montreal.
- Printing**
Southam Press. Toronto.
- Propeller Wheels**
Sheriffs Mfg. Co. Milwaukee, Wis.
- Pumps**
S. F. Bowser & Co., Limited. Toronto.
Ontario Wind Engine & Pump Co. Toronto.
James Smart Mfg. Co. Brockville, Ont.
- Pumps (Centrifugal)**
M. Beatty & Sons. Welland, Ont.
- Rail Benders, Roller**
F. H. Hopkins & Co. Montreal.
Montreal Steel Works. Montreal.



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