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TORONTO, CANADA, MAY, 1901.

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Qu'Appelle, Long Lake & Saskatchewan Railroad and Steamboat Co.

The case of this Co. vs. the King is a petition of right in the Exchequer Court of Canada which has attracted considerable attention and interest. The subject matter of the petition is a land grant which was promised by the Dominion Government to the Co. in aid of the construction of its railway. The petitioners are the Co. and certain persons to whom the rights of the Co. to the land grant were assigned as security for assistance obtained from them by the Company for the purpose of its undertaking. The defendant or respondent is the Crown, or rather the Dominion Government.

The facts of the case are that about 1887 the Dominion Government was anxious to have a railway connecting Regina on the C.P.R., with the Saskatchewan district and the northern districts of the Northwest, and the orders-in-council dealing with this land grant recite that the building of such a railway was considered to be a matter of very great importance in the interests of the public and of the Government, both as affecting the maintenance of good order (the Northwest rebellion was then a matter of recent history and the absence of railway communication had been seriously felt), the development of the rising centres in that district and as effecting an important reduction to the Government on the cost of transport of men, supplies and mails.

A small portion of this railway, the first 20 miles from Regina to Long Lake, was then under construction and a land grant of 6,400 acres a mile had been granted by the Dominion Parliament, which was subsequently given.

In 1887 an Act was passed authorizing a similar land grant for the continuation of the railway to Prince Albert a further distance of about 230 miles. The Act provided that the grant was to be made in aid of the construction of the railway in the proportions and upon the conditions passed by the orders-in-council made in respect thereof. A few days previously to the Statute, an order-in-council, which was thus confirmed by the Statute, had been passed, dealing with this land grant. This order-in-council provided that the grant should consist of lands fairly fit for settlement to be made out of the unoccupied and unclaimed odd numbered sections at the disposal of the Government or out of alternate townships or blocks of land within 10 miles of the railway on either side thereof, in so far as practicable, without interfering with any previous grants or reservations, any deficiency in the area to be made up out of any available lands in the Northwest Territories in the discretion of the Governor-General in Council.

A contract was also entered into between

the Dominion Government and the Co. providing for the carriage of Government supplies, materials and mails, etc., for 20 years, and the Co. was to be paid \$80,000 a year for such services and any portion of this amount not earned by the Co. was to be secured by the retention by the Government of one-third of the land grant.

The railway was constructed to the satisfaction of the Government and after inspection by the Government Engineer was formally taken over by order-in-council, the official date of the taking over of the railway being Oct. 12, 1890, and it was recognized that the

proceedings are brought to obtain from the Government the balance of the land grant, 739,542 acres. Correspondence and negotiations were carried on with succeeding Governments, both Conservative and Liberal, for the past 10 years, but without success. Until the present proceedings were brought, the Government never denied the existence of a legal contract which, as above stated, was contained in an order-in-council authorized by an act of parliament and confirmed by subsequent orders-in-council, acts of parliament, agreements, etc., but the difficulty was the apparent inability of the Government to find the necessary lands to satisfy the balance of the land grant to which it was then admitted that the Co. was entitled.

All lands offered by the Government to the Co. were examined by the Co. with great care and at its expense, and it appears that all lands at all approaching the definition of the contract were accepted, but the above deficiency still remains. It appears that so many land grants have been made by the Government to different railway companies both before and after the land grant to this railway, that the Government finds a difficulty in satisfying them.

The Government was fully aware at the time this land grant was granted, that the same was to be used by the Co. in obtaining the funds necessary to construct the railway, and the land grant was used for such purposes and the money was advanced by different financiers both in England and in Canada, relying on the contract made by the Government and on the good faith of the latter. When the case came into Court the Government took the technical but surprising position that no legal contract at all existed which could be enforced against the Crown. It also took the position that if there were not sufficient lands to be found to satisfy the contract (if the contract existed) then the petitioners were not entitled to damages, but were without any remedy even though money had been advanced, as stated, relying on the good faith and credit of the Government.

When the case came on for hearing it was agreed by both sides that no evidence should be given as to the number of acres for which the Crown was in default, etc., but that Mr. Justice Burbidge should be asked to first decide certain preliminary questions of law. S. H. Blake, K.C., appeared with E. L. Newcombe, K.C., the Deputy Minister of Justice, for the Crown, and C. Robinson, K.C., A. R. Creelman, K.C., and C. S. MacInnes appeared for the petitioners.

The judgment of Mr. Justice Burbidge which has recently been handed down, decides that the petitioners have a valid contract on the terms claimed by them and that



R. S. LOGAN,
Vice-President and General Manager, Central Vermont Ry.

Co. had complied with all the specifications and conditions imposed on it by the order-in-council of June, 1887, and amending orders-in-council, and an order-in-council was passed stating that the Co. had become entitled to its land grant, and that the Privy Council recommended that it should be granted to the Co. accordingly.

The total land grant to which the Co. became entitled, was about 1,500,000 acres, of which the Government was to retain one-third as security. Of the remaining 1,000,000 acres the Government gave to the Co., and the Co. has accepted, about 250,000, and the present

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CHAIRMAN, J. H. Walsh, Sherbrooke, Que.
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NEXT MEETING, probably in March, 1902.

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NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

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NEXT ANNUAL MEETING at Montreal, Nov. 6, 1901.
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Great Lakes and St. Lawrence River Rate Committee.

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

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

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Niagara Frontier Summer Rate Committee.

CHAIRMAN, T. Henry, Montreal.
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NEXT MEETING, at New York, probably in Jan., 1902.

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the court can so declare, but the judge refuses for the present to decide any further question except this main legal one, until evidence has been received on the questions of fact. It will now be necessary for evidence to be given or a reference to be arranged for the purpose of discovering whether the Government is able to fulfil this contract and to give to the Co. the lands to which it is entitled under the terms of this contract. Should it be found on such reference that the Government is unable to find sufficient lands it will then be necessary to ask Mr. Justice Burbridge to decide as to the amount of damages payable by the Government for breach of such contract.

Whatever may be the merits of this particular case, it has come with a shock to railway men and to investors that the Dominion Government after 10 years of official orders-in-council and correspondence dealing with the contract, on the faith of which they knew that money had been advanced, should take the position that no such contract exists; and moreover that the Government should take the stand that it was at liberty to make a contract for the grant of lands in aid of a railway and then if it subsequently finds, owing largely to its own conduct in giving the lands to other people, that it has not sufficient lands to fulfil its contract, to say that it is re-

lieved from all liability either for lands or damages. It is to be hoped that no uncertain judgment of the courts will be given on these points as otherwise it is to be feared that the credit of a contract with the Dominion Government would be seriously impaired in financial and other circles.

Quebec Railway Taxation.

By an Act passed by the Quebec Legislature last session, every railway company that has been subsidized, or that may be in future subsidized, must annually file with the Commissioner of Public Works, within three months after July 1, in each year, a return showing the receipts of the railway from passenger and freight traffic, mails and express freight, and from other sources; cost of maintenance of line, buildings, etc., working and repairs of engines, working and repairs of cars, general and operating charges, on a form specified in the schedule of the Act, in addition to all other returns required. These returns for the present year are to be made from July 1, 1900, to June 30, 1901, and are to be attested on oath by the secretary or some other chief officer of the Co.

The net earnings of such railways as set forth in the returns are to be the basis upon which the Cos. are to pay a tax of 5% to the Provincial Treasurer, which Sec. 2 of the Act imposes in place of the 1½% tax heretofore payable. The tax is to be paid half yearly, the first instalment being due Oct. 1, and is to be paid on the figures contained in returns for the year ending June 30, 1901. A fine of ½ of 1% on the net earnings of the Co. will be imposed in addition to the tax on Cos. neglecting or refusing to furnish the return, and the Commissioner has power to have an independent inspection of the books of any Co. which he has reason to believe has not fairly exhibited its net earnings.

G.T.R. Subsidiary Lines Legislation.

The G.T.R. has obtained an act at the present session of the Dominion Parliament, confirming the agreement entered into between it and the Cincinnati, Saginaw and Mackinaw Rd. Co., whereby the former leases the latter road for 99 years from Jan. 1, 1901, for \$21,612.50 payable on July 1, 1901, and a like sum every succeeding Jan. 1, and July 1, the previous agreement, dated Oct. 2, 1890, between the two companies being cancelled. The act shall not take effect until it has been submitted to a general meeting of the Co. and accepted by a majority of two-thirds of the votes of the shareholders present or represented by proxy.

The G.T.R. has obtained a further act confirming its agreement with the Chicago and G.T. Western Ry. Co., guaranteeing the bonds of this Co. issued in respect of its purchase of the Chicago and G.T. Ry. Co. The act also authorizes the G.T.R. to use its unexhausted borrowing powers in respect of certain specific undertakings, amounting in all to £319,799, to be used in respect of any works in Canada as if such uses were specially authorized, provided a majority of the shareholders present, personally, or by proxy, at a general meeting vote such expenditure. This act is not to take effect until it has been submitted to a general meeting of the shareholders and is accepted by a two-thirds majority present or represented.

The International Jury of Awards has granted the C.P.R. a gold medal diploma for its exhibits at the Paris Exposition.

Mass meetings in all the churches of Truro, N.S., recently passed resolutions asking the discontinuance of Sunday traffic on the I.C.R.

G.T.R. SEMI-ANNUAL MEETING.

At the half-yearly general meeting in London, Eng., Apl. 30, the following report was presented:

The following summary shows a comparison of the half-year's revenue account with that of the corresponding half-year, ended Dec. 31, 1899:—

Dec. 31, 1899.		Dec. 31, 1900.	
£2,423,799	Gross receipts	£2,419,218	12 8
1,594,750	Deduct working expenses, being at rate of 67.48% as compared with 65.80% in 1899		1,632,517 6 5
829,049	Net traffic receipts	786,701	6 3
12,930	Add received from International Bridge Co.	12,930	12 9
4,415	Interest on Toledo, Saginaw and Muskegon bonds	4,428	7 10
3,088	Interest on bonds of Central Vermont Ry.	3,087	10 8
64,781	Interest on securities of controlled lines and on St. Clair tunnel bonds acquired by the issue of G.T. 4% debenture stock	59,936	1 6
21,925	Balance of general interest account	20,845	9 7
£936,188	Net revenue receipts	£887,929	8 7

Following are the net revenue charges for the half-year:—

Rents (leased lines)	£73,174	8 3
Interest on debenture stocks and bonds of the Co.	454,424	10 3
Interest on debenture stock and bonds of lines consolidated with the G.T. Co.	68,525	3 11
Interest on Michigan Air Line bonds	7,750	0 0
	£603,874	2 5

Deduct—Amount repaid by the G.T. Western Co. of part of amount (£30,821 18s. 4d.) advanced to the Chicago and G.T. Co. towards payment of interest on its and mortgage bonds, ½ year to June 30, 1900

23,417	2 4
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Less—Amount advanced to Detroit, Grand Haven, and Milwaukee Co. towards the payment of interest on its bonds, under agreements, ½ year to Dec. 31, 1900

5,426	3 3
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	17,990	19 1
	£585,883	3 4
Leaving a surplus of	302,046	5 3
	£887,929	8 7

Adding the balance of £336 6s. 11d. at the credit of net revenue account on June 30, 1900, to the above surplus for the past half-year of £302,046 5s. 3d., the total amount available for dividend is £302,382 12s. 2d. from which the directors recommend the declaration of the following dividends, viz:—

2% on the 4% guaranteed stock	£104,395	17 6
2 3/4% on the 1st preference stock (making with the £1 10s. paid for the ½ year to June 30, the full dividend for the year.)	119,589	1 0
2 3/4% on the 2nd Preference Stock	75,852	0 5
	£299,836	18 11

leaving a balance of £2,545 13s. 3d. to be carried forward to next half-year's accounts.

Comparison of receipts for the half-years ended Dec. 31, 1900 and 1899.

	1900.	1899.	Increase	Decrease
Passengers	£ 699,452	£ 685,249	14,203	—
Mails and express	119,263	110,281	8,982	—
Freight and live stock	1,532,118	1,561,671	—	29,553
Miscellaneous	68,385	66,597	1,788	—
	2,419,218	2,423,798	—	4,580

TRAFFIC STATISTICS.

	Decrease.		Increase.	
	1899.	1900.	1899.	1900.
Passengers carried	3,761,262	3,888,868	127,606	—
Average fare per passenger	3s. 7 1/2d.	3s. 7 1/2d.	—	—
Tons of freight and live stock	5,422,537	5,176,855	245,682	—
Average rate per ton	5s. 9d.	5s. 11d.	—	2d.
Tons carried one mile	1,122,517.78	1,226,293.98	103,775.854	—
Earnings per train-mile	63.71d.	67.24d.	—	3.53d.

The average rate per ton per mile on the entire freight business was 0.66 of a cent, compared with 0.62 of a cent in the corresponding half-year.

The working expenses, excluding taxes, amounted in the half-year to £1,598,781, or 66.09% of the gross receipts, as compared with £1,563,239, or 64.50% in the corresponding half-year; an increase in amount of £35,542, and in the proportion to the gross receipts of 1.59%, mainly attributable to the enhanced cost of fuel and other materials.

Comparison of revenue expenditure, including taxes, for the half-years ended Dec. 31, 1900 and 1899:—

	1900.	1899.	Increase.	Decrease.
Maintenance of way, and structures	£ 450,246	£ 421,461	28,785	—
Maintenance of equipment	283,366	283,393	—	27
Conducting transportation	803,722	802,501	1,221	—
General expenses	61,447	55,884	5,563	—
Taxes	33,736	31,511	2,225	—
Total	£1,632,517	£ 1,594,750	£37,767	—
Percentage of gross receipts	67.48	65.80	1.68	—
Expenditure per train-mile	45.38d.	41.92d.	3.46d.	—

The train mileage of the half-year compares with that for the half-year ended Dec. 31, 1899:—

	1900.	1899.	Increase.	Decrease.
Passenger	3,447,354	3,356,870	90,484	—
Freight	4,648,965	5,218,334	—	569,369
Mixed trains	538,136	555,947	—	17,811
Total	8,634,455	9,131,151	—	496,696

From the foregoing statements it will be observed that the G.T. gross receipts for the half-year show a decrease of £4,580, or 0.19%; the working expenses, including taxes, an increase of £37,767, or 2.37%. The train mileage shows a decrease of 496,696, or 5.44%.

The 4% debenture stock of the Co. has been increased during the half-year by £418,515, of which £416,779 was issued in exchange for the Co.'s bonds and other securities scheduled in the Co.'s acts bearing a higher rate of interest, whereby an annual saving in the net revenue charges of £4,600 has been effected.

The actual expenditure during the half-year on capital account for rolling stock, double track, and other additions and improvements was as follows:—

Instalment on Portland city elevator loan	£445	9 7
New works, sidings, etc.	49,979	8 2
Double track	74,652	0 10
Rolling stock:—		
300 new double hopper coal cars	£42,111	19 9
Equipment of engines and freight cars with air brakes, automatic coupler, etc.	67,455	4 1
Land purchased	109,567	3 10
	11,127	9 10
	£245,771	12 3

£46,925 14s., being the balance of the subsidy of \$500,900 voted by the Dominion Government towards the cost of reconstructing the Victoria Jubilee bridge received during the half-year, has been placed to the credit of capital account.

The construction of the second track and the reduction of the gradients between Hamilton and Niagara Falls have been completed to Jordan, 25 miles, and will have the effect of facilitating the movement of traffic, and will be of special advantage in connection with the increased passenger business expected via this line during the Pan-American exposition to be opened in Buffalo in May.

The equipment has been increased in the past half-year by the purchase of 300 double hopper coal cars, the cost of which, £42,111 19s. 9d., has been charged to capital account.

Thirty new freight engines of largely increased haulage capacity have been built in the Co.'s shops or purchased on revenue account.

Twelve passenger cars, 800 box freight cars, 200 platform cars, and 50 cinder cars have also been constructed by the Co. or purchased on revenue account during the half-year. On Dec. 31 there remained an amount available for future renewals of £17,079 9s. 0d. at the credit of the engine renewal fund, and of £53,377 14s. 0d. at the credit of the car renewal fund.

Following the precedent adopted in the Dec. half-year of 1899, an additional amount of £20,000 has been charged in the past half-year to maintenance of way and structures in reduction of renewal of bridges suspense account, which now stands at £15,385 12s. 0d.

With the exception of one bridge at Mechanics Falls, which has since been constructed, all the bridges between Montreal and Portland had, on Dec. 31 last, been renewed, and are now completed upon a scale to admit of the running of the heaviest rolling stock and train loads over that portion of the line, which can now be worked as economically as any other parts of the system. The contemplated renewal of the bridges on the Southern Division is deferred for the present, owing to the large increase in the prices of material. The renewal of the superstructure of the International Bridge across the Niagara River at Buffalo, the cost of which is being charged to the revenue account of the International Bridge Co., is expected to be completed in time for the opening of the Buffalo Exposition, on May 1. The Chief Engineer reports that the bearing capacity of the renewed bridge will be more than double the capacity of the old one, thus admitting of the running of the heaviest class of rolling stock across it, and of working more economically the business to and from Buffalo, which for some time past has materially increased.

The Chicago and G.T. Ry. was sold under decree of foreclosure, the railway and property being acquired on Oct. 31 by the Purchasing Committee, by whom it was subsequently handed over to the new company incorporated under the title of the G.T. Western Ry. Co. The operations of 1900, during the working of the line by the receivers for 11 months to Dec. 1, and since that date by the reorganized Co., resulted as follows:—The gross receipts were £883,305, against £801,372 in 1899, an increase of £81,933. The working expenses were £730,277, against £675,609, an

Enameled Iron Station Names.

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

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



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

Style no. 1. White letters on blue ground.

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

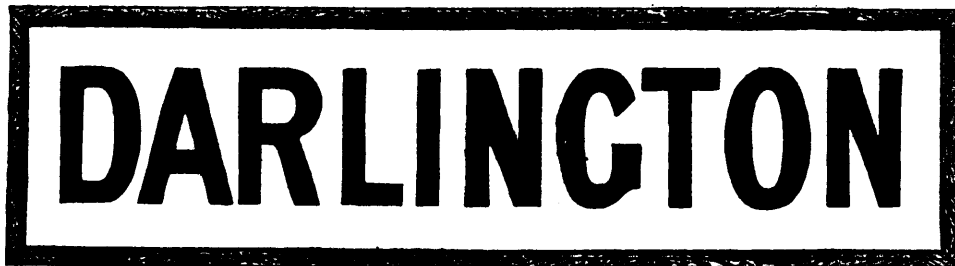
Mr. H. P. Timmerman, General Superintendent of the Atlantic Division of the Canadian Pacific Ry., writes,—“The enameled iron station names supplied by the Acton Burrows Co., in 1898, for a number of stations on this division, have proved very satisfactory. The letters are well formed & distinct, & the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



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



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



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

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

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

Importers of Enameled Iron Signs of the best English manufacture.

increase of £54,668; the net profit being £153,028, against £125,763, an increase of £27,265. The net revenue charges for the year were £160,432, against £181,447 in 1899, so that there was a deficiency in meeting the net revenue charges, in 1900, of £7,404, as compared with a deficiency for 1899 of £55,684. In the accounts for the half-year ended June 30, 1900, there was debited £30,821 in respect of the interest on the Chicago and G.T. 2nd mortgage bonds for that half-year, but inasmuch as the deficiency for the whole year was only £7,404, £23,417 has been refunded to the G.T. Co. The number of passengers carried during the year was 1,315,204, against 1,242,545, an increase of 72,659, or 5.85%, and the passenger train receipts, including mails and express receipts, were £256,407, against £231,146, an increase of £25,261, or 10.93%.

The quantity of freight moved during the year was 2,716,932 tons, against 2,535,821 in 1899, an increase of 181,111, or 7.14%, and the receipts from this traffic were £625,822, against £569,058 in 1899, an increase of £56,764, or 9.97%.

For some time past the existing elevator accommodation at Portland has been found inadequate for the expeditious handling of the grain business seeking outlet at that port, involving serious detention of loaded cars and consequent loss of revenue. With a view of obviating these adverse conditions, the directors have sanctioned an arrangement for the construction of a new grain elevator at Portland of about 1,500,000 bush. capacity. An amount of \$400,000, estimated to be required for this purpose, is to be provided by the banking establishments of the city under the guarantee of this Co. at a rate of interest of 3¾% per annum, the principal being repayable in annual instalments of \$10,000, which, together with the interest, it is estimated will be covered by the profits to be derived from the undertaking. In order to still further facilitate the Co.'s business at Portland, the directors have authorized the construction of an additional wharf in connection with the new elevator, and other alterations and improvements in the Co.'s property to meet the requirements of the traffic.

when compared with the payments for which, on the basis of past operations, the G.T. Co. would have been responsible in the terms of the original agreement. An act for giving effect to this agreement has passed both houses of the Canadian Parliament, and will be submitted to the proprietors for their approval.

A bill introduced by the directors in this session of the Canadian Parliament, for the purpose of ratifying and confirming the agreement dated Nov. 22, 1900, between this Co. and the G.T. Western Ry. Co., already sanctioned by the proprietors, and for the re-arrangement of the borrowing powers of the Co., has passed both houses. This Act will also be submitted at the general meeting for the approval of the proprietors, and a resolution will be proposed to authorize the exercise, at the discretion of the board, of the powers conferred by sec. 6 of the act.

The President informed the proprietors, at the special meeting held on Dec. 11 last, that C. M. Hays, who for five years so successfully filled the position of General Manager had retired from the Co.'s service, and that



FIFTY-CAR TEST RACK, WESTINGHOUSE MANUFACTURING CO., HAMILTON, ONT.

The gross receipts of the Detroit, Grand Haven, and Milwaukee Ry. for the half-year to Dec. 31, 1900, were £116,363, against £115,907 in 1899, an increase of £456; the working expenses were £84,523, against £73,769, an increase of £10,754; leaving a balance of £31,840, against £42,138, and showing a decreased net revenue of £10,298, compared with the corresponding half-year of 1899. The net revenue charges for the half-year were £37,266, against £37,050 in 1899, so that there was a deficiency in meeting the net revenue charges of £5,426, as compared with a surplus of £5,088 for the corresponding period of 1899. The number of passengers carried during the half-year was 401,805, against 365,965, an increase of 35,840, or 9.79%; and the passenger receipts, including mails and express receipts, were £58,125, against £57,098, an increase of £1,027, or 1.80%. The quantity of freight moved was 356,183 tons, against 351,469 in 1899, an increase of 4,714, or 1.34%; and the receipts from freight traffic were £56,359, against £56,992 in 1899, a decrease of £633, or 1.11%.

The agreement, dated Oct. 2, 1890, under which the G.T. and the Chicago and G.T. companies undertook to work for 29 years the Cincinnati, Saginaw, and Mackinaw line, running from Durand (at the junction of the C. and G.T. and Detroit, Grand Haven, and Milwaukee lines) to Bay City, Mich., 53 miles, at 70% of its gross receipts, and to contribute so much of 25% of their earnings from traffic interchanged between the respective companies as might be necessary to meet the interest on the bonds of the C.S. and M. Co. has not resulted satisfactorily. When, therefore, the C. and G.T. Co., whilst in the hands of the receivers, was relieved by an order of the court from any further participation in the agreement, negotiations were entered into with the holders of the securities of the C.S. and M. Co., resulting in a new agreement, dated Dec. 28, 1900, which will be submitted for the approval of the proprietors. The new agreement provides for the leasing by the G.T. Co. of the C.S. and M. line for 99 years at an annual rental of \$43,225, whereby a saving of about \$12,000 a year will be effected

G. B. Reeve, who had previously been in the service of the Co. as General Traffic Manager, had been appointed his successor. Mr. Reeve assumed office on Dec. 15 last, with the title of Second Vice-President and General Manager.

The retiring directors are: A. Hubbard, Sir Henry M. Jackson, L. J. Seargeant and Lord Welby, all of whom are eligible and offer themselves for re-election. G. B. Newton, one of the auditors in London, and W. M. Ramsay, one of the auditors in Canada, also retire and offer themselves for re-election.

REPORTS OF OFFICIALS.

Following are extracts from appended reports of officials:—

The Chief Engineer reports on Feb. 19 the total charges for maintenance and renewals on the G.T.R. System, east of the Detroit and St. Clair rivers, and on the Detroit and Michigan Air Line division, in Mich., for 1900, were \$3,181,196.61, against \$3,001,109.81 in 1899, an increase of \$180,086.80. All of the 117 old bridges between Montreal

and Portland, 297 1/4 miles, have been replaced by new structures sufficiently strong to carry the heaviest trains. The renewal of the International bridge across the Niagara river and Black Rock harbor, at Buffalo, is proceeding satisfactorily. Six of the eight fixed spans are completed, and the renewal of both draw spans is in progress. This bridge must be finished in every respect before the opening of navigation next spring. The carrying capacity of the new bridge will be more than double that of the old one. The bridges between Ste. Anne's and Vaudreuil, and also between Sidney and Murray Hill, which at the close of 1899 were unfinished, have been completed and are now in service. The only single track portion of the line now remaining between Montreal and Toronto, is from Port Hope to Port Union, 46.26 miles. A second track has been laid between Hamilton and Jordan—25 miles—and is in operation. The masonry of the new general offices at Montreal has been completed. The building has been roofed, and the work of finishing the interior is in progress. The Co.'s permanent way and works have been carefully maintained and are in good condition.

The Superintendent of Car Department reports the expenditure, mileage, etc., as follows:—

Half-year ended.	Cost per Mile.		Miles run by cars.	
	Car.	Train	Freight.	Total.
Dec., 1900	Cts. 4.56	Cts. 7.47	124,844,467	141,521,100
" 1899	Cts. 4.58	Cts. 7.57	13,186,424	150,804,052
	Dollars. 645,263	Dollars. 691,386	16,696,653	16,997,628
			16,997,628	13,186,424

A decrease in expenditure of \$46,123, or

6.7%, with a decrease in car miles of 9,282,952, or 6.2%.

At cost of capital 1,228 freight cars were equipped with automatic couplers and Westinghouse air brakes, and 6,024 with automatic couplers only, and 300 double hopper bottom coal cars were purchased. At cost of revenue 10 day coaches, 2 parlor café cars, 500 box cars, 200 platform cars, and 50 cinder cars were built at our shops, and 300 box cars were purchased.

The Superintendent of Motive Power reports the expenditure, mileage etc., as follows:—

Half-year ended.	Expenditure.	Train Mileage.	Rate of expenses per mile.		
			Train.	Engine.	Car.
Dec., 1900	Dollars. 2,542,892	8,634,455	Cts. 29.45	Cts. 23.80	Cts. 1.80
" 1899	2,419,652	9,131,151	26.50	21.44	1.60

An increase in expenditure of \$123,240, or 5.09%, with a decrease in train miles of 496,696, or 5.44%.

	Passenger Trains.	Freight Trains.	Mixed Trains.
The average number of cars moved per train was	4.5	25.9	10.5
And for the corresponding period.	4.6	24.8	10.5

During the half-year 34 engines were scrapped or sold. 24 freight engines were turned out new at the Co.'s works, and 6 were purchased. The actual stock, Dec. 31, 1900, was 796 against the official figure of 795.

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

	Repairs and renewals of locomotives.		All repairing charges including shop machinery, tools and marine equipment, etc.	
	1900	1899.	1900.	1899.
Train.....	Cents. 6.70	6.07	8.50	7.53
Engine.....	5.41	4.91	6.87	6.09
Car.....	0.41	0.37	0.52	0.46

The capital expenditure for the half-year was as follows:—

	£	s.	d.
For controlled and subsidiary lines securities acquired by issue of 4% debenture stock	160,568		
For additional 4% debenture stock, issued in terms of exchange	4,311		
Commissions paid less premium on	£1,736		

debenture stock sold	91	17	7
Instalment on Portland City Elevator Loan	445	9	7
Sundry sidings and works	20,158	17	4
New coal plant, Portland	19,432	7	
New general offices, Montreal	10,388	3	10
Double track	74,652	10	
300 gondola coal cars	42,111	19	9
Equipment of engines and freight cars with air brakes and automatic couplers, air whistles for passenger cars, etc.	67,455	4	1
For land at Montreal	9,579	5	5
" London	1,027	7	11
" Portland, etc.	520	16	6
	410,742	9	10
Deduct Victoria Jubilee Bridge, balance of bonus from Dominion Government	46,925	14	
	£363,816	15	10

The revenue account for the half-year was as follows:—

	RECEIPTS.		
	£	s.	d.
Passengers	704,024	11	9
Less—			
International Bridge tolls	813	14	8
St. Clair Tunnel tolls	3,452	18	11
Toledo, Saginaw and Muskegon Ry. under traffic agreement	141	7	
Cincinnati, Saginaw and Mackinaw Rd. under traffic agreement	163	15	2
	4,571	15	9
Mails and express			699,452
Freight and live stock			119,262
Less—			
Cartage, etc.	48,403		2
International bridge tolls	9,648		18
St. Clair Tunnel tolls	13,963		19
Toledo, Saginaw and Muskegon Ry. under traffic agreement	5,009		16
Cincinnati, Saginaw and Mackinaw Rd. under traffic agreement	1,062		7
	78,087	14	11
Miscellaneous receipts, rents, tolls, etc.			1,532,117
	68,385	9	10
	£2,419,218	12	8

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90-100 King St. W., TORONTO, ONTARIO
24 Old Broad St., LONDON, ENGLAND

EXPENDITURE.		£	s.	d.	
Maintenance of way and structures		450,245	17	7	
Maintenance of equipment.....		283,366	12	7	
Conducting transportation		803,721	15	.	
General expenses		61,447	1	6	
Total working expenses.....	66.09%	1,598,781	6	8	
Taxes	1.39%	33,735	19	9	
		67.48%	1,632,517	6	5
Balance to net revenue account ..		786,701	6	3	
		£2,419,218	12	8	

Dec. 31, 1899.	Statement of Train Mileage.	Dec. 31, 1900.
3,356,870	Passenger trains.....	3,447,354
5,218,334	Freight trains.....	4,648,965
555,947	Mixed trains.....	538,136
9,131,151		8,634,455

the part of the G.T.R. of discriminating against Montreal. Portland, however, was the natural outlet of the line. He considered the prospects of the current half-year encouraging, as the cost of materials would probably decline. He intended leaving at once for Canada, and would return in October.

The report and accounts were unanimously adopted without criticism, and the retiring directors were re-elected.

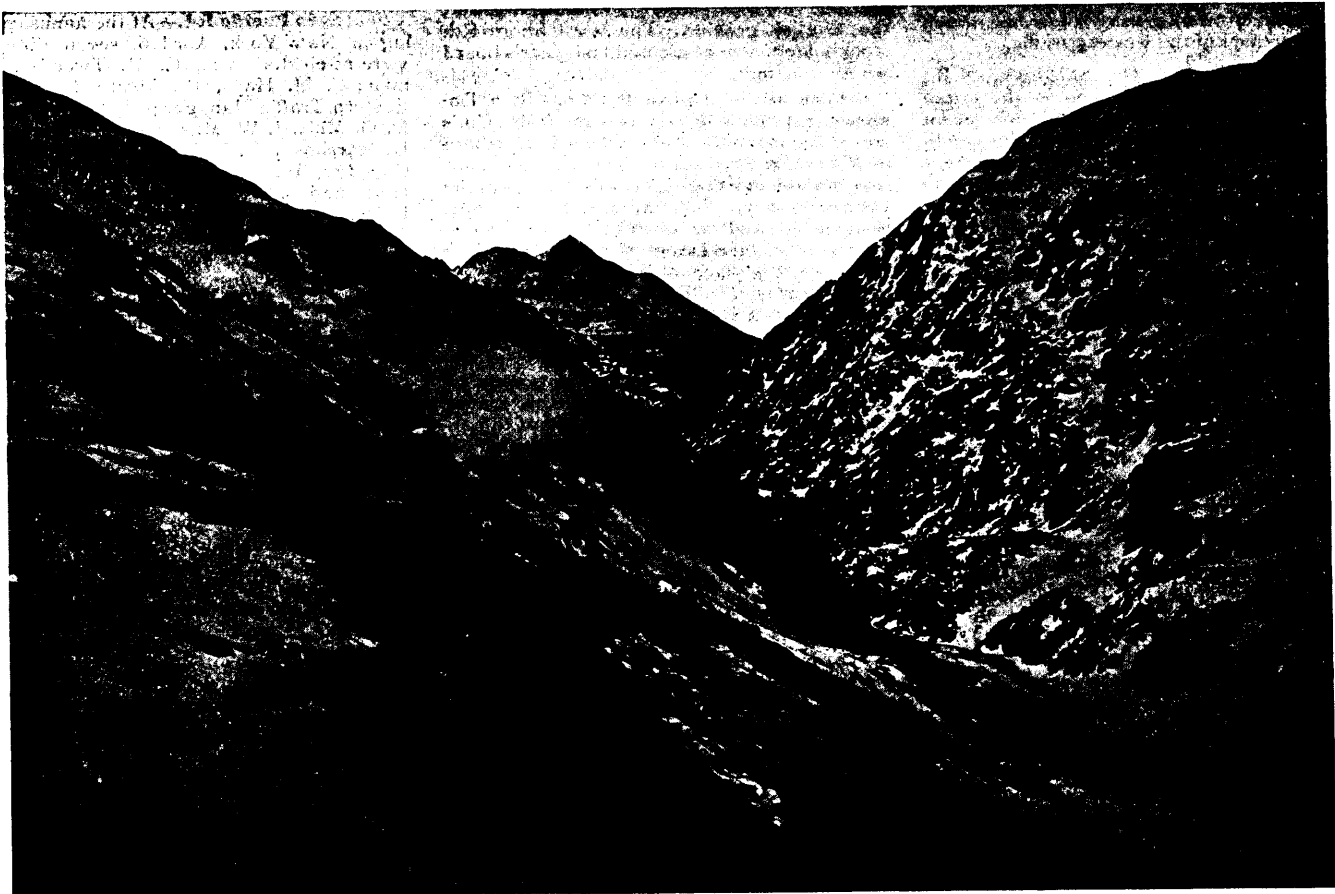
RAILWAY FINANCE, MEETINGS, ETC.

The Alberta Ry. and Coal Co. is given power by an act passed at this session of the Dominion Parliament, to convey or lease its undertakings to the C.P.R. or to the Calgary and Edmonton Ry. Co.

Atlantic and Lake Superior.—In the case of Dillon vs. the A. and L.S. Ry. Co., at Mon-

following report of the meeting was given out:—"The report of an expert mining engineer shows that the Albert shale is the best known, being tested in New York, London, Scotland and Italy. The borings of the past year have been down to 600 and 700 ft. and rich veins of the Albertite coal have been found, some 6 ft. in width. Legislation has been granted for a railway from Hillsboro' to the mines. The controlling interest in the mines is held by New Yorkers, who are asking concessions from the government as to royalties, leases, etc., for a term of years. The Co. intends to put in a plant to make an output of 3,000 tons a day, employing in the vicinity of 3,000 hands. The government has already granted exemption of royalty on the first 500,000 tons output."

Calgary and Edmonton.—Net earnings for Feb., \$17,487.23, against \$7,962.20 for Feb., 1900.



AFTER LEAVING THE SUMMIT, WHITE PASS AND YUKON RAILWAY.

There was a large attendance of shareholders at the meeting. The President, Sir Rivers Wilson, in moving the adoption of the report, expressed regret at the loss the Co. had sustained in the retirement of C. M. Hays from the General Managership. He said the Pan-American Exposition ought to bring largely increased traffic. He dwelt on the advantages which accrued to the G.T.R. by the new arrangement allowing it to enter the Union Station at Buffalo. Referring to the Company's intention to spend \$400,000 at Portland, for the construction of another grain elevator, he said the feeling in Canada over the patronage of a U.S. port was quite unjustifiable, as Montreal's facilities for shipping and storing grain were extremely inadequate. Sentiment must not be allowed to interfere with business. But he was glad to say Montreal contemplated making considerable improvements. There was no idea on

Montreal, April 9, Judge Pagnuelo dismissed the defendants' opposition to a seizure. The seizure was served upon the sheriff of Montreal, who made a return stating that the Co. had no property in that district. The same writ was then served upon the sheriff of Gaspé, and the Co. claimed that the report of the sheriff of Montreal had entirely disposed of the writ, and a new one was necessary. The judge held that a seizure is entirely disposed of through payment. The opposition was also based on the ground that only a small portion of the road had been seized, but the judge held that the law allows a railway to be disposed of by sections.

Baltimore Coal Mining and Ry. Co.—At the annual meeting at St. John, N.B., April 10, the following were elected directors:—J. C. Calhoun, J. E. Calhoun, H. Higgins, C. S. Daly, H. G. Catlin, all of New York, and H. R. Emmerson, M.P., of New Brunswick. The

Canada Southern.—The contract now existing between the Michigan Central and the C.S.R. gives the latter a little better than one-third of the net earnings of the two systems. This contract does not expire until Jan. 1, 1904, and it is said that no change will be made until the expiration of the contract.

Dominion Atlantic earnings, Jan. 1 to Mar. 31, \$137,931, against \$140,073 for corresponding period.

Esquimalt & Nanaimo Ry.—The report that the Esquimalt and Nanaimo Ry. Co. and the Comox and Union collieries had been acquired by the Rockefeller-Morgan-Hill combination, through J. J. Lynch, who has been in Victoria and Vancouver for some time, for \$4,000,000 is denied by President Dunsmuir. The railway, which is 78 miles in length, runs from Victoria to Wellington; and the collieries, and coal area, cover several thousand acres of land.

G.T.R. Stock.—A paragraph in our April issue said:—"For the first time G.T.R. stock passed C.P.R. stock in London, Eng., March 19, the former selling at 94½ against 93 7-8 for the latter." This paragraph may have conveyed a wrong impression. The G.T.R. stock which sold at 94½ was either guaranteed or first preference, while the C.P.R. stock which sold at 93 7-8 was common. For G.T.R. common the quotation on the day mentioned was 7½.

Grand Trunk Western Ry.—The G.T.R. management in Montreal denies that the Harriman syndicate is negotiating for the acquisition of the old Chicago and G.T., now the G.T. Western, as reported in New York. As the G.T. recently bought up the Chicago and G.T., and incorporated it into its system as the G.T. Western, any negotiations with regard to its sale would have to be made through the general offices. This section of the G.T. is looked upon as a most important part of the system, and the Co. has no intention whatever of disposing of a line which gives it control of the western traffic.

Intercolonial Ry.—The St. John, N.B., Telegraph, which is looked on as the organ of the Minister of Railways, said in a recent issue:—"If we are not mistaken the conditions which have prevailed during the current fiscal year will render it impossible for the Minister of Railways to show a surplus." The Telegraph attributes the deficit to higher prices of coal and advance in wages.

The Kingston and Pembroke Ry. has declared a first dividend of 1% for the half-year ended Dec. 31, 1900, on its \$1,000,000 first preferred stock, which was issued in the organization of 1898, when the first mortgage bonds were reduced from 6% to 3%.

The Minnesota and Manitoba Rd. Co. has filed with the Secretary of State for Minnesota a trust deed covering its 50 miles of road along the northern border of Minnesota to the National Trust Co. to secure an issue of \$400,000 bonds. The M. and M.R. Co. controls the portion of the Canadian Northern Ry. running through Minnesota from the Manitoba boundary to Rainy river.

Montreal Warehousing Co.—At the recent annual meeting G. B. Reeve, W. M. Ramsay, W. Wainwright, T. Davidson and C. Percy were elected directors.

The New Brunswick South Shore Ry. Co. has been incorporated by the N.B. Legislature to take over the Shore Line Ry., which runs

from St. John to St. Stephen, N.B., 82.50 miles.

New York and Ottawa.—The rumors that this line will be acquired by the New York Central Rd. have been strengthened by a trip made over the line recently by President Callaway, of the N.Y.C., President Webb, of the St. Lawrence and Adirondack Rd., and President Clements, of the Rutland Ry. The New York and Ottawa connects with the N.Y.C. at Tupper Lake, N.Y., and with the Rutland at Moira, N.Y.

New York Central Rd.—At the annual meeting at Albany, N.Y., April 17, about \$76,000,000 out of \$115,000,000 capital stock of the Co., voted for the re-election of last year's directors, as follows:—W. K. and F. W. Vanderbilt, C. M. Depew, S. F. Barger, J. P. Morgan, H. McK. Twombly, S. R. Callaway, C. G. Clarke, W. Bliss, S. D. Babcock, G. S. Bowdoin, W. Rockefeller, and D. O. Mills. Senator Depew voted the American, and Mr. Bowdoin, of J. P. Morgan & Co., the English proxies. The West Shore Rd. stockholders also re-elected last year's board without change.

Ottawa and Gatineau Ry. Co.—By a Dominion act passed this session, this Co.'s name is changed to the Ottawa, Northern and Western Ry. Co., but such change is not to affect any existing rights or liabilities of the Co. in any way. Section 24, chap. 87, 1894, is amended, and the new Co. will be able to issue bonds to the extent of \$25,000 a mile of single track in place of \$20,000; in sec. 26, the Interprovincial Bridge Co., the Ottawa and New York Ry. Co., the Ottawa Electric Ry., the Quebec and James' Bay Ry. Co., and the Hull Electric Co., are added to the list of Cos. with which agreements may be made. Another amendment to this clause gives the Co. power to sell instead of to purchase, and the following words are added:—"And the said companies may enter into such agreements on such terms and conditions as are agreed upon, and subject to such restrictions as the directors of the said companies may seem fit." The Co. is given power to hold stock, shares, or other securities of any of the companies mentioned, to acquire property for the production of electricity, to engage in mining, to purchase franchises and patent rights, but no powers of expropriation are given in respect of them.

Pontiac Pacific Jet. Ry.—It is expected that this Co. will be amalgamated shortly with the Ottawa Northern and Western Ry.

See under heading, "Ottawa and Gatineau Ry."

Qu'Appelle, Long Lake, and Saskatchewan.—Net earnings for Feb., \$1,404.15; against net loss of \$1,792.97 for Feb., 1900.

Quebec Central.—Gross earnings for Feb., \$34,987.48; working expenses, \$29,576.68; net earnings, \$5,410.80, against \$7,510.58 in Jan., 1900.

Gross earnings, Jan. 1 to Feb. 28, \$73,616.82; working expenses, \$59,962.41; net earnings, \$13,654.41, against \$11,612.97 for corresponding period.

St. Lawrence & Adirondack Ry. Co.—By an act passed at the present session of the Dominion Parliament, the Co. is given power to issue unsecured bonds to the extent of \$300,000, the holders of any such bond to have the same rights as holders of ten shares of capital stock, but the act shall not be of any effect until it is accepted by the shareholders.

Southern Pacific Rd.—At the annual meeting in New York, April 6, seven directors were re-elected—viz., C. H. Tweed, Chairman; C. M. Hays, President; E. Hawley, Eastern Traffic Manager; H. E. Huntington, D. O. Mills, J. W. Mackey and J. Speyer. E. H. Harriman, O. Kahn, G. J. Gould, T. J. Coolidge, W. S. Pierce, J. Stillman, J. H. Hyde and J. H. Schiff, all directors of the Union Pacific, were elected as new directors. The retiring S.P. directors are: E. F. Searles, A. Belmont, T. H. Hubbard, J. B. Haggin. The number of directors was increased from 12 to 15. E. H. Harriman was elected Chairman of the Executive Committee, and C. H. Tweed was elected Chairman of the Board of Directors. The following executive committee was elected:—G. J. Gould, E. H. Harriman, E. Hawley, O. H. Kahn, J. H. Schiff, J. Speyer, J. Stillman and C. H. Tweed, ex-officio.

Sydney and Lonsburg Ry.—Following are the accounts for the year ended Sept. 30, 1900:—

RECEIPTS.

Passengers	\$ 30,567.40
Freight	429,347.34
Rents, sundries, trimmings ..	118,268.72
Mails	600.00

\$578,783.46

EXPENDITURES.

Maintenance of way, etc.....	\$ 36,524.67
Locomotive power	66,138.57

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GURNEY STANDARD SCALES.

WE MAKE SCALES FOR ALL PURPOSES. ALSO THE REED RECORDING ATTACHMENT FOR RAILROAD TRACK SCALES.

Write For Descriptive Circular.

The Gurney Scale Co.,

HAMILTON, ONT., CANADA.

Car repairs	28,179.64
Traffic expenses	161,759.34
General charges	8,477.33
	<u>\$301,079.55</u>

The line is 48.96 miles long. The passenger train mileage during the year was 42,000, and the freight 130,000.

Dominion Atlantic Railway.

The annual meeting was held at the offices in London, Eng., Mar. 29. The President, C. F. Kemp, in moving the adoption of the reports and accounts, expressed his regret that the year's working had not enabled the directors to recommend the payment of a dividend to the preference shareholders. Those who were present at the special meeting last Dec. would remember that he then referred to the negotiations that had taken place with the Yarmouth Steamship Co., and he predicted on that occasion that, so far as their information then went, the result of the year would be disastrous. He regretted that his predictions had been realized, but a reference to the accounts would show why the result had not been more satisfactory. He would not go over the history of their negotiations with the Yarmouth Co.; he would merely say that the board dealt bona fide, through one of its best friends on the east side of the Atlantic, with the President of that Co. on the latter's representation that he could carry through any arrangement he made with the Dominion Co. In the result, however, all this had been falsified, and the whole arrangement had been flung over by the Yarmouth Co. Their efforts to come to some arrangement with that Co. last summer, to equalize their rates so that the passenger traffic to Boston could be carried with more profit to both companies, had failed, and the result had been that they had been compelled to take their passengers and traffic to Boston at a rate which did not pay them, and which, so long as it existed, must absorb all that margin of profit which would otherwise go into the pockets of the preference shareholders. The Yarmouth Co. had since lost one of its steamers, which foundered in the Bay of Fundy, when several lives were lost. He could not say that he could hold out any hope that any further negotiations would terminate satisfactorily, but he believed that their company were now in a much better position than they were before to acquire the business of the Yarmouth Co., and on terms much more favorable and reasonable than those offered by them last year, when they were willing purchasers. The directors had told the proprietors from the first in connection with the building of their ships that they thought that the natural and proper route for the company to acquire was that from Yarmouth to Boston, as this was where the future development of their traffic would naturally be. They would, therefore, not shrink from fighting until they acquired control of that route, because the prosperity of the Co. and, in his opinion, the welfare of Nova Scotia itself, were largely concerned in this route being in their hands. There had been a large addition to their passenger traffic, but this had not resulted in any corresponding profit, for the reason he had stated. The apple crop had not been a good one, and they had suffered from the smaller amount of traffic. They had also been affected by the exceptional severity of the weather; while, but for the higher price of coal last year as compared with the previous year, the directors would have been able to pay practically the same dividend on the preference shares that was paid a year ago. He had been connected with the undertaking for many years, and, despite many difficulties and trials, they had always kept progressing—

surely, if slowly; and he believed that, eventually, none of the proprietors would regret their investment in the Co. The motion was carried.

The Railway Times, of London, Eng., from which the above is taken, says: "This Co. declines to furnish us with a copy of its annual report and accounts, contrary to the practice prevailing with railway companies of any note, consequently we are unable to give any abstract of the same."

In another report of the meeting published by the Canadian Gazette, of London, Eng., the President is reported to have stated that despite competitive conditions which had necessitated decrease in rates, the earnings for the year had increased by 10%. They had carried into Boston many more passengers than any other steamship company, and the prospects of their trunk business were most satisfactory.

A cable to the Halifax Chronicle, which looks as if either sent from the Co.'s office or inspired by the management, says: "The directors intended to carry their policy to a successful issue, and to make it the more speedy and certain the stockholders were unanimously of opinion that the moneys which they had available for dividend purposes should be applied to the accomplishment of that policy, which had consistently received the stockholders' approval. In addition they had in their coffers £190,000 of debenture stock and their resources and prospects to-day were of the best."

Directors Kemp, Ronald and Denny were re-elected and resolutions were passed thanking the directors and officers.

C.P.R. Earnings, Expenses, &c.

Gross earnings, working expenses, net profits & increases or decreases over 1900, from Jan. 1, 1901:—

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
Jan.	\$2,054,015.68	\$1,405,819.23	\$648,196.45	\$43,373.16-
Feb.	1,977,189.47	1,356,509.63	620,679.84	2,052.41-
Mar.	2,500,618.77	1,552,283.04	948,335.73	149,234.49+

\$6,531,823.92 \$4,314,611.90 \$2,217,212.02 \$103,808.92+
Approximate earnings for April, \$776,000; increase over April, 1900, \$104,000.

DULUTH, SOUTH SHORE & ATLANTIC.—Approximate earnings for Mar., 1901, \$204,747, against \$210,474 in Mar., 1900; for April, 1901, \$203,567, against \$206,518 in April, 1900. Net earnings for Feb., 1901, \$56,016, against \$77,157 in Feb., 1900.

HANCOCK & CALUMET.—Approximate earnings for Mar., 1901, \$21,335, against \$22,786 in Mar., 1900; for April, 1901, \$22,091, against \$20,886 in April, 1900.

MINERAL RANGE.—Approximate earnings for Mar., 1901, \$22,230, against \$17,472 for Mar., 1900; for April, 1901, \$22,858, against \$22,858 for April, 1900.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—Approximate earnings for Mar., 1901, \$357,346, against \$417,753 for Mar., 1900; for April, 1901, \$409,613, against \$434,172 for April, 1900. Net earnings for seven months to Jan., 1901, \$1,109,246, against \$1,626,254 for Jan., 1900.

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1900	1901	1900	1901
Jan.	31,485	27,928	\$100,857.85	\$36,752.54
Feb.	23,613	29,370	75,771.19	91,189.58
Mar.	31,183	39,546	90,777.79	122,362.47
April.	58,457	48,874	181,775.78	152,445.70
	<u>144,738</u>	<u>145,718</u>	<u>\$449,182.61</u>	<u>\$402,750.30</u>

The G.T.R. employes have been notified that they can secure the Co.'s sick benefit insurance by paying 10c. in addition to the amount now paid for the accident insurance,

Grand Trunk Earnings, Expenses, &c.

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

	1901.	1900.	Increase.	Decrease.
Jan.	\$2,225,878	\$2,222,200	\$3,678	....
Feb.	1,993,493	1,917,348	76,145	....
Mar.	2,372,960	2,188,635	184,325	....
	<u>\$6,592,351</u>	<u>\$6,328,183</u>	<u>\$264,168</u>	....

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

GRAND TRUNK RAILWAY.

Revenue statement for February, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£335,400	£314,100	£21,300	....
Working expenses	246,000	236,700	9,300	....
Net profit.	£89,400	£77,400	£12,000	....

Aggregate Jan. 1 to Feb. 28, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£705,600	£672,200	£33,400	....
Working expenses	505,100	493,900	11,200	....
Net profit.	£200,500	£178,300	£22,200	....

GRAND TRUNK WESTERN RAILWAY.

Revenue statement for February, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£59,400	£67,600	£8,200	....
Working expenses	55,300	55,200	£100	....
Net profit.	£4,100	£12,400	....	£8,300

Aggregate Jan. 1 to Feb. 28, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£129,700	£154,900	....	£25,200
Working expenses	114,000	119,700	....	5,700
Net profit	£15,700	£35,200	....	£19,500

DETROIT, GRAND HAVEN AND MILWAUKEE.

Revenue statement for Feb., 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£14,700	£12,200	£2,500	....
Working expenses	12,200	11,100	1,100	....
Net profit.	£2,500	£1,100	£1,400	....

Aggregate from Jan. 1 to Feb. 28, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts	£31,500	£28,000	£3,500	....
Working expenses	24,600	24,100	500	....
Net profit.	£6,900	£3,900	£3,000	....

TRAFFIC RECEIPTS OF THE SYSTEM.

Traffic receipts, Jan. 1 to Mar. 31, 1901:

	1901.	1900.	Increase.	Decrease.
Grand Trunk	£1,088,654	£1,032,273	£56,381	....
G. T. Western	217,207	228,384	....	£11,177
D., G. H. & M.	48,672	44,178	4,494	....
Total	<u>£1,354,533</u>	<u>£1,304,835</u>	<u>£49,698</u>	....

Cattle Guard Legislation.—A bill to amend the Railway Act by adding to sub-section 3, sec. 2, Statutes of 1890, the following words:— "And no animal not allowed by law to run at large shall be held for the purpose of such liability to be improperly on a place adjoining the railway if such animal gets upon the railway from the highway by reason of such omission or neglect to maintain such cattle guards at the highway crossing," was thrown out on the recommendation of the House of Commons Railway Committee, April 18.

St. Mary River Bridge Co.—H. Blain, W. G. Francis, N. W. Rowell, W. Morris, G. H. Parkes, and J. P. Thompson, of Toronto, have been incorporated by a Dominion act this session under the above title, for the purpose of constructing a bridge for the passage of pedestrians, vehicles, electric cars or street cars, from Sault Ste. Marie, across the St. Mary River, to Sault Ste. Marie, Mich. Work is to be commenced within two years after power has been given by the legislature of the state of Michigan to build the portion of the bridge within the United States. Power is given to agree with any Michigan Co. that may be formed for the same purpose in Michigan. The bridge and the approaches shall not be used for railways.

The Newfoundland Railway.

The Premier of Newfoundland has been negotiating with R. G. Reid with a view to arriving at an understanding respecting their respective rights under the several contracts as to railways, telegraphs and land entered into between the contractor and the Government. The Premier, on behalf of the Government, asks :—That the telegraphs shall go back at once to the Government; that the land grants, which include a large amount of private property, shall be readjusted so as to conserve the rights of those whose holdings have been confiscated; and that it shall be optional for the colony to take over the railways at the end of 50 years, by paying back \$1,000,000 with interest, the amount paid by Mr. Reid to the colony for the road, and a sum to be arrived at by arbitration for all improvements that may have been made on the property within the 50 years.

Mr. Reid has expressed his willingness to give back the telegraph lines, and give title to squatters located on doubtful claims, but asks \$300,000 to build stations along the line. Nothing of a definite nature was arrived at, and it is understood that the whole of the questions involved will form the subject of legislation during the coming session.

The South Ontario Pacific Ry. Co., by legislation at the present session of the Dominion Parliament, has the time within which it may construct the lines authorized by its charter extended for five years.

Current Dominion Legislation.

The following acts have been assented to this session :—

Grand Trunk act to confirm agreement with the Cincinnati, Saginaw and Milwaukee Ry. Co.

Grand Trunk act to confirm agreement with the Chicago and G.T. Ry. Co.

Respecting the Orford Mountain Ry. Co.

Respecting the South Ontario Pacific Ry. Co.

The following bills have passed the House of Commons and the Senate :—

Respecting the British Columbia Southern Ry. Co.

Respecting the Edmonton, Yukon and Pacific Ry. Co.

Respecting the Great North-West Central Ry. Co.

Respecting the Hudson's Bay and Pacific Ry. Co.

Respecting the Klondike Mines Ry. Co.

Respecting the Nakusp and Slocan Ry. Co.

Respecting the Niagara, St. Catharines and Toronto Ry. Co.

Respecting the Guelph Junction Ry. Co.

The following bills are before the House of Commons or the Senate in various stages of progress :—

To incorporate the Alaska and North-Western Ry. Co. (Senate bill.)

To incorporate the Alberta Central Ry. Co.

Respecting the Alberta Ry. and Coal Co.

Respecting the Algoma Central Ry. Co., and to change its name to "The Algoma Central and Hudson's Bay Ry. Co."

To incorporate the Algoma Iron and Nickel Steel Co. of Canada.

Respecting applications for railway charters. (Senate bill.)

To incorporate the Arnprior and Pontiac Ry. Co.

Respecting the Atlantic and Lake Superior Ry. Co.

Respecting the Bell Telephone Co. of Canada. (Senate bill.)

Respecting the Bell Telephone Co. of Canada. (Toronto Corporation bill.)

Respecting the British America Assurance Co.

Respecting the British Yukon Co.

To incorporate the Canada National and Transport Ry. Co.

Respecting the Canadian Northern Ry. Co.

Respecting the Columbia and Kootenay Ry. and Navigation Co.

Respecting the Columbia and Western Ry. Co.

Respecting the land grant of the C.P.R. Co.

Respecting the C.P.R. Co. (Teulon branch Ry.)

Respecting the Crow's Nest Southern Ry. Co.

Respecting the Dawson City Electric Co. (Ltd.) (Senate bill.)

To incorporate the Fort Qu'Appelle Ry. Co.

To regulate freight and passenger rates on railways.

To amend the Inlands Waters Seamen's Act.

To incorporate the Interprovincial and James' Bay Ry. Co.

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THE WIRE AND CABLE COMPANY, MONTREAL.

To incorporate the Kamloops and Atlin Ry. Co.
 To incorporate the Kettle River Valley Ry. Co. (No. 72.)
 To incorporate the Kettle River Valley Ry. Co. (No. 98.)
 To incorporate the Kootenay and Arrowhead Ry. Co.
 To incorporate the Kootenay Central Ry. Co.
 Respecting the Lindsay, Bobcaygeon and Pontypool Ry. Co.
 Respecting the lease of certain railways in Manitoba.
 Relating to an agreement between the government of Manitoba and the Canadian Northern Ry. Co. respecting certain railways.
 Respecting the Manitoulin and North Shore Ry. Co.
 Respecting the Montreal and Southern Counties Ry. Co.
 To amalgamate the Northern Pacific and Manitoba Ry. Co., the Winnipeg Transfer Ry. Co. (Limited), the Portage and North Western Ry. Co., and the Waskada and North Eastern Railway Co., under the name of the Northern Pacific and Manitoba Ry. Co.
 To incorporate the Nova Scotia Central Ry. Co.
 Respecting the Ontario, Hudson's Bay and Western Rys. Co.
 Respecting the Ottawa and Gatineau Ry. Co., and to change its name to "The Ottawa, Northern and Western Ry. Co."
 To incorporate the Pontiac Colonization Ry. Co.
 To incorporate the Quebec Terminal and Ry. Co.
 To amend the Railway Act. (Two bills.)
 To further amend the act relating to the safety of ships.
 Respecting the Saskatchewan and Western Ry. Co.
 Respecting inquiries and investigations into shipping casualties.
 To incorporate the Similkameen and Kere-meos Ry. Co.
 Respecting the South Shore Ry. Co.
 Respecting the St. Lawrence and Adirondack Ry. Co. (Senate bill.)
 To incorporate the St. Lawrence Lloyd's.
 To incorporate the St. Mary River Bridge Co.
 Respecting the Trans-Canada Ry. Co.
 To incorporate the Union Ry. Co.
 Respecting the Western Assurance Co.
 Respecting the Vancouver and Lulu Island Ry. Co.
 Respecting the Vancouver, Western, North-east and Yukon Ry. Co.

Canadian Rails for the I.C.R.

When the House of Commons went into Committee of Supply upon the Railway Department's estimates on April 23, the Minister of Railways, Mr. Blair, brought down the order-in-council authorizing the contract. F. H. Clergue's offer was dated June 8; the Cabinet discussed the matter in Aug.; the Minister submitted a memorandum to Council dated Sept. 26, and the order-in-council was dated Oct. 9. This document, after setting forth the representations that had been made by the Lake Superior Power Co. as to its preparation for embarking in the manufacture of steel rails, and the Minister's statement as to the benefits that would accrue to the country as a consequence of the establishment of such an industry in Canada, authority is given for entering into an agreement with the Co. "for the supply to the Government railways of 25,000 tons (2,240 lbs. to the ton) of first quality steel rails of 80 lbs. to the yard, and of section prescribed by the Department, such supply to commence in June, 1901, and to be completed in Sept., 1901; delivery to be made either at Levis or Montreal (c.i.f.) as the De-

partment may direct, and so far as practicable by equal quantities monthly; the price to be paid for the rails so delivered to be fixed as agreed upon at \$32.60 a ton, which is the price now being paid by the Department of Railways and Canals." The order gives authority to the Minister further to contract "yearly hereafter for the supply of a similar quantity of such rails during each succeeding year for a term of five years, to be delivered either at Halifax, Port Mulgrave, Levis or St. John, N.B., as may be required by the Department; the price for them to be the price for the same quality of rails in the open market in Great Britain at the time when the order therefor is given by the Department."

Mr. Blair said it was plain from this order that a contract for only one year at a time could be entered into, and it was, therefore, a surprise when he saw that the draft contract made it appear that it was for five years. The draft was sent to Mr. Clergue, but it had not been executed, and the House could be sure that he would not enter into a contract except under the terms of the order. There was a possibility that Mr. Clergue would not be able to supply the rails called for this year, but Mr. Clergue assured him that delivery would be made within the time. Replying to the statement that the contract was entered into on a falling market, Mr. Blair said the price of rails in England from Sept. to Nov., 1900, did not vary 5s., and was about \$35 a ton. If the manufacturer here were to be subjected to the competition of the cut-rates which the combine in the U.S. would be prepared to give, it would kill off the project for a Canadian industry.

Mr. Borden complained that the Minister had told them that a contract had been entered into; this had been discussed, and now they were told that the contract produced had never been executed and there was no contract at all. He would like to know wherein the contract to be entered into differed from the one laid on the table. There was not a single word in the contract to the effect that Mr. Clergue must manufacture the rails in Canada.

Mr. Blair said Mr. Clergue had assured him that the rails would be supplied on time; if he could not do so there was no contract, and the Government would not have to pay for the rails.

Mr. Dymont said he personally knew that the works were very near completion, and Mr. Clergue had told him a couple of weeks ago that he would begin the delivery of the rails in Aug.

Sir Wilfrid Laurier pointed out that from what had been said in the House and in the press, he was convinced that the press and the Opposition approved of the action of the Government in this matter, if it led to the establishment of a rail making industry in Canada. There was no contract executed up to this moment, and the order-in-council was the only article that was binding on the Government. The Government was bound in honor and in law to carry out only such a contract as was framed on the order-in-council.

Mr. Osler would willingly vote a bonus of \$7 a ton if we could have steel rails manufactured in Canada, but he objected to having a secret contract made a few weeks before the election.

Col. Tisdale thought that the good faith of the country was involved for a five year contract.

Other members followed in the same strain and the debate was adjourned until the following night, when Mr. Blair announced that the contract had been received from Sault Ste. Marie, signed on behalf of the Company. Replying to Dr. Sproule, Mr. Blair said a revised contract in accordance with the order-in-council would be prepared and sent to the Company for execution.

Mr. Haggart said that the Minister had en-

tered into a contract with Mr. Clergue at a time when he had an offer to supply the steel rails required at \$32 a ton.

Mr. Blair, in reply to Mr. Osler, said if Mr. Clergue could not deliver these rails this year it would be a matter for the consideration of the Council, but nothing would be done which would discourage or destroy the industry.

After a somewhat protracted debate the item was passed upon the understanding that a copy of the new contract will be brought down before the item in the supplementary estimates for a similar purpose is taken up.

Recent Provincial Legislation.

Among the Acts passed at the recent sessions of the Provincial Legislatures were the following:—

ONTARIO.

Respecting aid to certain railways.
 Respecting aid by land grant to the Manitoulin and North Shore Ry. Co.
 Respecting aid by land grant to the Thunder Bay, Nipigon and Lake St. Joe Ry. Co.
 To amend the Street Railway Act.
 To incorporate the Chippewa and Niagara Falls Electric Ry. Co.
 To incorporate the Essex and Kent Radial Ry. Co.
 To authorize the Guelph Ry. Co. to extend their railway to the towns of Hespeler and Berlin, and other purposes.
 To amend the act incorporating the Hamilton, Grimsby and Beamsville Electric Ry. Co.
 Respecting the Irondale, Bancroft and Ottawa Ry. Co.
 To incorporate the London, Aylmer and North Shore Electric Ry. Co.
 To incorporate the Magnetawan River Ry. Co.
 Respecting the Metropolitan Ry. Co.
 To incorporate the Niagara District, Wellandport and Dunnville Electric Ry. Co.
 Respecting the Niagara Falls Park and River Ry. Co.
 Respecting the Niagara Falls, Wesley Park and Clifton Tramway Co. (Ltd.)
 To incorporate the Norwood and Apsley Ry. Co.
 Respecting the South Essex Electric Ry. Co.
 Respecting the Strathroy and Western Counties Ry. Co.
 Respecting the Toronto Suburban Ry. Co.
 To incorporate the Windsor, Essex and Lake Shore Rapid Ry. Co.

NOVA SCOTIA.

Respecting aid to a railway between Halifax and Yarmouth.
 To amend chap. 74, R.S. 1900, "Of the encouragement of manufacturing and shipbuilding by exemptions from taxation."
 To amend chap. 20 of the acts of 1900, entitled, "An Act relating to the Stewiacke Valley and Lansdowne Ry. Co."
 To amend chap. 88 of the acts of 1899, entitled, "An Act to authorize the town of Truro to borrow money to pay a bonus to the Midland Ry. Co.," and to amend chap. 85 of the acts of 1898.
 To revive chap. 110 of the acts of 1895, entitled, "An Act to incorporate the Cape Breton Coal, Iron and Ry. Co. (Ltd.)"
 To amend chap. 155 of the acts of 1893, of the Annapolis and Granville Bridge and Harbor Improvement Co.
 To incorporate the Nova Scotia Eastern Ry. Co. (Ltd.)
 To revive chap. 126 of the acts of 1878, entitled, "An Act to incorporate the Musquodoboit Ry. Co. (Ltd.)"
 To further amend chap. 84 of the acts of 1856, entitled, "An Act to incorporate the Liverpool Marine Ry. Co., and respecting the Liverpool Marine Ry. Co. (Ltd.)"
 To revive and amend chap. 82 of the acts

of 1897, entitled, "An Act to incorporate the Granville and Victoria Beach Ry. and Development Co. (Ltd.)"

To amend chap. 127 of the acts of 1899, entitled, "An Act to incorporate the Halifax and Colchester Ry. Co. (Ltd.)"

To amend chap. 135 of the acts of 1899, entitled, "An Act to incorporate the Cape Breton Electric Tramway and Power Co. (Ltd.)"

To amend chap. 164 of the acts of 1890, entitled, "An Act to incorporate the Eastern Telephone Co. (Ltd.)"

To further amend the act to incorporate the Valley Telephone Co. (Ltd.)

Montreal Harbor Elevators.

The Montreal Harbor Commissioners had before them, April 8, the opinion of Mr. Trenholme, K.C., and Messrs. Geoffrion and Cusson regarding the rights of the Commissioners under the Conners Syndicate contract. The opinion sets forth that the Commissioners may take action to have the contract set aside

and hold the \$50,000 deposit to apply upon damages that may be recovered; or that the Commissioners may obtain an order to complete the work at the cost of the Syndicate and also demand damages and apply the \$50,000 on the judgment. This latter, counsel thinks, would be the most satisfactory remedy. With a view to deciding what action should be taken the Commissioners directed the harbor engineer to make a report upon the work done by the Conners Syndicate up to the present.

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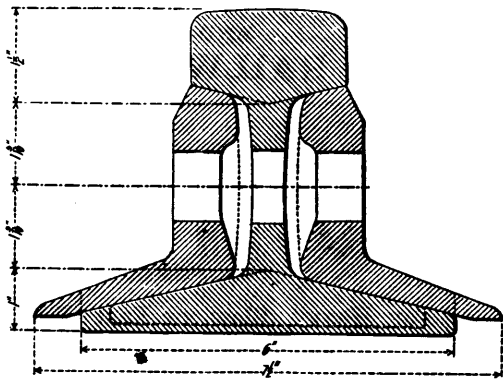
To the proposals before the Commissioners as outlined in our April issue, pg. 108 and 109, another was added by the Calumet Elevator Co., of Chicago, offering to build two elevators without any guarantee, one to be of 250,000 bush. capacity for its own use, and the other to be of 1,500,000 bush. capacity. The Co. asked for free sites, exemption from taxation for 50 years with option of renewal, and the fixing of such rates for the use of the public elevator as would prevent the builders' business being injured by subsidized elevators.

A lot of negotiating was carried on between the Commissioners and the people making the offers, with the result that on April 22, the Canada Atlantic Ry. offer was rejected, and on the following day Capt. Wolvin's offer was declined, the Government having refused to guarantee the bonds of his Co. The Government offered to lend the Commissioners \$1,000,000 at 3½% in order to enable them to construct their own elevators, and the Commissioners on April 23 accepted this offer.

Mr. Crathern has put forward a proposition to utilize this \$1,000,000 for the erection of two elevators with a capacity of 1,250,000 bush. each, so situated that by means of grain carriers six vessels can be loaded at one time, while at the same time the contents of 250 cars a day can be transferred to the elevators from the tracks along the water front. The Commissioners on April 29 decided not to commit themselves to this or any other plan, preferring to wait until the Government bill authorizing the advance has been passed. Capt. Wolvin has asked to be given until May 10 to make some other proposals.

Wide Rail Base on the G.T.R.

In our issue of Dec. last we referred to the departure made by the G.T.R. on its second track which is being laid between Hamilton and Niagara Falls, in using a wider rail base than usual. The new rail is the American Society of Civil Engineers' standard 80-lb. section in every respect except that 1 in. has been added to the width of the base, and ¼ in. to the height (in the base), making base of rail 6, instead of 5 in. wide, increasing the bearing surface on a tie with 8 in. face from 40 to 48 sq. in., or 20%. By this very large



increase of bearing surface, it is hoped to prolong the wearing capacity and life of cedar ties from 20 to 25%. The additional steel used in the rail, in order to provide the wider base, makes the weight 90 instead of 80 lbs. per yard.

The illustration given herewith shows the new rail, the broken line in the cut showing the usual A.S. of C.E.'s section. The second track between Hamilton and Jordan has been laid with the new rail, the results so far being considered very satisfactory by General Superintendent McGuigan. Altogether the G.T.R. Co. used some 1,500 tons last year on 10-ft. cedar ties.

Canadian Ticket Agents' Association.

A meeting of the executive committee was held in Hamilton, April 25. Present:—F. W. Churchill, Collingwood, President; W. Jackson, Clinton, 1st Vice-President; W. H. C. Mackay, St. John, N.B., 2nd Vice-President; E. De la Hooke, London, Sec.-Treas.; W. H. Harper, Chatham; C. E. Morgan, Hamilton; W. F. Egg, Montreal, and J. P. Hanley, Kingston. The Editor of THE RAILWAY AND SHIPPING WORLD was present by invitation, and also J. Paul, London, and J. H. Flock, K.C., Honorary Counsel.

W. F. Egg was elected Chairman of the Executive Committee.

Letters having been read from General Passenger Agent Ussher of the C.P.R., and General Passenger Agent Bell of the G.T.R., recommending, on account of the Pan-American Exposition, that the annual convention to be held this year in Montreal be fixed for a later date than usual, it was decided to hold it on Nov. 6, and the Place Viger hotel was selected as the headquarters, provided the Sec.-Treas. can make satisfactory arrangement with the management.

The Manitoba Railway Contracts.

The discussion in the House of Commons on the bills to ratify the agreements between the Manitoba Government and the Northern Pacific and Manitoba Ry. Co., and the Canadian Northern Ry. Co. has reached the "Committee of the Whole" stage, and the subject was on the orders for further consideration on May 8, as this article is being written. At the different stages of progress the complications arising from the several forms in which the agreements came before the House were cleared away, and the only bill now before Parliament affecting the matter is a private bill introduced by Mr. McIsaac, confirmatory of both agreements.

In the bill amalgamating the Winnipeg Transfer Ry. Co., the Portage and North-Western Ry. Co., and the Northern Pacific and Manitoba Ry. Co. under the title of the Northern Pacific and Manitoba Ry. Co., which bill is now before the Senate, a clause was added ratifying the agreement between such railway companies and the Manitoba Government, but was withdrawn. This Co. already has a provincial charter authorizing the amalgamation, and the present application now is to have the four railways recognized as works for the general advantage of Canada, thus bringing them under Dominion jurisdiction. The bill has been passed by the Commons and was read a second time in the Senate, after certain standing orders had been suspended, May 3.

In the bill amalgamating the Canadian Northern Ry. Co. with the Manitoba and South-Eastern Ry. Co. and with the Ontario and Rainy River Ry. Co., a clause was inserted ratifying the agreement between it and the Manitoba Government for the lease of certain railways, but the clause was withdrawn before it reached the committee, and the bill thus amended was reported to the Commons as having passed the Senate, May 3.

On Mar. 29 Mr. McIsaac obtained leave to introduce two bills, one to ratify each of the agreements, without complying with certain of the usual requirements, and they were read a first time on that date, reaching the Railway Committee April 15. The two bills were amalgamated by this committee and the discussion is now taking place on the combined bill.

When the bills came before the Railway Committee Z. A. Lash, K.C., in presenting the case for the companies, explained

their meaning and the objects sought to be secured. The Northern Pacific and Manitoba Ry. had a Dominion and a provincial charter, but the other three lines proposed to be incorporated with it had not Dominion charters, the bill granting such not yet having been passed. Notwithstanding this, inasmuch as they connected or crossed lines subject to the control of the Dominion Government, they were, therefore, to some extent subject to the same jurisdiction. These lines were by a contract leased to the Manitoba Government for 99 years, which lease was subsequently assigned by the Provincial Government to the Canadian Northern Ry. Co. in consideration of the payment of \$210,000 a year for the first 10 years, \$225,000 a year for the second 10 years, \$275,000 a year for the third 10 years, and \$300,000 a year for the balance of the term. The railway company was made a trustee to receive the rentals and distribute the money to the lessees. (See R. & S.W., Feb., pg. 39.) The present application was to make that contract binding on the C.N.R. It was proposed to insert two special clauses for the further protection of the public. These clauses affirmed the rights of the Governor-in-Council, and the Railway Committee of the Privy Council, notwithstanding anything contained in the contract, under existing or future legislation; asserted that the Dominion was under no obligation or liability under the agreements, and set forth that the C.N. Ry. Co. could not charge any higher rates for freight or passengers than were now authorized or might in future be authorized by Parliament, the Governor-in-Council, the Railway Committee of the Privy Council or other competent authority.

W. Barwick, K.C., spoke on behalf of the Manitoba Government, and contended that the agreements were the consummation of the policy adopted by the Province in 1896.

W. Nesbitt, K.C., for the opponents of the bills, claimed that the bills passed by the Manitoba Legislature were not worth the paper they were printed on, and the Dominion was being asked to give validity to something which was invalid and illegal. The object in going to Parliament was to obtain validation of an agreement, and until it was obtained they had been advised it was not binding upon the Province. What the committee was asked to do was to transfer the functions of the Dominion Government, and endorse legislation which would be absolutely nugatory, and to do something which had never been done before. It was perfectly apparent that the Manitoba Government proposed taking over the N.P. system. If this was a deal between the C.N. and the N.P. companies Parliament could ratify the contract, because Parliament had control of both these companies. The first contract Parliament was asked to validate was one by which the Manitoba Government was to take over the N.P.R. reaching from Winnipeg out into the State of Minnesota and having other branches. He claimed that Parliament could not approve of such a contract because it would thereby be divesting itself of control over these railways and conferring it upon the Manitoba Parliament. There was no doubt that the Province could own and operate any local work or railway geographically situated within its boundaries. But it was clearly set forth that it could not own two classes of railways, and, therefore, could not make a lease to connection with them, viz., railways which connect the Province with any other State or Province, or extending beyond the limits of the Province. In other words, the N.P.R. system extending beyond the limits of the Province is clearly, under the B.N.A. Act, excluded by express language from the jurisdiction of the Province. In support of this view he cited a number of decisions and opinions and concluded by referring to Ontario's position and asking that the committee should let

the matter stand until it could be more fully discussed in Manitoba.

Mayor Arbutnot and D. W. Bole, of Winnipeg, spoke at length in opposition to the bills, expressing the views of the Board of Trade of Winnipeg and of public meetings held in different places throughout the Province which had petitioned against the bills.

Considerable discussion followed, in the course of which Mr. Puttee, M.P. for Winnipeg, asked that consideration of the bills be postponed until a proper expression of the public opinion of Manitoba could be had; and Mr. Richardson, M.P. for Lisgar, asked that the mortgage be laid before the committee before a vote was taken.

The preamble was passed without a vote on May 1, and the different clauses passed the same evening, the only amendment being to clause 3, to which was added the proviso that the Lieut.-Governor-in-Council may, if deemed necessary, make other terms, though they may be at variance with the provisions of the agreement.

The amalgamated bills were then ordered to be reported to the Commons, and are now before the Committee of the whole House, a motion by Mr. Puttee that they be not passed until they had been approved by a direct reference to the people of Manitoba, and another by Mr. Richardson referring them back to the Manitoba Legislature having been defeated May 6.

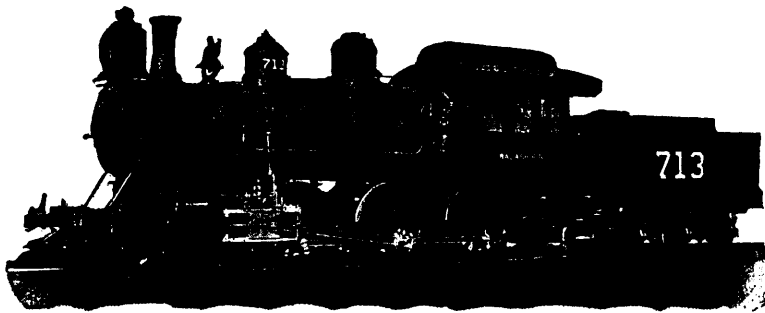
Industrial Canada, which is issued by the Canadian Manufacturers' Association, says:—"We are glad to place on our mailing list this month **THE RAILWAY AND SHIPPING WORLD**, with which is incorporated **The Western World**, published at Toronto; and can recommend it to our readers as a valuable publication, dealing with matters of common interest to all manufacturers in the field of transportation."

The Barrett Jacks.—In the U.S. Circuit Court for the Western District of Michigan, on April 3, a decree was granted in the case of the Duff Mfg. Co. against the Kalamazoo Ry. Supply Co., enjoining the latter Co. from using the handle and pawl construction covered in the Barrett, no. 312316, and which has been used for a many years in the Barrett jacks. This refers to the trip jacks recently put upon the market by the Kalamazoo Co., which are substantial copies of the Barrett jacks.

From Winnipeg to Hudson's Bay.—A special consignment of 20 carloads of flour has been made by the Hudson's Bay Company from Winnipeg to Montreal, for shipment to England by the St. Lawrence route. A large portion of this shipment will be transhipped to the Co.'s vessels in London for despatch to its trading posts on Hudson's Bay. Winnipeg, not so very long ago, received via Hudson's Bay, its supplies from England, when the surrounding country pro-

duced very little else than buffalos, and imported all its requirements. What a change is now seen, when, from selected no. 1 hard wheat, Winnipeg manufactures its own bread-stuffs, and the Hudson's Bay Co. forwards flour of its own make to its trading post in the Bay, via the C.P.R. and Atlantic liners across the ocean and back again, thus successfully competing with flour made in England, and hitherto purchased there by the Co.

The St. Lawrence Lloyds.—F. H. Clergue, and E. V. Clergue, of Sault Ste. Marie, Ont.; E. V. Douglas and F. S. Lewis, of Philadelphia, Pa.; Hon. R. Mackay, Hon. R. Dandurand, H. A. Allan, D. W. Campbell, G. E. Drummond, R. Reford and J. Torrance, of Montreal, have been incorporated under the name of the St. Lawrence Lloyds, with a capital of \$5,000,000, and its head office in Montreal, for the purpose of insuring vessels on the inland waters of Canada, as well as of vessels leaving any port in Canada, not above Montreal for any British or foreign port, and vessels leaving any British or foreign port for any Canadian port, not above Montreal. The Co. may also carry on a business of fire insurance. It may own, maintain and navigate on the lakes and rivers of Canada, ice-breakers, and wreck-relieving steamers, provided that the amount to be so invested shall not exceed 25% of the capital stock of the Co. It may carry on the business of a wrecking Co. and collect charges therefor.



RICHMOND Locomotive Works

RICHMOND, VIRGINIA, U.S.A.

BUILDERS OF

Simple and Compound

LOCOMOTIVES.

Adapted to every variety of service.

MANITOBA

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

CROPS.

ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.... 1,629,995	17.13 bus.	27,922,230 bus.
Oats..... 575,136	38.80 "	22,318,378 "
Barley.... 182,912	29.4 "	5,379,156 "
Potatoes.. 19,151	168.5 "	3,226,395 "

STOCK.

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

10,500 FARM LABORERS

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

MANITOBA FARMERS ARE PROSPEROUS.

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

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

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

For full information, maps, etc., **FREE**, address **HON. R. P. ROBLIN**, Minister of Agriculture and Immigration, Winnipeg, Manitoba. Or **JAMES HARTNEY**, Manitoba Emigration Agt., Union Station, Toronto, Ont.

All C.P.R. Agents in

MANITOBA,
ASSINIBOLA,
ALBERTA and
BRITISH COLUMBIA

sell through tickets to the Old Country, cheaper than if passengers bought railway tickets to New York or Montreal, and then re-booked.

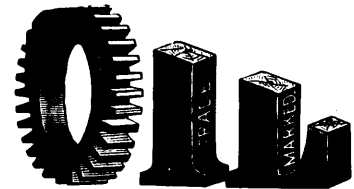
They also sell prepaid tickets to passengers coming from the old country, cheaper than the rate obtainable in Europe, and on favorable terms.

Apply to any agent Port Arthur and west, or to

W. P. F. CUMMINGS,

C.P.R. Offices,
WINNIPEG.

STEAM-BOAT AND RAILWAY



For Heavy, Slow, or Fast Fine
**MACHINERY,
CYLINDERS,
ENGINES,
DYNAMOS.**

Compression Grease.

DIAMOND OILS

For **ELECTRIC RAILWAYS.**

THE QUEEN CITY OIL CO. LIMITED
SAML. ROGERS PRES. TORONTO

RAILWAY APPOINTMENTS, ETC.

Canadian Pacific.—The positions of Manager of Eastern Lines and Manager of Western Lines were abolished on May 1.

W. Whyte, heretofore Manager of the Western Lines, has been appointed Assistant to the President, and will perform such duties as may be assigned to him from time to time by the President. His office will be at Winnipeg. He will advise and assist the President in all matters connected with colonization, proposed extensions of the Co.'s railway system, the development of industries along the Co.'s lines, the establishment of new business connections and the administration of the Co.'s lands, townsites and other properties of that description.

The large extent of territory remote from headquarters, the rapid development of the west, and the variety of interests the Co. has in the territory west of the Great Lakes renders it necessary to have some one familiar with the needs of the west to advise the President and keep him informed in all matters affecting the interests and prosperity of the Co. and the country. One of the first duties of Mr. Whyte in his new position will be to visit Russia. He will leave early in June for England on his way to St. Petersburg, whence he will travel over the trans-Siberian Ry. to Vladivostock, returning to Canada by way of the Pacific. He will thoroughly investigate the trade possibilities, and should his report be favorable it is probable that the Co. will establish a steamship service between Vancouver and Vladivostock. As the Co. was the pioneer of up-to-date steamship service between this continent and Japan and China, it is fitting that it should be the first to make connection with the Pacific terminus of the trans-Siberian Ry.

T. Tait, heretofore Manager of the Eastern Lines, has been appointed Manager of Transportation for all lines, with office at Montreal. He will have general supervision on all lines of all train, station and yard services, and of the distribution and handling of locomotives and cars. The general superintendents will report to him on all these matters. All improvements and additions to transportation facilities, such as stations, freight sheds, yards, sidings, signals, etc., will be submitted to him for approval. The Superintendent of Car Service, the Car Accountant, the Chief Inspector of Time Service, and the Station and Weighing Inspector will report direct to him.

Since May 1 the C.P.R. has been operated in six general divisions, as follows:—

Atlantic Division—All lines east of Megantic. Eastern Division—All main lines between Megantic, Newport, Quebec, Smiths Falls and Chalk River inclusive, and all branch lines connected therewith.

Ontario Division—All main lines west of Smiths Falls to Windsor and Owen Sound, and all branch lines connecting therewith, and Detroit and Windsor car ferry service.

Lake Superior Division—All main lines between Chalk River and Port Arthur, and all branch lines connecting therewith.

Western Division—All main lines from Port Arthur to Laggan and Kootenay Landing inclusive, and all branch lines connecting therewith.

Pacific Division—All railway and steamboat lines west of Kootenay Landing and Laggan to Vancouver and New Westminster inclusive.

Heretofore the line has been operated in five divisions, as follows:—

Atlantic Division	689.2 miles.
Ontario and Quebec.	1,259.2 "
Eastern	1,781.3 "
Western	3,363.6 "
Pacific	889.6 "
	7,982.9 "

The territory heretofore included in the Ontario and Quebec Division, has been divided between the new Eastern and Ontario divisions, and the Lake Superior division has been created out of the Western portion of the old Eastern Division. The mileage of the new divisions is as follows:—

Atlantic	689.2 miles.
Eastern	1,287.1 "
Ontario	774.1 "
Lake Superior	979.3 "
Western	3,363.6 "
Pacific	889.6 "
	7,982.9 "

The mileage of the Atlantic, Western and Pacific divisions has not been changed. The Lake Superior Division, 979.3 miles, has been taken out of the old Eastern Division, and 485.1 miles heretofore in the Ontario Division, have been transferred to the new Eastern Division, making the latter 494.2 miles less than the old Eastern Division. The new Ontario Division has 774.1 miles, against 1,259.2 formerly in the Ontario and Quebec Division.

The following appointments went into effect May 1:—

J. Osborne, heretofore General Superintendent of the Western Division, to be General Superintendent of the Atlantic Division, with office at St. John, N.B.

C. W. Spencer to be General Superintendent of the Eastern Division, with office at Montreal, his title being the same as he has hitherto had.

H. P. Timmerman, heretofore General Superintendent of the Atlantic Division, to be General Superintendent of the Ontario Division, with office at Toronto.

T. Williams, heretofore Superintendent at London, to be General Superintendent of the Lake Superior Division, with office at North Bay.

J. W. Leonard, heretofore General Superintendent of the Ontario and Quebec Division, to be General Superintendent of the Western Division, with office at Winnipeg.

R. Marpole remains in his position as General Superintendent of the Pacific Division, with office at Vancouver, B.C.

The general superintendents will report to the General Manager in regard to maintenance of track, bridges, buildings and rolling stock, and on general matters under their jurisdiction. As mentioned above, in the paragraph relating to the duties of the Manager of Transportation, they will report to him on all matters under his jurisdiction.

The Eastern division has been sub-divided, and will be operated as follows:—

H. B. Spencer, Superintendent at Ottawa, in charge of Hull and Ottawa terminals, of Chalk river section, including Chalk river, of Prescott and Brockville branches, of M. and O. section, and the Point Fortune branch.

W. J. Singleton, Superintendent at Montreal, in charge of Montreal terminals, and of Smith's Falls section, including Smith's Falls. The Montreal terminals are extended to include Adirondack Jct.

R. R. Jamieson, Superintendent at Farnham, in charge of lines beyond Adirondack Jct. to Newport and Megantic inclusive, and of branch lines connecting therewith.

J. E. A. Robillard, Superintendent at Montreal, in charge of Ottawa section east of Hull, and of branch lines connecting therewith, of Quebec section and of branch lines connecting therewith.

The Ontario division has been sub-divided, and will be operated as follows:—

A. Price is appointed Superintendent of the Havelock, Toronto and Hamilton sections and Toronto terminals, with office at Toronto.

F. P. Brady is appointed Superintendent of all lines West and North of Toronto Junc., and Windsor-Detroit car ferries, with office at Toronto.

Train dispatchers' offices will be located at Toronto instead of Smith's Falls and London.

Superintendent Brady has moved train dispatchers A. L. Smith, W. H. Killingsworth and J. K. Savage from London to Toronto. They will continue despatching the London and Windsor sections and the Ingersoll and Guelph branches as heretofore. Dispatchers W. H. Allison, G. T. Rooke and C. A. Jelly remain in Toronto and have been transferred from Mr. Price's jurisdiction to Mr. Brady's. They will continue despatching over the Owen Sound section and the Guelph, Elora, Orangeville, Teeswater and Wingham branches as heretofore. Chief Dispatcher G. Spencer and train dispatchers J. Benedict, J. D. Sullivan and H. E. Kelly, heretofore under Mr. Brady's jurisdiction at Smith's Falls, have been moved to Toronto and transferred to Mr. Price. They will despatch between Toronto and Smith's Falls. G. Spencer has been appointed Chief Dispatcher of the Ontario Division, and will have jurisdiction over all the other dispatchers above mentioned. Relieving dispatchers R. R. Smart and F. J. Atkinson, heretofore under Superintendent Brady at Smith's Falls, have been transferred to Superintendent Price, being located at Toronto Jct. and Havelock, respectively, where they are employed as telegraphers while not engaged train despatching. Dispatchers J. H. Lawson, C. Robinson, C. W. Lott and W. W. Cook, at Smith's Falls, heretofore under Superintendent Brady, have been transferred to Superintendent Singleton, and for the present at least will remain at Smith's Falls. No changes are contemplated in the location of the dispatchers on Superintendents H. B. Spencer and R. B. Jamieson's districts.

Following the changes in the General Superintendent's divisions some alterations have been made in the districts assigned to the division engineers: D. MacPherson, heretofore division engineer of a portion of the old Eastern division, will in future be division engineer of the whole of the new Eastern division with office in Montreal. A. L. Hertzberg, heretofore division engineer of the old Ontario and Quebec division, will be division engineer of the new Ontario division, with office at Toronto. G. L. Wetmore, heretofore division engineer of the western portion of the Eastern division, with office at Schreiber, will have his jurisdiction extended over the whole of the Lake Superior division, and his headquarters will eventually be at North Bay.

It is understood that the changes in the general superintendent's divisions will be followed by the transfer of some of the master mechanics, namely: G. S. McKinnon from Toronto Jct. to Winnipeg; J. R. Spragge, from McAdam Jct. to Toronto Jct.; and C. R. Ord from Winnipeg to McAdam Jct.

A circular has been issued defining the duties of C. Drinkwater, Assistant to the President, with office at Montreal, who is also Secretary of the Co. He will give the President his co-operation and assistance in connection with all matters relating to legislation affecting the Co.'s affairs and the carrying out of the Co.'s policy with reference to subsidiary or controlled lines. He will perform such other duties as may be assigned to him, from time to time, by the President.

The headquarters of W. F. Tye, Chief Engineer of Construction, have been removed from Winnipeg to Montreal. His duties include the construction of all new lines and all improvements of any size on existing lines, such as reducing gradients and curvature, and double tracking, and any other work which may be assigned to him by the President. He reports to the President direct.

W. R. Baker, heretofore Executive Agent at Winnipeg, has been appointed Assistant to the Second Vice-President, with office at Montreal.

E. J. Duchesnay, heretofore Superintendent of the Mountain, Shuswap, and Shuswap and Okanagan sections, with office at Revelstoke, has been appointed Assistant Superintendent of the Pacific Division, with office at Revelstoke. He will have charge of the maintenance of way and structures.

T. Kilpatrick has been appointed acting-Superintendent of the Mountain and Shuswap sections of the Pacific Division.

W. S. Nevins, heretofore travelling freight agent at Buffalo for the "Soo" line steamers running between Buffalo and Gladstone, Mich., has been appointed contracting freight agent on the Niagara frontier for the C.P.R.

C. E. Bunting, heretofore city ticket agent at Toronto, has been appointed chief clerk to the Assistant General Passenger Agent at Vancouver, being succeeded at Toronto by W. Wainright, heretofore city passenger agent, with the title of city passenger and ticket agent, the offices having been combined.

Central Vermont Ry.—C. A. Hight has been appointed Solicitor vice C. M. Wilds deceased.

Duluth, South Shore and Atlantic Ry.—T. H. Larke having resigned the offices of commercial agent and assistant general passenger agent to accept a position with another company, M. Adson has been appointed General Agent, with office at Duluth, Minn.

Grand Trunk.—The following agents were installed during April: Helena, J. A. Talbot; Brosseau's Jct., A. O. Talbot; St. Annes, J. F. Gibson; St. Thomas Agency, A. J. Seaton; Buffalo Pass., Exchange St., E. N. Blood; Bellevue, J. E. Cook; Goodells, E. E. Dennis; West Bay City, H. Miller; Halstead St., R. E. Collier.

Great Northern of Canada.—Guy Tombs, travelling freight agent of the Central Vermont Ry., has been appointed General Freight and Passenger Agent of the G.N.R.

Intercolonial Ry.—Replying to R. L. Borden in the House of Commons, April 22, the Minister of Railways said E. G. Russell had been in the employ of the Department in connection with the I.C.R. during a portion of the present year. He was appointed Manager of the I.C.R. Feb. 15, to have charge of the mechanical department, the station and train service, and the maintenance of way and works, and he thereupon commenced duties. His salary commenced at that date, and he had already drawn \$583.33; being one month of his salary, which was \$7,000 a year. The contract was for five years, was in writing, and notice of the appointment was given to the officials and employes of the I.C.R. on

Feb. 23. Mr. Russell had been absent from duty since Mar. 15. He became seriously ill, and was granted leave on account of ill-health, but without salary during his absence. Mr. Russell was still in the employ of the Department, and no arrangement had been made whereby his engagement should cease at an earlier date than was at first contemplated.

The Moncton Times (Opposition) says: "The absence of any information at headquarters here in regard to the plans of the new operative chief of the I.C.R., E. G. Russell, has given rise to many surmises, and by some it has been thought that he would not return to Moncton. This may not, however, be the case. Indeed, it is now stated in railway circles that he will resume his duties on June 1. He has been resting in Buffalo, N.Y., for several weeks. It is said the attack of la grippe, from which he suffered seriously, affected his eyes, and at times it was almost impossible for him to see. That condition of affairs has now passed away, and if the latest report is correct, in another month Mr. Russell will be back at work again. The impression prevalent in some quarters is that Mr. Russell will make a considerable number of changes. The Times is informed that this impression will also materialize into a fact, and that the services of several officials will be dispensed with in rather unexpected quarters. Of course there will be big efforts made to prevent Mr. Russell's recommendations from going into practice. If it be considered, however, that the new official is practically in training for the position of General Manager of the government railway, the importance of his recommendations will have to be taken into consideration. There seems to be little doubt about Mr. Pottinger being translated into a new and higher sphere in the domain of government railways, and that Mr. Russell will become his successor has resolved itself merely into the question of time."

Montreal Street Ry.—M. J. Kennedy, who, since the departure of D. McDonald for Paris, has been acting superintendent, has had his appointment confirmed. He started with the old City Passenger Railway, some 20 years ago.

New York Central.—B. B. Denison has been appointed district passenger agent with headquarters at Niagara Falls, N.Y., in charge of passenger business in Niagara Falls, N.Y., Niagara Falls, Ont., Suspension Bridge, N.Y., Clifton, Ont., Lewiston and Niagara on the Lake.

New York Central and Hudson River Rd. and West Shore Rd.—W. A. Wilson has been appointed General Canadian Freight Agent

at Toronto, in charge of Canadian traffic for N.Y.C. and H.R. Rd. and West Shore Rd. west of Sharbot Lake, on the C. P. R., and Kingston, Ont., on the G.T.R. His office will be 204 Board of Trade Building, Toronto. J. W. Hickson, of the West Shore Rd., and H. N. Carpenter, of the Blue Line, have

GOD SAVE THE KING.

Ontario Jockey Club,

Woodbine Park,
TORONTO,

May 23, 24, 25, 27, 28, 29, 30, 31,
and June 2.

The Queen's Plate, Toronto Cup, Minto Handicap, Red Coat Race, Woodstock Stakes, May Handicap, Alexandra Purse, Hopeful Stakes, Liverpool Cup, Stanley Stakes, Valley Farm Handicap, Gimcrack Purse, Thorncliffe Chase, Waterloo Handicap, Street Railway Purse.

Six Races Each Day.

Wm. Hendrie, W. P. Fraser,
President. Secretary-Treasurer.

TENDERS

FOR THE CONSTRUCTION OF THE MANITOU-LIN AND NORTH SHORE RAILWAY.

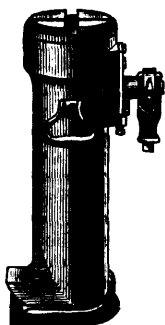
Tenders will be received at the Office of the General Superintendent, Sault Ste. Marie, Ont., up to May 11th, 1901, for the construction of a section of the Manitoulin & North Shore Railway, from a point on the north channel of the Georgian Bay to the Falls of the Spanish River at the site of the Spanish River Pulp and Paper Company, a distance of about 16 1/4 miles.

Plans, profile and specifications may be seen at the office of the Chief Engineer, Sault Ste. Marie, Ontario. Tenders must be made on the printed forms supplied. The lowest or any tender not necessarily accepted.

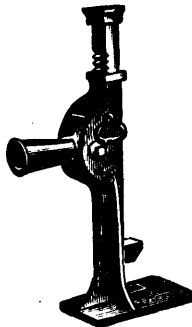
Norton's Ball Bearing Jacks.

Standard Wherever Jacks are Used.

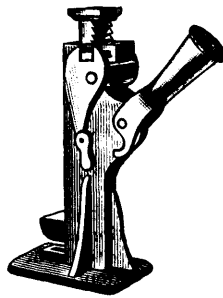
50 STYLES. 8 TO 70 TONS CAPACITY.



40 Ton Jack.



10 Ton Automatic Lowering Jack.



15 Ton Track Jack.



8 Ton Jack.

Guaranteed in every Respect.

Complete Illustrated Catalogue and Discount on application.

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A. O. NORTON,
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Prov. Quebec.

STEEL

LaBELLE STEEL CO.

Pittsburgh, Pa.

MANUFACTURERS OF

FINE TOOL STEEL

For Railway Purposes

Track Tools,
Punches, Dies,
Drills, Magnets, etc.

And all purposes where requirements are exacting.

Steel Forgings. Case Hardening Steel

W. G. BLYTH,

Agent for Canada,

31 Melinda St., - Toronto

been appointed contracting agents. The agency of the Blue Line, in Ontario, has been withdrawn, and all business for the N. Y. C. and H. R. R. Rd. will in future be handled directly by that road. The business of the West Shore Rd. will be handled as heretofore.

Ottawa, Northern and Western Ry.—By an act passed at the present session of the Dominion Parliament the name of the Ottawa and Gatineau Ry. Co. has been changed to the Ottawa, Northern and Western Ry. Co. The Co.'s head office has been removed from Montreal to 30 Central Chambers, Ottawa. H. L. Maltby, Sec.-Treas., will have the purchasing of all supplies for this Co. and for the Pontiac Pacific Jct. Ry., which is expected to be amalgamated with the O. N. & W. shortly.

Pontiac Pacific Jct. Ry.—See under head of "Ottawa, Northern and Western Ry."

Quebec Southern.—Malcolm Macfarlane has been appointed roadmaster. He was with the G.T.R. for many years.

The Seattle & International Ry. has been merged with the Northern Pacific Ry. Co. The jurisdiction of all officers of the traffic department of the N. P. has been extended to cover the mileage of the S. & I. R. J. A. Nadeau, general agent at Seattle, will have general jurisdiction of freight and passenger traffic upon these lines. R. T. Bretz, under the title of division freight and passenger agent, with office at Seattle, will have local supervision of traffic matters on these lines and other territory from time to time assigned to him, reporting to the Assistant General Freight Agent and the Assistant General Passenger Agent at Portland. Mr. McMullin remains as local agent at Vancouver, B.C.

Southern Pacific.—The San Francisco Call of April 29, said: "It was definitely learned yesterday that when E. H. Fitzhugh arrives here he will take office in the S. P. as assistant to President Hays. President Hays has mapped out a great deal of hard work and he is figuring on able assistance from Fitzhugh. In addition to improving the system, active steps will be taken at once by the Union Pacific and the S. P. officials combined, to freeze out the Northern Pacific, the C. P. R. and the Great Northern from the Oriental trade."

Sydney and Louisburg Ry.—I. L. Boomer has been appointed despatcher at Glace Bay. He served 12 years with the I. C. R., being latterly at Moncton. J. McGillivray, who has been in the Dominion Coal Co.'s service since its organization, has been appointed train-master of the S. & L. R.

The C.P.R.'s Original Organization.

In connection with the recent extensive changes in the C.P.R. operating department, the following extract, from a Winnipeg paper of April 25, 1881, is of interest:—

"General Superintendent A. B. Stickney, of the C.P.R., issues a circular announcing that for the purpose of operation of said railway it will be divided into two divisions. First, that portion of the line extending from Emerson, via Winnipeg, to Portage la Prairie, will constitute one division, and will be known as the Red River division. Second, that portion of the line extending from the junction with the Red River division, near St. Boniface, eastward to Telford, will constitute one division, and will be known as the Eastern division. The following appointments have been made:—

"Gen. T. L. Rosser, Chief Engineer; W. R. Baker, Local Treasurer and Assistant to General Superintendent; W. Harder, Assistant Traffic Manager; Mr. Harder will have charge of the traffic department until the appointment of the General Manager. I. G. Ogden, Jr., Auditor; G. P. Nelson, Purchas-

ing Agent and General Storekeeper; Joel May, Division Superintendent in charge of the Red River division; T. J. Lynksey, Division Superintendent in charge of the Eastern division; John Egan, Train Despatcher; F. C. Butterfield, Mechanical Superintendent."

Canadian Freight Association.

A general meeting was held at Montreal April 4, there being 51 members present.

The following were elected members: ACTIVE—I. W. Gantt, G.F.A. Central Vermont Rd., St. Albans; John E. Hawkins, G.A., D. & H.R., Montreal; A. Cowan, G.A., Northwest Transportation Co., Toronto; A. B. Pratt, G.F.A., Northern Navigation Co., Collingwood; C. Cooper, G.F.A., Halifax & Yarmouth Ry., Yarmouth, N.S. HONORARY—J. E. Dalrymple, G.T.R., Montreal, late of Central Vermont Ry.; J. D. Hunter, Allan S.S. Line, Toronto.

The Manager presented the report of Department of Inspection for year ended Feb. 28, 1901, as compared with the previous year:—

	FREIGHT.	LIVE STOCK.	TOTAL.
Total earnings....	\$50,267 89	\$29,506 36	\$79,774 25
Previous year....	40,540 04	33,271 75	73,812 39
Increase....	\$9,727 25	.....	\$5,961 86
Decrease....	.....	\$3,765 39	.....
The earnings at Winnipeg during the year were.....	.....	.....	\$10,349 67
Previous year (part only).....	.....	.....	3,866 87

Taking these items into account the net earnings in freight at points other than Winnipeg, show an increase of \$3,184.45.

The Secretary-Treasurer's report of the Association funds for the year ended Mar. 31, was as follows:—

Balance for 1899-1900.....	\$97 10
Receipts from 81 active members.....	334 00
.....	\$431 10
Disbursements.....	331 50
Balance on hand.....	\$ 99 60

The Freight Inspection Committee reported as follows: "The Travelling Inspectors' reports continue to indicate considerable leakage in revenue in the matter of weighing freight. Almost every local point visited has been found deficient in this respect. In some cases the underbilling is discovered at destination, but this is evidently the exception. A large number of agents at shipping points, where shippers load their own freight, either direct in the car or through the shed, are scarcely to blame for taking shippers' weights, because for want of weighing facilities and sufficient help it is almost impossible to weigh all shipments without great delay, and consequent congestion of goods in sheds. This is a matter commended to the earnest consideration of superintendents and others concerned, as we are quite convinced that the aggregate amounts lost to the railways in consequence of underbilling of weights runs into the thousands several times over each year."

The question of blank forms of receipts was discussed and left to individual roads to deal with as thought proper.

Receipts for freight at flag stations was considered, and the consensus of opinion appeared to be that the proper course to pursue would be to issue the receipts at the first billing point in the direction in which the freight was travelling.

The following notice of motion, made at the previous meeting, was considered: "That when a number of different articles of the same class in C.L. are shipped at one time by one shipper to one consignee and destination, in carloads, they shall be taken at a rate per 100 lbs. one class higher than said classified rate."

The following was offered as a temporary arrangement pending a further consideration of the question, the general opinion being

that some restriction and probably increased rates should apply on mixed cars:—"When a number of different articles of the same class, in carloads, embraced in one line of trade, are shipped at one time by one shipper to one consignee at one point of delivery, in full carloads, they shall be taken at the rate per 100 lbs. for such class in C.L. The foregoing rule will apply only on freight from one shipper or owner, and will not cover L.C.L. shipments of property from two or more shippers or owners combined into carloads by forwarding agents or others claiming to act as shippers. The term 'forwarding agent' shall be construed to mean agents of the carriers and also agents of actual shippers of the property, or any party interested in the combination of L.C.L. shipments of articles from several shippers into carloads at points of origin. EXAMPLE.—This rule will not apply on mixed shipments of groceries, hardware, dry goods, iron, etc., but only to different articles of one straight line of trade."

The whole matter was relegated to the General Freight Committee to consider, and to report at next meeting.

The Secretary reported receipt of the following circulars from the chairman of the Central Traffic Association, relating to some amendments to the Rules and Regulations of Freight for the Pan-American Exposition.

Roads interested individually advise that on live stock exhibits (except horses and mules), forwarded from points in Central Freight Association territory to the Pan-American Exposition, full tariff rates will be charged, and such exhibits (except horses and mules), if unsold and re-shipped from Buffalo within 30 days after the close of the Exposition, may be returned free at owner's risk to the original forwarder at the original point of shipment by the railway companies which carried the same, upon presentation of the original bill of lading or contract or paid freight bill, together with a certificate signed by the proper officers of the Exposition to the effect that the shipments are unsold exhibits which have paid full tariff rates one way, such certificate to be attached to the manifest of each shipment. Full tariff rates will be charged in both directions on horses and mules for exhibition.

Advices from the Superintendent of the Freight Department, Pan-American Exposition, state that ruling of Exposition Co. which provides it will discontinue receiving exhibits on April 1, 1901, has been withdrawn, and exhibits will be received without limit as to time.

The election of officers and committees for the ensuing year resulted as follows:—President, W. Woollatt, L.E. & D.R., Walkerville; 1st Vice-President, M. T. Donovan, Boston & Maine Rd., Boston; 2nd Vice-President, E. Tiffin, Intercolonial Ry., Moncton; Secretary-Treasurer, Chairman of Committees and Manager Car Service Dept., J. Earls, Toronto; Executive Committee, W. B. Bulling, John Pullen, W. P. Hinton.

Classification Committee: W. B. Bulling, S. P. Howard, F. J. Watson, J. H. Hanna, J. Hardwell, W. P. Hinton, T. Marshall, C. Howe, C. A. Jaques.

Freight Inspection Committee: G. Collins, F. Conway, F. F. Backus, J. Hardwell, C. A. Jaques, C. E. Dewey, W. B. Lanigan, W. N. Warburton.

Car Service Committee: J. B. Morford, T. Marshall, M. C. Sturtevant, G. S. Cantlie, W. P. Hinton, J. J. Mossman, E. Fisher, J. F. Chapman.

The President called attention to a circular recently issued by the American Railway Association on the subject of the standard dimensions of box cars, and the advisability of providing classification minimums for the various articles, more in harmony with average probabilities than appear to exist at present. The Secretary will endeavor to obtain

a copy of this circular for the general freight agents, and the Classification Committee, so that the matter may be thoroughly considered.

The following places were proposed for the next meeting:—Montreal, Toronto, St. Catharines, Sault Ste. Marie and Buffalo. It was decided that the Secretary should obtain a letter vote from the members—the majority to decide.

Freight Traffic Matters.

The Assistant General Freight Agent of the C.P.R. at Toronto has issued a circular, stating that steamship connection has been established between Quebec and British and continental ports. Through contracts for package freight will be made through his office, and through bills-of-lading will be issued in the usual manner. Where bookings are confirmed via Quebec, traffic will be way-billed to Quebec at rates authorized, in care of the steamship line by which booking is confirmed.

C.P.R. steamship service commenced between Owen Sound and Fort William by the sailing of the Athabasca from Owen Sound on May 2. Agents have been instructed that all freight—except such as cannot be handled by lake and rail route, also freight specially consigned by shippers via all rail—must be forwarded to points Port Arthur, Fort William and west in Ontario, Manitoba, Northwest and British Columbia via Owen Sound and lake and rail route. Under present arrangements, C.P.R. steamers will sail from Owen Sound as follows:—Alberta on Tuesdays, Athabasca on Thursdays, Manitoba on Saturdays of each week during season of navigation.

Passenger Traffic Matters.

At a meeting of the Buffalo Railway Passenger Committee, and Commissioner Donald, of the Central Passenger Association, and Commissioner Farmer, of the Trunk Line Association, held in Buffalo April 3, it was decided to have one general joint agency at Buffalo during the Pan-American Exposition, located at 50 Exchange st.

The Pennsylvania Rd., through its passenger agent, Buffalo division, B. P. Fraser, is making a big push for Canadian travel. Heretofore its folders have been but seldom seen on this side of the line, but in future they will be much in evidence, Mr. Fraser having arranged with the Railway and Steamship Folder Display Co. to handle them in Ontario.

The Wabash Rd. is relaxing its efforts to secure Canadian business. It has cut down the number of folders printed in Canada, reducing the supply sent to ticket agents, which is said to have been inadequate and unsatisfactory even in the past, and has withdrawn its folders altogether from the rack service, besides economising its expenditures in other directions.

A. J. Taylor, Canadian Agent of the Chicago, Milwaukee and St. Paul, systematically puts out throughout his territory, covering all the Dominion east of the Detroit and St. Clair Rivers and Port Arthur, a varied assortment of printed matter, folders, hangers, calendars, blotters, &c., and as a result captures a very satisfactory lot of passenger and freight business.

The Mountains of New England and the Sea is the title of a new folder issued by the G.T.R. In addition to much valuable information about the country, and many illustra-

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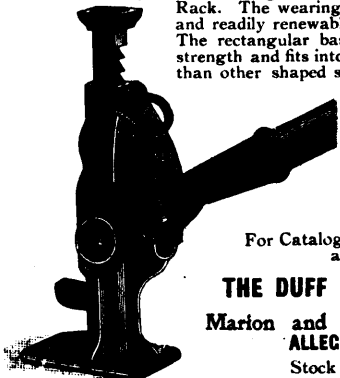
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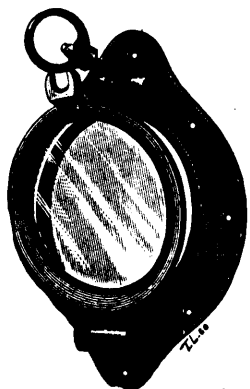
LOW RATES WEST AND NORTHWEST.

On February 12th, and on each Tuesday until April 30th, the Chicago, Milwaukee & St. Paul Railway will sell one-way second-class tickets at the following very low rates:

To Montana points	\$25.00
To North Pacific Coast points	30.00
To California	30.00

These tickets will be good on all trains, and purchasers will have choice of six routes and eight trains via St. Paul and two routes and three trains via Missouri River each Tuesday. The route of the Famous Pioneer Limited trains and the U.S. Government Fast Mail trains.

All Ticket Agents sell tickets via the Chicago, Milwaukee & St. Paul Railway, or for further information address A. J. Taylor, Canadian Passenger Agent, 8 King Street East, Toronto, Ont.



Ship Lamps, Head Lights, Railway Signals and Lamps.

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STOVEL'S POCKET DIRECTORY.

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tions of the scenery from the International boundary to the Atlantic coast, there is a valuable topographical map, showing the many peaks of the Green Mountain State, and of the rivers and lakes which abound and make the country so attractive to tourists. It was printed by the Mail Job Printing Co., Toronto.

Ticket agents requiring folders of the Canada Atlantic, Chicago, Milwaukee and St. Paul, Delaware, Lackawanna and Western, Great Northern U.S.A., Illinois Central, Intercolonial, Lake Erie and Detroit River, Lehigh Valley, Mexican National, New York Central, Niagara Gorge, Niagara, St. Catharines and Toronto, Pennsylvania, Quebec and Lake St. John, and West Shore railways, and of the Northern Navigation, Northwest Transportation, and Richelieu and Ontario Navigation Cos., can obtain them by communicating with the Railway and Steamship Folder Display Co., Toronto.

The G.T.R. has got out a reissue of four of its folders, illustrative of the northern holiday resorts of Ontario reached by its line. These folders describe the Muskoka lakes, the Lake of Bays, the 30,000 islands of Georgian Bay, and the Kawartha lakes regions, and are full of information for the tourist which, taken in conjunction with the fine half-tone luxotype engravings on every page, makes each folder not only a reliable guide to, but an acceptable souvenir of each district. The maps show the G.T.R. routes, the Muskoka Navigation Co.'s boat routes and the different stage routes throughout the whole district. The series was printed by the Mail Job Printing Co., Toronto.

The G.T.R. has just issued its Pan-American folder which, for variety of information and typographical excellence, is one of the best ever put out by the Co. It contains a brief history of the growth of the movement for holding the exhibition; an account of its scope and varied attractions, and then branches off into a description of the Canadian points reached by the G.T.R. system from Buffalo. Special stress is laid upon the attractiveness of the Muskoka district, the Magnetawan River, the 30,000 Islands of Georgian Bay, the less known but equally beautiful Kawartha lakes region and the Thousand Islands of the St. Lawrence. The folder is well illustrated with views of the principal buildings at the Exhibition, and of the Canadian resorts, has a plan of Buffalo with the rail and car routes, and a map of the Exhibition grounds, while at the end there is a large new map of the Highlands of Ontario, showing the whole country from Toronto to Kingston, and northward to North Bay, with special sectional maps of the more attractive districts. The production of this folder reflects great credit on the Co.'s Advertising Agent, H. R. Charlton, under whose regime there has been a great improvement in the character of the advertising matter sent out.

The G.T.R. in Buffalo.

The following circular was recently issued by the G.T.R. General Passenger Department:—

Commencing April 1, the passenger trains of the G.T.R., which now arrive at and depart from Buffalo, Erie Street station, via the Buffalo and Goderich line and the International bridge, will arrive at and depart from the Exchange Street union station of the New York Central and Hudson River Rd. in Buffalo.

The Erie street station now used by the G. T. in Buffalo will be closed so far as passenger traffic is concerned.

By all routes, both from the East and West, the through trains of the G.T. will continue to run via Niagara Falls, arriving at and departing from the Lehigh Valley station on Washington Street, Buffalo.

Local passengers will not be carried on G. T. trains between Black Rock and the Exchange Street union station.

Tickets must not be sold or baggage checked for the trains in question from any station on the G.T.R. or connecting lines via Buffalo to any point beyond Buffalo. All through passengers for or from points beyond Buffalo must be ticketed and baggage checked via Niagara Falls, Ont., or Suspension Bridge, N.Y.

The present forms of local tickets to and from Buffalo which have been used for ticketing passengers via International bridge to and from Erie Street station, Buffalo, will be used to and from Exchange Street union station, Buffalo, and the same fares will be used to and from Exchange Street union station, Buffalo, as are now in use to and from Erie Street station, Buffalo.

Grand Trunk Betterments, Etc.

The improvements being carried out for the alteration and extension of the G.T.R. terminals at Portland have been rendered necessary by the great increase in the Co.'s business there. During 1900, the traffic showed an increase of 50% over 1899, and the arrangements for dealing with it were found to be not only inadequate, but more expensive than the modern facilities to be provided will be. Work has been in progress all winter, and work on a new wharf, one of three planned, and a station is now in progress.

The new wharf will be 550 ft. long, and 350 ft. wide, giving an area of 125,000 sq. ft.; it will be accessible by four tracks, and will accommodate steamers on both sides and at the end. It is contemplated to rearrange the entire trackage facilities in the yard, and to erect a new passenger station at the corner of Fore and India streets to replace the one demolished in March. There will also be erected a car repair shop, with a frontage on Fore St., and a new freight house leading off the same street, the latter being equipped with increased team track accommodation. The round-house, which was adjacent to the old passenger station, has been removed to Deering, where the stockyards are located, 2½ miles west of Portland.

The new elevator, which is to be erected at once, will make the third owned by the G.T.R. in the city, and will bring its elevator capacity in Portland up to 3,000,000 bush. The elevator was designed by John S. Metcalfe Co., Chicago. Following are the dimensions:—

Total capacity.....	1,500,000 bush.
Width.....	101 ft.
Length.....	229 "
Height.....	177 "
Number of bins.....	208
Depth of bins.....	70 ft.
Capacity of bins.....	1,600 to 9,800 bush.
Number of elevator legs.....	14
Capacity per hour of each leg.....	10,000 bush.
Number of scales.....	14
Capacity of scales in lbs.....	8,400
Capacity of scale hoppers.....	1,400 bush.
Number of power shovels.....	14
Number of distributing trolley spouts.....	44
Length of power-house.....	105 ft.
Width of power-house.....	47 "
Number of boilers, vertical tubular.....	4
Horse-power of each boiler.....	250
Style of engine and number, two horizontal Corliss.....	
Horse-power.....	1,000

In addition to this there will be a conveyer system from the new house arranged at three separate points. The total length of this gallery system will be 2,735 ft. all equipped with 36 belts. A portion of this system will be fitted with two belts running side by side. The new elevator will be erected 350 ft. to the northwest of the other large elevator, but will be so equipped that the carriers of the present structure can be utilized by both buildings. For foundation purposes 4,000 piles were used.

The cost of the elevator, \$300,000, is being financed by three Portland institutions: the Portland Savings Bank furnishing half the amount; and the Casco National Bank and the Union Mutual Life Insurance Co., \$75,000 each. These loans will be made at 3¾% with the understanding that \$7,000 of the bonds shall be retired every year until the whole indebtedness is cancelled.

The Co. contemplates the erection of a cold storage plant at Portland, but the details have not yet been fully completed. The plans will provide for accommodation for 150 cars of fresh meats and perishable goods.

As far as can be ascertained it is doubtful whether the double tracking between Hamilton and Niagara Falls, which has been completed to Jordan, as fully described in our last issue, pg. 109, will be gone on with this year. Contracts have not yet been let for the erection of the bridges over the Jordan river and Welland canal.

British Columbia's Railway Policy.

The B.C. Government introduced its railway bill on April 24. It provides for a loan of \$5,000,000 for the purpose of aiding in the construction of railways and other public works. It has a preamble reciting the desirability of opening up the Province, and then proceeds to make it lawful for the Governor-in-Council to grant aid not exceeding \$4,000 a mile to standard-gauge railways from the following points:—From the coast in the neighborhood of English Bluff, near Point Roberts via Chilliwack and Hope to Midway, 330 miles. From the present terminus of the E. and N. Ry. to the north end of Vancouver Island, 240 miles. From Rock Creek to Vernon to connect with the Shuswap and Okanagan Ry., 125 miles. From the coast near Kitimat to Hazelton, 100 miles. Fort Steele to Golden, 150 miles. Debentures are to bear interest at 3 1/2%. The terms of agreement, which must be subscribed to by any company undertaking any of these roads, and to which the subsidy is attached, are as follows:—Unless the work is commenced before July 1, 1902, and duly prosecuted, all claim to the subsidy is cancelled. The subsidy is not payable till the road is in running order, or until guarantees are given of the continuous maintenance and operation of the railway. Four per cent. per annum of the gross earnings of the railway to be paid to the Province, and to constitute a first charge on the gross earnings. The railway obtaining the subsidy shall be constructed wholly and as a continuous line within the Province. The Lieutenant-Governor-in-Council to have absolute control of rates, and in the event of the railway becoming subject to the jurisdiction of the Dominion the same is to be deemed a contract between the Province and company. Road may be acquired at any time by the Province at a valuation to be determined by arbitration. In the event of arbitration no sum is to be entertained by the valutors for the franchise of the company. That conditions of the section may be varied at any time as the Governor-in-Council may deem advisable; always provided that the control of the subject matter referred to in the section by the Government of B.C. may not be abrogated. That in the event of a charter being granted by the Dominion for a line over or parallel to the route proposed, the foregoing conditions shall be assumed and carried out by the company so incorporated as a contract and obligation prior to any other charge. That such terms and conditions as necessary may be imposed by the Governor-in-Council for the carrying out of the provisions.

The bill provides for a daily steam ferry service from the terminus of the Coast-Kootenay line at Point Roberts to Vancouver Island, to connect with Victoria. Proper

connection also must be granted to Vancouver and New Westminster. Provision is made for the construction of a bridge over the Fraser at New Westminster, at a cost not exceeding \$500,000.

Electric Railway Statistics.

From returns received from the 35 electric railways of Canada, Geo. Johnson, Dominion Statistician, has compiled the following statement for the year 1900:—

The number of miles of electric railways in Canada was 681, an increase of 49 miles over 1899.

The 35 electric railways in Canada carried 118,129,862 passengers in 1900, an increase of 14,097,203. This is equal to carrying every man, woman, and child in the country 21 times.

The car mileage run was 30,924,355 miles, an increase of 1,277,508 over 1899.

The mileage run and the passengers carried show that for each mile run the roads carried 3.8 passengers, against 3.5 in 1899.

The amount of paid-up capital invested in electric railways was \$20,633,000, and the bonded debt \$12,619,422.

The number of cars in active service was 1,642, an increase of 98 over 1899. The employes numbered 4,493, showing an increase of 164 over 1899.

The total receipts for the year were \$5,422,540, and the expenses \$3,268,001.

The steam railways carried 17,122,193 passengers in 1900, so that the total passengers transported by rail was 135,252,055. Between them the steam and electric railways carried the whole population of Canada 25 times in the year, and the proportion was a little over 87 by electric and a little under 13 by steam in every hundred persons carried.

Since 1897 the number of passengers carried by the electric railways increased from 83,811,000 to 118,130,000, an increase of 34,319,000, which is equal to 41%, while those carried by steam railways increased from 13,742,454 to 17,122,193, an increase of 25%.

The expenses form about 67.50% of the gross earnings of the steam railways, and about 60.27% of the gross earnings of the electric railways.

Mainly About People.

Mackenzie, Mann & Co., have given \$250 to the Winnipeg General Hospital.

Lord Mount Stephen has contributed £1,000 to the National Victoria Memorial Fund.

Jas. Ross, Vice-President of the Montreal Street Ry., returned to Montreal, April 18, from England.

Jas. Ross, of Montreal, is building a hospital at Lindsay, Ont., on condition that the town will maintain it.

President Shaughnessy of the C.P.R. left Montreal, April 22, for England, expecting to return about the end of May.

Captain R. M. Melville, R.N.R., general steamship agent, Toronto, was married on April 27, to Miss B. A. Pilsworth.

Mrs. Crossen, widow of the late Jas. Crossen, proprietor of the Cobourg Car Works, died at Cobourg, April 18, aged 69.

G. A. Macdonald, C.P.R. General Stationery Agent at Montreal, was married April 30 to Miss I. C. Adams, at Cardinal, Ont.

H. St. Dizier's joint ticket agency in the Balmoral Hotel, Montreal, has been closed, the hotel having gone out of business.

J. J. Hill, President of the Great Northern Ry., U.S.A., will fish in the St. John River this summer, where he is having a house built.

Mrs. E. and Miss Tiffin left Toronto, April 30, for Moncton, N.B., where the Traffic Manager of the I.C.R. has taken a house.

C.P.R. Baggage-master Robinson, of Vancouver, has been appointed as the Vancouver representative of General Baggage Agent Morris.

Sir Chas. Rivers Wilson, President of the G.T.R., and Lady Wilson, arrived in New

York from England, May 13, en route to Canada.

F. H. Clergue, President of the Algoma Central Ry., has offered to contribute \$1,000, provided \$50,000 is raised, to aid Toronto University.

R. S. Lewis, Canadian passenger agent of the Lehigh Valley Rd., is again on duty after being laid up for several months as the result of an operation.

OFFICE DESKS.

Our STOCKS of

Roll Tops, Flat Tops in (double and single) High Desks, Tables, Revolving Chairs, Arm and Directors' Chairs

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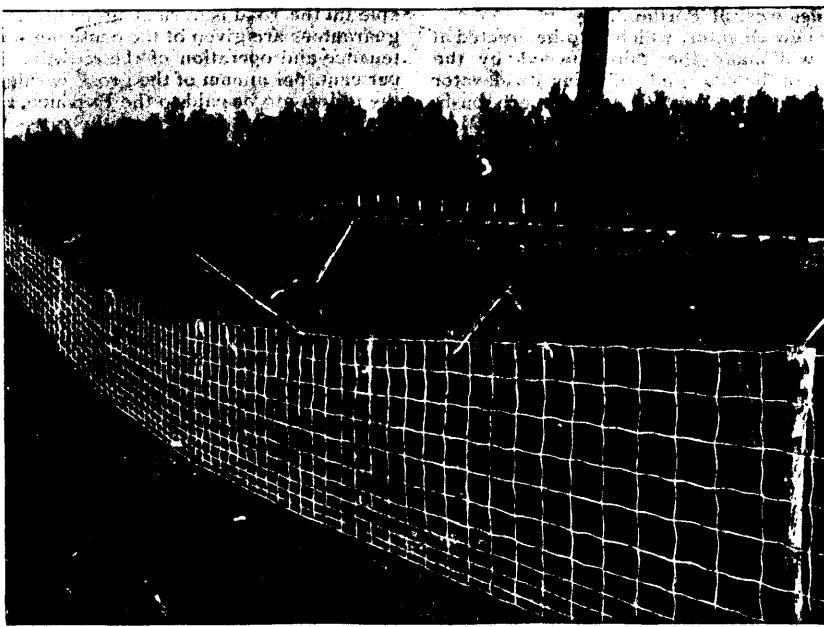
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THE FIRSTBROOK BOX CO., LIMITED.

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AND SIDE BLOCKS,
 TORONTO. 



PAGE FENCE ON G. T. R., NEAR PORT PERRY.

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

Glad to furnish further information.

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

C. Percy, formerly Treasurer of the G.T.R., has been appointed President of the Montreal and London Mining Co., succeeding W. Strachan, resigned.

The engagement is announced of Scott Griffin, of Toronto, to Miss Mabel H. Mackenzie, daughter of William Mackenzie, of Mackenzie, Mann & Co.

G. W. Vaux, Assistant General Passenger Agent of the G.T.R. at Chicago, has been elected a member of the executive committee of the Chicago Railway Association.

Wm. Lethbridge, who was largely interested in the Alberta Ry. and Coal Co., and after whom the town of Lethbridge, Alta., was named, died recently in England.

J. J. Hill and C. H. Tweed have resigned from the directorate of the Baltimore and Ohio Rd., their places being taken by J. Rea and J. McGrea, of the Pennsylvania Rd.

Sir Robert Gillespie, of the firm of Gillespie, Moffatt & Co., of London and Montreal, who died at Brighton, Eng., recently, aged 82, was for many years a director of the G.T.R.

Lieut. H. Z. C. Cockburn, of Toronto, who has been awarded the V.C. for conspicuous bravery in South Africa, is a brother-in-law of T. Tait, Manager of Transportation of the C.P.R.

The Dominion Express Co.'s employes have contributed \$139.50 towards the erection of a fountain at Kingston, Ont., as a memorial to the late Sir Geo. Kirkpatrick, who was President of the Co.

J. Osborne, General Superintendent of the C.P.R., recently transferred from the Western to the Atlantic Division, will leave Winnipeg, about May 20, for St. John, N.B., accompanied by his family.

General Superintendent Leonard, of the C.P.R., left Toronto, April 30, for Winnipeg, to take charge of the Western Division. Mrs. Leonard and son will not remove to Winnipeg for some little time yet.

T. Glynn has resumed his duties as ticket agent for the Richelieu and Ontario Navigation Co. in Toronto. During last winter he was ticket agent for the Florida East Coast Rd. at Palm Beach, Fla.

Harry A. Norton has sailed from Boston for an extensive trip abroad, where he will visit the various agencies of the Norton ball-bearing lifting jacks in France, Germany, Italy, Russia and Sweden.

It is said J. J. Taylor, C.E., will have charge of the completion of the Midland Ry.'s bridge over the Shubenacadie river, N.S., taking the place of Chief Engineer Fowler, who is ill and unable to resume his duties.

C. Currie, formerly of London, Ont., has resigned the superintendency of the Consolidated Street Ry. of Cleveland, Ohio, to become General Manager of the Everett-Moore Syndicate, at Detroit, Mich.

L. M. McKay, heretofore general agent of the Lake Erie and Detroit River Ry. at Port Stanley, has been appointed assistant auditor, with office at Walkerville. He is succeeded at Port Stanley by Wm. Woollatt.

J. C. Henry, who died recently at Denver, Col., was the inventor of the trolley car. His early days were spent as an operator in the G.T.R. station at Woodstock, Ont., and in the employ of the Montreal Telegraph Co.

General Superintendent Timmerman, of the C.P.R., has removed with his family from St. John, N.B., to Toronto. Before leaving St. John he was entertained at dinner at the Union Club by a number of leading citizens.

C. S. Baxter, who recently retired from the position of General Passenger Agent of the Canadian Pacific Navigation Co., has commenced business in Victoria as a customs broker, commission and general forwarding agent.

On leaving Galt recently to reside in Toronto, W. B. Lanigan, Assistant General Freight Agent of the Ontario Division of the C.P.R., was entertained at a public dinner and presented with a cabinet of solid silver.

Hon. T. R. Jones, who died at St. John, N.B., May 1, was at one time a director of the Consolidated European and North American Ry., and was one of the chief promoters of the St. John Cantilever Extension Ry. Co.

J. Markey, locomotive foreman of the G.T.R. at Brockville, has been recently transferred to Belleville, and on leaving was presented by the employes of the motive power department at Brockville with a silver tea service.

The New York Journal of Commerce says J. J. Hill, of the Great Northern Ry., is the chief holder of the stock of the Northern Pacific Rd., having, with his associates, Lord Strathcona and J. S. Kennedy, \$80,000,000 per value of the stock.

Letters patent have been issued incorporating the Canadian Salt Co., with a capital stock of \$800,000. This is the company which has obtained an option on the salt wells of Ontario, and includes among its directors Sir Wm. Van Horne.

R. A. Corbet, chief clerk in the Assistant-General Passenger Agent's office of the C.P.R. at Vancouver, has been appointed assistant to H. Darling, Manager of the White Pass and Yukon Ry.'s steamers on the Yukon River, with office at White Horse.

J. F. Nelson, secretary to the President of the C.P.R., has resumed his duties after leave of absence on account of ill-health. He has also been appointed chief-clerk in the President's office, succeeding H. E. Beasley, appointed Superintendent at Vancouver.

Lieut. Duncan Campbell of His Majesty's Lancashire Fusiliers, who has been given the Distinguished Service Order for gallantry in South Africa, is a grandson of the late Lieut.-Col. F. W. Cumberland, formerly General Manager of the Northern Ry. of Canada.

James Douglas Reid, who entered the telegraph service with the Atlantic and Ohio Telegraph Co., in 1847, and who had Andrew Carnegie under him as a messenger and operator, for some time, died in New York, April 28. Mr. Reid retired from telegraph work in 1899.

M. L. Flynn, who has resigned the position of Master Mechanic of the Michigan Central Rd. shops, at St. Thomas, after holding it for 20 years, was presented with a gold watch, chain and locket, and a gold-headed cane, May 1, by the men in the shops and the heads of the different departments located in St. Thomas.

C. E. Bunting, city ticket agent of the C. P. R. at Toronto, on leaving recently to act as chief clerk in the Assistant General Passenger Agents' office in Vancouver, was presented by the staff of the office with a suitcase, and by the Thursday Night Club with a silver mounted pipe.

J. C. Evans, who died at Buffalo recently, was born in Baltimore in 1809. In 1855 he with others formed the American Transportation Co., the pioneer of the Great Lakes corporations. Subsequently the firm of which he was a member organized the Evans line and built the first iron steamer on the lakes.

H. S. Holt, who was recently elected President of the Montreal Light, Heat and Power Co., was born in Dublin in 1855, and studied civil engineering there. After coming to Canada he spent some years in Western Ontario, and then was employed on the survey and construction of the western portion of the C.P.R. main line, afterwards becoming associated with Jas. Ross in contracting. He is President of the Montreal Park and Island Ry.

T. Tait, Manager of Transportation C.P.R., presided at the annual dinner of the American Railway Guild, at the Holland House, New York, April 23. Among the principal speakers were: Hon. M. A. Knapp, Chairman of the Interstate Commerce Commission, and Col. Christie, a prominent railway official from India.

Mrs. J. E. Quick, wife of the General Baggage Agent of the G.T.R., died at Toronto recently after a long illness, during the last six months of which she was confined to her house. She was born at Ann Arbor, Mich., 47 years ago. The funeral took place at Port Huron, Mich. The family consists of two daughters and a son.

Captain Oliver Maisonville died April 8, at Sandwich East, Ont., aged 88 years. At the age of 15 he carried passengers across the Detroit river in a canoe. He sailed on the great lakes 57 years, for many years being captain of the G.T.R. car ferry Great Western. He was captain of the first railway transfer that crossed the Detroit river, as also of the first that crossed St. Clair river.

Guy Tombs, who has been appointed General Freight and Passenger Agent of the Great Northern Ry. of Canada, entered railway service some eight years ago in the C. P.R.'s foreign freight department in Montreal, afterwards going to St. Hyacinthe as Secretary to the United Counties Ry. In 1897 he entered the service of the Central Vermont freight department in Montreal, since which he has been employed by the C.V. and G.T. Ry.'s in various capacities.

H. W. Edwards, for eight years resident engineer of the Great Northern Ry. at Spokane, designer of and in charge of the construction of the Cascade tunnel on that road, has resigned. He has also resigned the position of resident engineer of the Spokane Falls & Northern and of the Kootenay Valley railways. His successor at Spokane is Alex. Stewart, who has been resident engineer of the Great Northern and Montana Central railways, with headquarters at Havre, Mont.

Joseph Robb, who retired from the G.T.R., after 42 years' service, in Oct., 1899, for the last 19 of which he was locomotive foreman at Brockville, died suddenly at Stratford, April 25. He was born at Airlie, Scotland, and before coming to Canada worked for 11 years on the old Scottish Midland and Scottish North Western Ry's. J. Robb, Master Mechanic, St. Paul, Minn.; W. D. Robb, Master Mechanic, G.T.R., Toronto; and G. Robb, Master Mechanic, Canada Atlantic Ry., Ottawa, are sons of deceased.

Henry P. Timmerman, who has been appointed General Superintendent of the Ontario and Quebec Division of the C.P.R., was born at Odessa, Ontario, Nov. 6, 1856. He entered railway service, 1872, since which his record has been:—1872 to 1874, operator G.T.R.; 1874 to 1882, train despatcher same road; 1882 to 1887, train despatcher C.P.R. at Winnipeg; 1887 to 1890, assistant superintendent same road at Port Arthur, Ont.; 1890, when the New Brunswick Ry. was absorbed by the C.P.R., to April, 1901, General Superintendent Atlantic Division latter road at St. John, N.B.

Press despatches recently stated that D. Willard had been appointed General Manager of the Baltimore and Ohio Rd., the vacancy being caused by the resignation of F. D. Underwood to become president of the Erie Rd. It is since reported that Mr. Willard has declined the appointment, and will go with Mr. Underwood to the Erie. Mr. Willard has been Assistant General Manager, going to the Baltimore & Ohio from the Soo line, where he was Superintendent. Previously he was connected with the Central Vermont and the Lake Shore & Michigan Southern.

A New York despatch says:—"It is understood that an international bank, with a capital of not less than \$1,000,000 and perhaps as much as \$2,000,000, is to be established in Havana by interests prominently identified with the Morton Trust Co., and the Cuba Co. Among the large stockholders of the latter corporation, of which Sir Wm. Van Horne is President, are several well-known Montreal financiers, a fact which makes it not improbable that capitalists interested in the Bank of Montreal may also be shareholders in the new financial institution to be established in the Cuban capital."

Jas. W. Leonard, who has been appointed General Superintendent of the Western Division of the C.P.R., was born at Epsom, Ont., 1858. He entered railway service, 1872, since which his record has been:—1872 to Aug., 1877, telegraph operator and agent Midland Ry. of Canada; Aug., 1877, to Dec., 1878, agent Victoria Ry.; Dec., 1878, to Mar., 1880, assistant manager same road; Mar. to June, 1880, assistant to General Superintendent Credit Valley Ry.; June, 1880, to Nov., 1883, General Passenger Agent, same road; Nov., 1883, to May, 1884, Master of Transportation Ontario and Quebec Ry.; May, 1884, to Mar., 1887, Superintendent C.P.R. at Toronto; Mar., 1887, to Mar., 1890, Superintendent at Kamloops; Mar., 1890, to Mar., 1893, Superintendent lines east of Montreal, same road; Mar., 1893, to April, 1901, General Superintendent Ontario and Quebec division, same road.

Thos. Tait, who has been appointed Manager of Transportation of the C.P.R., was born at Melbourne, Que., July 24, 1864, and entered railway service as a clerk in the audit office of the G.T.R., Sept., 1880, since which time his service has been:—July, 1881, to Oct., 1881, clerk in the office of the assistant to the President, Chicago and G.T. Ry.; Oct., 1881, to April, 1882, clerk in solicitor's office G.T.R., Belleville; April to Oct., 1882, clerk, General Manager's office, same road; Oct., 1882, to Sept., 1886, private secretary to Vice-President and General Manager C.P.R.; Sept., 1886, to May, 1887, clerk, General Traffic Manager's office, same road; May, 1887, to Feb., 1889, assistant superintendent, same road, at Moose Jaw, Assa.; Feb., 1889, to Mar., 1890, Superintendent Ontario division, Toronto, same road; Mar., 1893, to May, 1897, Assistant General Manager, same road; May, 1897, to April, 1901, Manager of lines east of Fort William, same road.

Sir Edward Watkin, who died in England recently, aged 82, began his railway career in 1845, when he was appointed Secretary of the Trent Valley Ry. This brought him into connection with the London and North-Western Ry. Co. In 1861, at the desire of the Duke of Newcastle, he went to Canada on behalf of the Colonial Office, and, commissioned by the great firms of Baring and Glyn, reorganized the G.T.Ry., becoming its President. Gradually he extended his sovereignty. Although he gave up the G. T. R. presidency some years ago, and did not retain the directorships of the Great Eastern and Great Western railways in England, which he once held, he still discharged for several years the duties incidental to the important posts which he occupied as chairman of the South-Eastern, the East London, the Manchester, Sheffield, and Lincoln, the Metropolitan, and the Neath and Brecon railway Companies and as chairman, ex-officio, of the Blackpool and the Oldham and Ashton-under-Lyne Ry. Companies.

W. A. Wilson, who has been appointed Canadian Freight Agent of the New York Central and West Shore railroads with office at Toronto, commenced railway work in 1863, at Port Dalhousie, Ont., on the Welland Ry., now a part of the G.T.R., where he learned telegraphy. In 1865, he entered the service

of the Provincial Telegraph Co., which he left in 1866. After a short stay in the employ of the Montreal Telegraph Co. he entered the service of the G.T.R. From Mar., 1867, to Nov., 1878, he was in various positions as operator, ticket agent, relieving agent, despatcher, and finally as travelling freight agent, having made an excellent record in all. From Dec., 1878, to Feb., 1884, he was agent for Canada for the Hoosac Tunnel Line, one of the Vanderbilt fast freight lines, and on the opening of the West Shore Rd. he was appointed General Canadian Agent. In May, 1896, that office was abolished and he was appointed Division Freight Agent of the road in Buffalo, retaining control of its Canadian interests.

An Englishman who has been visiting Ottawa tells a story about D. D. Mann which he vouches for as correct. It was when Mr. Mann was in China two years ago looking after a big railway concession. One evening at the club in Tien-Tsin an altercation broke out between a Russian and a French officer. Mr. Mann, who was present, was appealed to as umpire, and gave his decision in favor of the Frenchman. This so incensed the Russian that next morning he sent a second to Mr. Mann demanding satisfaction. Only for a moment was the sturdy Canadian railroader surprised, and then, recollecting that according to the code governing duelling the choice of weapons lay with him, he promptly accepted the challenge, and named the national weapon of Canada, the axe, with which the duel should be fought. The Russian was simply flabbergasted. He had never heard of a duel fought with axes, and the prospect was not an inviting one. He sent his second to Mr. Mann again with an apology, expressing regret for his ebullition of bad temper, and the fight was called off.

Edmund Juchereau Duchesnay, who has been appointed Assistant General Superintendent of the Pacific Division of the C.P.R., was born in Quebec in 1854, his father, who died in 1870, being one of the seigneurs of the old French colony, and a Dominion senator. He went through the complete literary and scientific course of Laval University, and also took a complete short and long course of artillery, having joined B battery for that term. He holds diplomas as surveyor for Quebec, Ontario and the Dominion, and is a member of the Canadian Society of Civil Engineers. He was a member of the Quebec Government, belonged to the engineering staff during the construction of the Q.M. O. and O. Ry. between Quebec and Ottawa 1875 till 1877, and from then until 1880 was engaged on Dominion Government surveys for the C.P.R. From March, 1881, to date he has been in the employ of the C.P.R. Co., as engineer in charge of surveys, exploration, construction and maintenance of way east of Port Arthur till 1890, when he was moved to British Columbia, where he resumed similar duties until June, 1897, when he was appointed Superintendent of the mountain section of the Pacific division, continuing until April 15, 1901, when appointed Assistant General Superintendent of the Pacific Division.

Capt. J. W. Troup, who has recently been appointed Manager of the Canadian Pacific Navigation Co., at Victoria, was presented with a sterling silver dinner set of 167 pieces, by the employes of the Nelson division, C.P.R., and steamboats, of which he was Superintendent; and by the citizens of Nelson with a silver fish set of 37 pieces, and a cut glass liquor set, on April 18, on leaving that town to take up the duties of his new office. Replying to the toast of his health Capt. Troup said it was on Mar. 19, 1892, that he first came to Nelson on the steamer Lytton. Since that time he had endeavored to bring the steamer service and later the train service up to the standard he thought they should attain. In

1893 the steamer Lytton was the only connection between the C.P.R. main line and the Kootenay, including the Nelson, Rossland and Slocan districts. The Lytton's average load was two cars, and she made two trips a week. The connection with the south was by way of the Columbia river, and only four cars a day were brought in from Spokane. These figures represented the total supply for the Kootenay. Contrast this with the last three days of his connection with the country as superintendent of lines in the Nelson Division when they handled 100 cars a day out of Kootenay Landing west bound. This development had been brought about by much hard work on the part of the staff and the expenditure of money by the Co.

Wm. Whyte, who has been appointed assistant to the President of the C.P.R., is a native of Charlestown, Fifehire, Scotland, and was born Sept. 15, 1843. He commenced his railway career with the North British Ry. in 1861, and after two years service came to Canada, but it was not until 1865 that he secured his first railway position in this country. For a few months he was freight clerk on the G.T.R. at Cobourg, being transferred to Toronto in the same year. Since then his different appointments have been:—1865 to 1867, freight clerk, G.T.R., Toronto; 1867 to 1870, yardmaster, Toronto, same road; 1870 to 1871, night station agent, Toronto, same road; 1871 to 1874, freight and station agent, Stratford, same road; 1874 to 1881, in charge G.T.R. business at London; 1881, in charge of the freight offices and sheds at Toronto, same road; Nov., 1881, to Sept., 1883, assistant superintendent, central division, same road; Sept., 1883, to Aug., 1884, General Superintendent of the Toronto, Grey and Bruce Ry.; Aug., 1884, on the amalgamation of the T.G. and B. with the C.P.R., to May, 1885, General Superintendent, Ontario Division C.P.R.; May, 1885, to 1886, General Superintendent of the Eastern and Ontario divisions, same road; 1886 to May, 1887, General Superintendent of the Western division, same road, at Winnipeg; May, 1867, to April, 1901, Manager of C.P.R. lines from Fort William to the Pacific coast.

Cornelius Shields has been appointed General Manager of the Dominion Coal Co. at Glace Bay, N.S., succeeding H. F. Donkin. The position also includes the management of the Sydney & Louisburg Ry. Mr. Shields was born at Albany, N.Y., Jan. 1, 1856. He entered railway service May, 1871, since which he has been consecutively to Mar. 9, 1882, on the Southern Minnesota Rd. and its successor, the Chicago, Milwaukee & St. Paul Ry.; to Oct., 1871, waterboy tracklaying train; Oct., 1871, to Sept., 1873, section hand; Sept., 1873, to Oct., 1874, telegraph operator; Oct., 1874, to Feb., 1881, station agent; Feb. to July, 1881, train despatcher; July, 1881, to March, 1882, chief train despatcher; March, 1882, to May, 1883, chief train despatcher, C.P.R., western division; May, 1883, to Feb., 1887, assistant superintendent, same division, same road; March, 1887, to March, 1888, superintendent, Montana division, St. Paul, Minneapolis & Manitoba Rd.; Mar., 1888, to Mar., 1889, assistant general superintendent, Chicago, St. Paul & Kansas City Ry.; Mar., 1889, to April, 1892, general superintendent, same road; May, 1892, to Sept., 1893, general superintendent, western division, Great Northern Ry.; Sept., 1893, to April, 1898, general superintendent, Chicago, Great Western Ry.; July, 1898, to Dec., 1899, Vice-President, Spokane Falls & Northern, Nelson & Fort Sheppard, and Columbia & Red Mountain Rys., and President, Red Mountain Ry.; Dec., 1898, to Dec., 1899, also assistant general superintendent, western division, Great Northern Ry.; Dec., 1899, to April, 1901, Vice-President and General Manager, Virginia Southwestern Ry. and Virginia Iron, Coal and Coke Co.

SHIPPING MATTERS.

The Upper St. Lawrence Channel.

A good deal of matter has appeared in the press recently in reference to the depth of water in the Upper St. Lawrence channel, some captains and pilots being reported as saying it is all right for vessels drawing 14 ft., others contending to the contrary, Capt. T. Donnelly, of Kingston, Chief Inspector of the Canadian Lake Underwriters' Association, being quoted as doubting the existence of a clear 14 ft. channel. We recently sent a collection of clippings on the subject to Capt. Donnelly, with the request that he would favor us with his views, and have received the following reply:—

"I do not wish to enter into a controversy at long range with our Canadian pilots, and I have no wish to be considered as finding fault with our St. Lawrence river waterway, the finest stream of fresh water on the face of the globe, and one that only needs a little more attention from the Government to make it a safe and navigable stream for vessels drawing 14 ft. of water. My views have been published at some length, and none of the pilots quoted in the request that you send me, have ever disputed any statement that I have made with reference to the draught of water available. On talking to the pilots about the matter, I find that they are not always correctly reported in the press, and as I know every one of them intimately, I do not wish to find fault with any statement credited to them by the every-day newspaper reporter. The pilots have no responsibility in the matter whatever, from a financial point of view, and you can easily understand that as all these steamers and their cargoes are insured, the underwriters are not going to allow vessels (on which insurance is carried) to load to 14 ft., unless we are certain that there is a navigable channel of 14 ft. draught. Governments in the past have done a great deal for the St. Lawrence channel, and the present Government is very anxious to improve it to the best of its ability. I am not one that wants to find fault with their work, but there are so much politics to the square inch in Canada, that just as soon as one points out matters of this kind that need attention by the Government, it is at once considered that you are taking sides against the powers that be, and immediately a newspaper controversy begins, and yet you cannot gain any satisfaction by writing the Departments, for the reason that some of the officers in charge of government work imagine that they are working for themselves instead of for the public. However, I think the Government at Ottawa now understands the situation, and I have every confidence that it will do the best it can to remove the difficulties now existing in the channel as early as possible after the opening of navigation.

"My idea of a 14 ft. channel is one that is navigable all through the season of navigation, and does not depend on the direction of the wind. It may be, as some of the pilots have stated, that there will be 14 ft. on the opening of navigation this year, but none of us can tell how long that will last, it depends upon the height of water above normal level. If men start steamship lines from the head of the lakes to salt water, they have to depend on the vessels being able to keep up some sort of a regular service. Last fall boats were detained at Prescott eight days with an east wind, although the vessels were only drawing 12 ft. The portion of the river, just above Cardinal, and in the Rapid De Plat, at present holds the key of the situation, and from the middle of the season last year, it was not safe to use this portion of the river with vessels drawing over 12 ft., and then only when the wind was not from the north or east. My information is obtained from careful sweeping tests made in the river by government offi-

cial, and I have no other object in view than to assist in removing the obstructions by calling the Government's attention to them. It is really too bad that one has to obtain so much notoriety in doing it. There has been no change made in deepening the river since the last test was made in November, 1900.

"In former years, when the small class of vessels drawing 9 ft. of water, built either of wood or with wooden sheathing on the bottom, touched one of these obstructions in the river, they glanced off it, generally doing little, if any, damage. If one of our modern steel steamers touches a lump of rock, it is hard to shove 3,000 tons to one side, and consequently the underwriters are called on to pay for very large repairs to the steel plating and framing of the vessels.

"Why we are anxious to have a safe, navigable channel is very clear. This trade from the lakes in modern steamers is just commencing, and one or two bad groundings will work irreparable damage to the Montreal trade in so far as the upper lakes are concerned. I can point out to you exactly where the bad spots are, but as I have freely stated their position in former letters to the press, I have no wish to take up any more of your space, except to say that there is not a safe 14 ft. channel throughout the season between Montreal and Kingston, although I believe that the Government will make it a safe channel in the very near future, now that the matter has been called to its attention.

"Of course, you know there are 'pilots' and 'pilots', some of them know all about taking down light draught vessels, but there are very few that know how to safely take care of a modern steel steamer drawing 14 ft. between Kingston and Montreal at any time of the season, and it is hard for any of them, from lack of experience, to realize what it means to have 3,000 tons going down the river 12 miles an hour under their control."

Government Steamer for Quebec.

Tenders will be received by the Department of Marine up to June 1 for the construction of a twin-screw steel steamer for lighthouse and buoy service in the Quebec district. The vessel is to be delivered within nine months after the contract has been entered into. Her principal dimensions will be, length of keel 160 ft., moulded breadth 30 ft., moulded depth 13 ft. midships, round of deck beam 10 inches. The vessel is to be built under Lloyd's special survey, and to be classed 100 A1 at Lloyd's. She is to have cellular double bottom fore and aft, except in ballast tanks and wells under boilers, and to be fitted with bilge keels. There are to be four water-tight bulkheads besides collision and stern-tube bulkheads. As the vessel is to be built for the purpose of crushing her way through heavy ice the scantlings of the keel, stern, stern frame etc., are to be given extra strength, the stern, stern-frame and rudder-post to be at least 25% over Lloyd's requirements. The forward hold is to be fitted for cargo, gas tanks and compressor, to have a deadweight capacity of 40 tons, and the coal bunkers are to contain 60 tons on a maximum draft of 9 ft. 6 ins. There is to be a well deck forward, and a shade deck aft; in the deckhouse will be the officers' quarters, saloon, etc., with a special stateroom, etc.; while the crew will be berthed under the top-gallant fo'castle deck. Over the deckhouse will be the bridge and pilot-house, in which will be the wheelhouse, chart-room and captain's cabin. Two steel pole masts will be provided, the main mast being fitted for towing, and there will be two steam winches, two cargo derricks, and a steam windlass for handling buoys. The vessel is to be electrically lighted throughout and two searchlights of 5,000 candle-power are to be fixed on the bridge.

The vessel is to have a speed of 13 knots an hour on natural draft when fully laden. She will be driven by two sets of direct-acting surface condensing tri-compound engines with inverted cylinders, to which steam will be supplied by three single-ended cylindrical return tubular boilers. The latest improved systems of steam and hand steering appliances will be fitted, and the best tell-tale engine-room telegraph will be fixed in addition to speaking tube communication. Three boats are to be provided in addition to the captain's gig.

The Shipping Casualties Act.

This Act, which has been passed at the present session of the Dominion Parliament, for the purpose of settling the law regarding inquiries and investigations into shipping casualties, was drawn up after consultation between the Canadian Marine Department and the British Board of Trade, and assimilates the Canadian law to that of Great Britain. In the event of a casualty occurring in Canadian waters or near to the Canadian coast to any Canadian or British registered vessel, the principal officer of Customs, or other officer specially delegated, shall make an investigation and report to the Minister of Marine. Upon such report the Minister, if he deem a formal investigation is necessary, can appoint an officer of the Government, a County Court Judge, a Judge of the Superior Court of Quebec, or a Stipendiary Magistrate to be a commissioner for the holding of a court of inquiry; and such legal officer shall be assisted and advised on nautical points by one or more nautical or engineering officers, who shall be appointed for three years. The court cannot hold an investigation into any case already dealt with or into any case under investigation in the United Kingdom. The findings of the court shall be reported to the Minister, and if the certificate of any officer implicated shall have been issued by the British Board of Trade, or by any of the British possessions other than Canada, such certificate, together with a full report of the evidence and the findings of the court shall be forwarded to England or the Governor of such British possession. The Minister of Marine has power to order a rehearing of a case under certain conditions. Sections 4 to 14 inclusive of the Wrecks and Salvage Act, chap. 81 of the Revised Statutes, and chap. 23 of the Statutes of 1893 are repealed.

The Inland Waters Seamen's Act.

In this Act, Revised Statutes of Canada, chap. 75, sec. 2, subsection 7, reads: "The expression 'ship subject to the provisions of this Act' includes every ship registered in Canada, propelled by steam and of more than 20 tons registered tonnage, or propelled otherwise than by steam and of more than 50 tons registered tonnage, and employed in navigating the inland waters of Canada above the harbor of Quebec."

The Act passed at the present session of Parliament amends the above subsection by striking out the words "above the harbor of Quebec," and by adding the following paragraph:—

"(g). The expression 'inland waters of Canada' includes all the rivers, lakes and other navigable waters within Canada, except salt water bays, arms of the sea, and gulfs on the sea coast, and includes the River St. Lawrence as far seaward as a line drawn from Cape Chatte on the south shore to Point des Monts on the north shore."

The following section is also added to the Act:—

"44. In the Northwest Territories, a judge of the Supreme Court, and in the Yukon Territory, a judge of the Territorial Court, shall

have within their respective territorial jurisdictions the same powers, authority and jurisdiction as are conferred by this Act upon any judge of the Superior Court for Lower Canada, judge of the sessions of the peace, judge of a county court, stipendiary magistrate, police magistrate or any two justices of the peace acting within their territorial jurisdictions."

Law Respecting the Safety of Ships.

By an Act passed at the present session of the Dominion Parliament to further amend the Act respecting the safety of ships, chap. 35 of the Statutes of 1900, and sec. 7, chap. 77 of the Revised Statutes are repealed. In place of the latter a new section is substituted which limits the loading of vessels in Canadian ports, other than British Columbia ports, between Oct. 1, for sailing vessels, or Oct. 12 for steamships, and Mar. 16, so that there shall not be carried on the upper deck, any round, square, waney or other timber, more than five spare or store spars, any cargo of any description exceeding 3ft. above the deck where the deck is unenclosed, or any deals or light-wood goods exceeding 3 ft. above the deck where the deck is closed, except in the case of a leak or damage when any part of the ship's cargo may be piled upon deck. No vessel shall be cleared until the Customs authorities of the port shall have given a certificate that the provisions of the Act have been complied with. On ships sailing for the West Indies between Nov. 15 and Mar. 16, cargo to the height of 6ft. can be placed on deck, but no cargo shall be placed on a spar deck. Two spare or store spars may be carried, and there is a proviso as to placing cargo on deck in case of leak or damage.

C. P. R. LANDS.

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

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

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

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

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

TERMS OF PAYMENT.

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

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

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

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

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

Write for maps and full particulars.

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

Notices to Mariners.

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

No. 5. Mar. 27. British Columbia—1. Rock in Esquimalt Harbor. 2. Dangers in Portier Pass.

No. 6. Mar. 28. Nova Scotia—1. Sydney Harbor, hydrographic notes. 2. Change in name of Crow harbor. 3. Bon Portage bell buoy placed. 4. St. John's ledge bell buoy removed. 5. Pubnico whistling buoy placed. New Brunswick—6. Change in color of tower at Sand Point.

No. 7. April 6. Nova Scotia—Change in character of light on Cross Island.

No. 8. April 6. British Columbia—1. Brotchy ledge, improvement of light and establishment of fog alarm. 2. Height of Ballinac Island light. 3. Buoy removed from William Head quarantine station. 4. Discovery Passage, hydrographic note.

No. 9. April 6. Information on the tides and currents of the Lower St. Lawrence.

No. 10. April 9. Ontario—Improvement in range lights at Southampton.

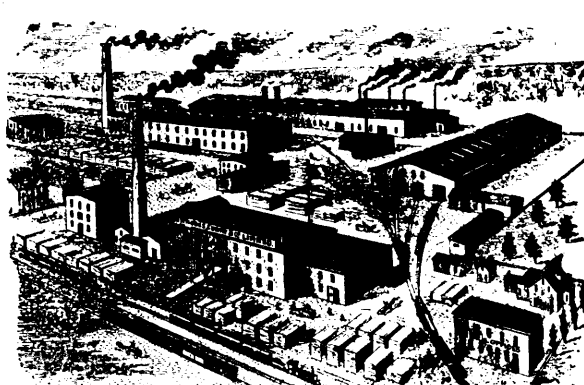
Montreal, Ottawa and Georgian Bay Canal.

The charter for the construction of a canal from Georgian Bay via French River, Lake Nipissing, Mattawan River and Ottawa River to Montreal, has passed into the hands of the syndicate that built the Manchester ship canal, and on their behalf E. E. Sawyer, M.I. C.E., and J. Edgerley, of London, Eng., are in Canada investigating the proposed route. Addressing a gathering of senators and members at Ottawa, on April 24, Mr. Sawyer point-

ed out that the tendency of the age was to build larger boats every year, which permitted of cheaper transportation rates. The western trade was so sensitive that 1-8 of a cent would divert it from one route to another. The proposed route would bring Montreal 80 hours nearer Chicago than it was by the Welland Canal, and, by providing for a 20 ft. navigation, wheat could be taken to Montreal for 1½c. a bush., against 1¼c. at Buffalo, from which point there was a railway rate to the port of lading. Nature has marvellously provided for the Georgian Bay Canal route. There is a continuous series of long stretches of deep navigable water from Montreal to Lake Nipissing, and the distance requiring locks and deepening is remarkably small. The present plans show that 50 locks would be required, but these, Mr. Sawyer believes, could be reduced by 15 or 20, and there would not be more than 32 miles of canal, which would include the Grenville and other canals already constructed. The boats would be able to steam at full speed nearly all the way. Mr. Sawyer estimated the cost of the construction of the canal at \$65,000,000, and said the figures were not appalling. No country could afford it better than Canada. On the estimated traffic the first 10 years the receipts would be \$3,500,000 a year, while the running expenses were estimated at \$700,000.

Mr. Edgerley, in an interview, said that the surveys had been completed from the mouth of French River to St. Anne's River, near Montreal, and everything is in shape for the commencement of the work as soon as the Co. gets the necessary Government assistance.

The Co. is asking the Government to guarantee interest on its bonds up to \$60,000,000. The length of the proposed canal will be 330 miles.



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

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska and North-Western Ry. Co.—J. Mather and G. P. Brophy, Ottawa; F. W. Ames, and S. W. Janes, Boston, Mass.; G. P. Magann, Toronto; G. Campbell, Philadelphia, Pa.; and Dr. J. Kennelly, London, Eng., are seeking incorporation from the Dominion Parliament under this title, to construct and operate a railway from near Pyramid Harbor, at the head of Lynn Canal, or a point on the International Boundary on Lynn Canal, thence through the Chilcat Pass, and thence by way of Dalton Trail to Fort Selkirk on the Yukon River. For the purpose of its business the Co. may construct and operate telegraph and telephone lines; acquire and operate mines, stores and trading posts, water powers for the generation of electricity, and a general navigation and transportation business. The capital of the Co. is fixed at \$10,000,000, and it may issue bonds to the extent of \$35,000 a mile. Work to be commenced by July 1, 1903, and completed by July 1, 1906.

Alberta Central Ry. Co.—G. W. Smith, Wm. A. Moore, G. W. Greene, of Red Deer; D. J. Munn, of New Westminster; J. T. Moore, J. Flett and R. C. Clute, of Toronto, have been incorporated under this title at this session of the Dominion Parliament, with head office in Toronto, a capital of \$1,000,000 and power to issue bonds or other securities to the extent of \$20,000 a mile, for the purpose of constructing and operating a standard gauge railway from township 38, range 23, west of the 4th meridian, Alberta, westerly to a point in or near Red Deer, thence westerly to township 39, range 7, west of 5th meridian, Alberta. The Co. may convey or lease its undertaking to the C.P.R., or the Calgary and Edmonton Ry. Co.

Algoma Central Ry. Co.—In a bill now before Parliament, the name of this Co. is changed to the Algoma Central and Hudson's Bay Ry. Co., and it is given power to enter into agreements with the Lake Superior and Hudson's Bay Ry. Co., the Ontario, Hudson's Bay and Western Ry. Co., and the Manitoulin and North Shore Ry. Co., or any of them, for conveying or leasing in whole or in part their undertakings, or for amalgamating them. Power is given to construct and operate a standard gauge railway from the main line of the C.P.R. northerly to some point on James Bay in Ontario, this line to be an extension of the line which the Co. is already authorized to build; and it may construct branch lines not exceeding 100 miles in length. Power is given for the issue of bonds and notes for the purchase of vessels in addition to what is necessary for the construction of the railway.

Construction on the main line from Sault Ste. Marie northerly is progressing satisfactorily. The line is covered with men out to about the 70th mile. Work has been let to the Goulais river, and a bridge is being built across that stream. As soon as this is completed track laying will be pushed through to the end of the 70th mile. It is expected that at an early date the work will be undertaken between the 70th mile and the intersection of the main line and the Michipicoton branch.

The Josephine branch, running from the Michipicoton branch for about ten miles, has been completed.

(See also Manitoulin and North Shore Ry., and Ontario, Hudson's Bay and Western Rys.)

Arnprior and Pontiac Ry. Co.—W. J. Conroy, Aylmer, Que.; J. M. Shanley, Montreal; C. Mohr, Fitzroy; Geo. Buckham, Torbolton, and W. A. Sheriff, Fitzroy, have been incorporated at the present session of the Domin-

ion Parliament under this name, with an authorized capital of \$500,000, for the purpose of constructing a standard gauge railway from Galetta on the Canada Atlantic Ry., northerly across the Ottawa river, near Chats Falls, to the Pontiac and Pacific Jct. Ry., between Quyon and Shawville, Que., with power to extend the line to Arnprior. The Co. has power to erect bridges over the Ottawa and other rivers sufficient for pedestrian and vehicular traffic in addition to its railway, and to charge tolls for the passage of cars, vehicles and pedestrians. Bonds to the amount of \$20,000 a mile can be issued for the construction of the railway, and to the extent of \$200,000 for the erection of bridges. Power is given to the Co. to enter into agreements with the Pontiac Pacific Jct. Ry. Co., the C.P.R. Co. or the Canada Atlantic Ry. Co. for conveying or leasing its undertakings to either of them.

The Atlantic and Lake Superior Ry. Co. by legislation passed at the present session of the Dominion Parliament is given until Dec. 31, 1904, to complete its line. The trustees of the bondholders may operate the line under the terms of the deed of trust, and may continue the construction of the line under the powers granted to the Co.; such powers are to be exercised by the trustees before Dec. 31, 1902.

The Bracebridge and Trading Lake Ry. Co. was incorporated by the Ontario Legislature in 1900 to build a line from Bracebridge to Baysville, Ont., about 14 miles, and an extension from Baysville to Beaumaris, Muskoka lake. The Dominion Parliament has voted a subsidy of \$48,000, and the Ontario Legislature has voted a similar amount. At a meeting of shareholders at Bracebridge, Mar. 4, it was announced that about \$25,000 stock had been subscribed and 10% paid thereon. The following organization was effected:—President, S. H. Armstrong; Vice-President, W. W. Kinsey; Managing Director, W. H. Brown; other directors, W. D. Beardmore, A. McLeod, M. P., D. S. Bridgeland, M. L. A., P. Hutchison, J. W. Gillespie, F. P. Warne; Secretary, R. P. Perry; Treasurer, J. L. Fenn; Solicitor, T. Johnson. It is possible construction will be started this year. The line will probably be operated by the G.T.R.

Brandon to Western Boundary of Manitoba.—By an act passed at the recent session of the Manitoba Legislature power is given to the Railway Commissioner to construct and operate a railway from Brandon, north-westerly to the western boundary of the Province, and to enter into an agreement, with the approval of the Lieut.-Governor-in-Council, with any company for the construction and operation of the line. If such a contract is made the Lieut.-Governor-in-Council shall have power to regulate passenger and freight rates and to impose such other terms and conditions as may be advisable.

The British Columbia Southern Ry. Co., a subsidiary of the C.P.R., has, by legislation at the present session of the Dominion Parliament, been given power to construct and acquire branch lines, not exceeding in any one case 30 miles in length; within five years, and is given an extension of one year for the commencement and completion of Fort Steele branch, beyond the terms mentioned in chap. 55 of the statutes of 1899 which required the line to be commenced by July 10, 1901, and completed by July 10, 1904.

The British Yukon Ry. Co., by legislation passed at the present Dominion session, has been given power to extend its railway from near Fort Selkirk to near Dawson City, thence westerly to the 141st meridian, and may construct and operate branch lines not exceeding 50 miles in length.

Canada National Ry. and Transport Co.—A. Campbell, Toronto Junction; S. F. Mc-

Kinnon, E. Rogers, F. Wyld, J. Ryan, J. B. McColl, J. H. Boyle, R. C. Stewart, C. C. Van Norman and McD. Thompson, all of Toronto; A. T. Wood, Hamilton; D. Wilson and J. Chamberlain, Collingwood; J. Millen and G. G. Barnum, Duluth, Minn.; F. Krauss, Milwaukee, Wis.; G. F. Piper, Minneapolis, Minn.; J. G. Keith, Chicago, Ills.; Geo. H. Brayman, Toledo, Ohio; P. S. Anneke, Duluth, Minn., and J. D. McGregor, New Glasgow, N.S., have been incorporated under this name at the present session of the Dominion Parliament, with an authorized capital of \$5,000,000. The Co., which will have its head office in Toronto, is empowered to construct and operate a standard gauge railway from or near Toronto to or near Collingwood, or some other port on Georgian Bay. The Co. is given powers in respect of wharfs, piers, docks, storehouses, elevators and tramways, telegraph and telephone lines, and steam and other vessels; it may issue bonds to the extent of \$40,000 a mile of its railway and receive Dominion, Provincial or municipal aid.

The Canadian Northern Ry. Co. has, by an act passed by the Dominion Parliament this session, secured the confirmation of agreements entered into between it and the Manitoba South Eastern Ry. Co., and between it and the Ontario and Rainy River Ry. Co., for the amalgamation of their several undertakings under the title of the Canadian Northern Ry. Co. The Co. is further authorized to enter into an agreement with the bridge company owning the portion of the bridge across the Rainy River, which is situate in the state of Minnesota; and also to make agreements as to traffic, running and operating by way of lease or otherwise with the Minnesota and Manitoba Ry. Co., regarding that Co.'s line and rolling stock, etc. It is further authorized to construct and operate the following lines of railway:—(a) from the Co.'s line between Winnipeg and Marchand to Carman, thence westerly through Belmont to the westerly boundary of Manitoba; (b) from between Carman and Red River on "a" north-westerly to Portage la Prairie; (c) from a point on "a" west of Carman southerly, passing through Manitou to the International Boundary; (d) from a point on "a" southerly to near Emerson, and on a point in such line easterly along the row of townships numbered one to the Co.'s main line between Vasser and Sprague; (e) from 10 miles north of the Co.'s line between Winnipeg and St. Anne, thence southerly to the International Boundary; (f) from the Co.'s line at the end of the 40 miles constructed by the Winnipeg Great Northern Ry. Co., thence to St. Laurent or Oak Point on Lake Manitoba, thence in a generally northerly direction to near Grand Rapids on the Saskatchewan River; (g) from the Co.'s line between Oakland and Macdonald, thence in a generally westerly direction to near Brandon, thence in a generally north-westerly direction to the provincial boundary at or near township 15 or 16, thence in a generally north-westerly direction to a point on the Co.'s line north-west of Battleford. The Co. is given power to enter into an agreement with the Edmonton, Yukon and Pacific Ry. Co. for acquiring that Co.'s undertaking by lease, purchase or agreement.

The Manitoba Legislature last session passed an act respecting aid to railways under which the C.N.R. is empowered to build 110 miles of branch lines between such points within the Province as may be determined upon by the Lieut.-Governor-in-Council and agreed to by the Co. The aid granted in respect of a railway outside the Province in the N.-W.T., is, by consent, transferred from such line to the construction of the additional branch line or lines in the Province. As yet no decision has been arrived at as to the lines to be aided under this act. (April, pg. 115.)

The Columbia and Kootenay Ry. and Navigation Co. has been given, by the Dominion Parliament this session, an extension of five years within which it may construct the railways and branches mentioned in chap. 41 statutes of 1897. The Co. may construct or acquire steam or other vessels suitable for passenger or freight traffic, and operate them in connection with its railway. The office of the Co. is to be in Montreal.

Columbia and Western Ry. Co.—This Co. is seeking power at this session of Parliament to issue bonds to the extent of \$35,000 a mile for the construction and equipment of its line west of Midway, and any branches thereof; such bonds to be a preferential claim on that portion of its railway. It also wants the time for construction extended until 1906.

Crow's Nest Southern Ry. Co.—Hon. G. A. Cox, E. Rogers, H. M. Pellatt, J. W. Flavelle, E. R. Wood, and A. E. Ames, all of Toronto, are seeking incorporation from the Dominion Parliament, under this title, with a capital of \$3,000,000 and bonding powers to the extent of \$25,000 a mile, to construct and operate a standard gauge railway from Michel, East Kootenay, thence by Michel Creek along the Elk and Upper Kootenay rivers to the international boundary; also from Michel Creek northerly along the Elk river valley to the C.P.R. main line; also from a point on the proposed railway northerly and easterly by the North Kootenay pass to Alberta to connect with the B. C. Southern Ry., also branches from any of the proposed lines not exceeding in any one case 30 miles in length.

The bill met with considerable opposition in passing through the House of Commons from the C.P.R., but before reaching the committee stage an agreement was arrived at, by which the opposition was withdrawn, and the remaining stages were unopposed. The agreement, which will be made the subject of a special bill, of which the Minister of the Interior will have charge, provides that the Co. shall not sell coal or coke outside Canada at prices which discriminate unfairly against consumers in Canada; if the spirit of this agreement shall be violated, the Governor-in-Council may make such restrictions as he may see fit, with a view to preventing such unfair discrimination. The order-in-council shall be published in the Canada Gazette, and if the Co. violates it, it covenants to pay \$3 to the Government for each ton of coal or coke so transported; the agreement to terminate when satisfactory competition has arisen by the opening of other coal mines and coke ovens.

To the Co.'s act, which has passed the British Columbia Legislature, clauses have been added under which the Lieut.-Governor-in-Council has power to fix maximum rates for freight and passenger traffic, and obliging the Co. to enter into an agreement with the Government before the act comes into force. This agreement provides that if it appears to the Lieut.-Governor-in-Council that the Co. is not furnishing sufficient coal and coke for use in the Yale and Kootenay districts, the question may be referred to arbitration in the usual form, and pending their decision the Co. shall furnish a supply of coal

and coke as shall be satisfactory to the Lieut.-Governor-in-Council, or in default shall pay \$2 a ton as liquidated damages in respect of the shortage.

The Edmonton, Yukon and Pacific Ry. Co. has been given power at the present session of the Dominion Parliament to enter into an agreement with the Canadian Northern Ry. for conveying or leasing its franchises, etc., to the latter Co. The times limited for the commencement and completion of the railway are extended for 2 and 5 years respectively from the passing of the act.

Fort Qu'Appelle Ry. Co.—C. L. Fetherstonhaugh, R. Williams, H. Hawkesworth, A. M. Rooke, J. M. Boyles, F. S. Proctor, D. H. McDonald, J. Dillon, T. E. Baker and C. Payne, all of Qu'Appelle, have been incorporated under this name at the present session of the Dominion Parliament, with an authorized capital of \$200,000, for the purpose of constructing and operating a standard gauge railway from either McLean, Qu'Appelle, or Indian Head stations on the C.P.R., to Fort Qu'Appelle. The Co. has power to issue bonds to the extent of \$20,000 a mile, and to enter into an agreement with the C. P.R.

The Great Northwest Central Ry. Co., by legislation at the present session of the Dominion Parliament, has had its head office changed to Montreal. It is provided that the Co. may finish and put in operation that part of its railway now uncompleted at any time before Dec. 31, 1903, provided that not less than 20 miles of such uncompleted portion

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Victoria, B.C.		Winnipeg, Man.

THOS. C. IRVING,
Gen. Man. Western Canada, Toronto.
JOHN A. FULTON,
Gen. Man. Eastern Canada, Montreal.

shall be completed by Dec. 31, 1901, forty miles of it by Dec. 31, 1902, and 60 miles of it by Dec. 31, 1903. If the Co. fails to carry out these requirements its powers with respect to so much of its railway as remains uncompleted at the time of default shall cease.

The Guelph Junction Ry. Co., by legislation passed at the present session of the Dominion Parliament, is granted an additional term of five years to complete its line from its present terminus in Guelph to or near Goderich or to such other convenient point as shall give access thereto. So long as the city of Guelph holds \$20,000 of the stock of the Co. any citizen who is the holder of the Co.'s bonds, or who is assessed for \$1,000 or more shall be eligible as a director; and the Mayor or any citizen authorized by the City Council shall be a director to represent the city. The city is also given power to acquire and hold additional stock in the Co.

Halifax and Yarmouth.—This line has been completed from Yarmouth to Barrington Passage, 51 miles, and in addition the line has been located as far as East Jordan, and preliminary surveys have been made through to Halifax. The Co. is only operating the line between Yarmouth and East Pubnico, 31 miles. We have been unable to obtain any information as to the future policy of the Co. When Supt. Wheaton was succeeded as Acting-Supt. by Clark Cooper, in Dec. last, the latter issued the following statement over the signature of President F. Rawle:—

"The Coast Ry. Co., now the Halifax & Yarmouth Ry. Co., with its undertaking to construct a railway from Yarmouth to Lockport, was promoted by T. Robertson, M.P.P. for Shelburne, L. Atwood, A. N. Chandler and A. C. Chadburn. Work was commenced in the spring or early summer of 1894, through the medium of a construction company. The Ry. Co. and the construction company, as originally constituted, had no financial strength whatever. The Messrs. Brill and Mr. Fletcher became connected with the construction company after the enterprise was started, through representations as to the charter rights, contracts, subsidies, rights of way, etc., made by the promoters above-mentioned, which representations, unfortunately, have not been realized. After Messrs. Brill and Mr. Fletcher had, through the construction company, made an expenditure of, approximately, \$60,000, they were compelled to guarantee the completion of the contract to build the road and to pay workmen and material. They had either to do this or lose the money already put into the enterprise. In spite of many difficulties they have constructed 51 miles of railway which is second to none in Canada in the substantial way it has been built. The nature of the country made construction difficult, slow and costly; no machinery could be used; the work was all pick-and-shovel or rock excavation. Up to this date the Messrs. Brill and Mr. Fletcher have expended over \$700,000 on these 51 miles. They have received no part of the Government subsidies for the mileage between Pubnico and Barrington Passage, nor have they been repaid the money paid by them for right of way through the part of the municipality of Barrington traversed by this portion of the road. They have met all their bills as they have become due, and in this respect claim that they have acted honorably by their employes and with those of the public with whom they have had to deal.

"The principle on which they have proceeded was to incur no debts for labor or supplies, which they had not the means to meet when they became due. They deemed this the juster course to the public and the Government as well, even if the construction of the road was deferred beyond the contract time. Up to this date they have had to carry this heavy financial burden at the expense of their

private fortunes. The Messrs. Brill and Mr. Fletcher intended last summer to proceed with the work of construction from Barrington towards Lockport, under the terms of a proposed contract, which is now in the possession of the Nova Scotia Government, provided the subsidies on the road from Pubnico to Barrington were paid to them. The road between these two points has not yet been inspected, though it has been completed for some time. The Provincial Engineer granted leave provisionally to the Co. about a year ago to run trains on this part of the railway. Therefore Messrs. Brill and Mr. Fletcher deem it best to cease the operation of this portion of the railway for the present and to await its inspection by the Government Engineer. When it is approved and payment of the subsidies and right of way arranged for, they will resume the operation of it. They are ready to proceed with the work of construction towards Lockport on the terms of the proposed contract before referred to, provided the following things are arranged on a fair basis: 1. An extension of the contract with the Dominion Government to the same date as that fixed in the proposed contract with the Nova Scotia Government; and a contract with the Dominion Government for a subsidy from Clyde to Lockport. Some understanding must be arrived at with both Governments that the Co. is undertaking construction on the assumption that it will receive the subsidies from both Governments. 2. The Co. must receive a definite assurance that the municipalities will repay it the money paid for right of way, on filing the receipt of the landowner for his damages. 3. The Co. will also ask that the location of the road be fixed, at least as far as now surveyed by it, before further construction is undertaken. The Co. is quite willing that the road shall be located in accordance with the principle that it should subserve the population along the shore, so far as this can be made to harmonize with the location of a trunk line from Yarmouth to Halifax. With the active assistance of all parties interested it will be possible for the Co. to proceed with the undertaking at once."

Hudson's Bay and Northwest Ry. Co.—This Co. sought powers at this session of the Dominion Parliament to change its name to the Great Northern Transit Co., and to construct additional lines of railway on the east and west sides of James Bay. The bill was read a first time, but on reference to the House of Commons Railway Committee, the preamble was found not proved, and the fees, less cost of printing, were returned on April 16.

The Hudson's Bay and Pacific Ry. Co. by legislation passed at the present session of the Dominion Parliament, is given an extension of time for three years from Oct. 1, 1900, within which its line may be commenced and 15% of its capital stock expended thereon. W. Hopkins, F. M. Benson, of London, Eng., and E. E. La Bree, of Ottawa, are added to the provisional directors.

Interprovincial and James Bay Ry. Co.—T. Murray, Pembroke; A. Bourbonnais, North Temiscamingue; A. E. Guay and H. A. Riopelle, Pontiac; R. Prefontaine, J. W. Poupore, T. A. Brisson, and L. J. Tarte, Montreal; E. T. Walsh, R. G. Chevrier, F. A. Gendron, A. W. Desjardins, and J. C. Dupont, Ottawa; and Alex. Ribout, Mattawa, are seeking incorporation from the Dominion Parliament under this title to construct a standard gauge railway, to be propelled by steam, electricity, or other power, from a point on the C.P.R. between lakes Temiscamingue and Kippewa to Lake Abbitibi, thence to James Bay, following as nearly as possible the boundary line between Ontario and Quebec. The Co. also asks power to construct and operate railways and branch lines along

and around Lakes Kippewa, Des Quinze, Expance, Abbitibi, and along the rivers Kippewa, La Loutre, La Blanche, Des Quinze, Ottawa and Abbitibi. The Co. also asks power to own and operate vessels on any of the navigable waters adjoining its line of railway; to own docks and elevators, to acquire water powers and generate electricity; to own and operate mines, blast furnaces, etc.; and to carry on the business of carriers, forwarders and transportation agents, as well as to own and operate telegraph and telephone lines. The capital is named at \$100,000, but power is asked to increase it to \$5,000,000, and to issue bonds to the extent of \$20,000 a mile. The Co. has power to issue bonds on its vessels and property other than its railway, and to pledge its tolls and revenues arising from its property other than the railway. It is given power to enter into agreements with the C.P.R., the G.T.R., the Northern Colonization Co., or the Nipissing and James Bay Ry. Co., as to the leasing or conveying of its undertaking either in whole or in part.

The Irondale, Bancroft and Ottawa Ry. Co., by an act passed at the recent session of the Ontario Legislature, is granted an extension of time to June 1, 1906, to complete its line, and is empowered to amalgamate either with the G.T.R. Co., the Toronto, Lindsay and Pembroke Ry. Co., the Pembroke Southern Ry. Co., or the Canada Atlantic Ry. Co.

Kamloops and Atlin Ry. Co.—H. P. Bell, D. H. Macdowell, and T. Lubbe, of Victoria, B.C., are seeking incorporation from the Dominion Parliament under this title with a capital of \$1,000,000, and bonding powers to the extent of \$35,000 a mile, to construct and operate a standard gauge railway from some point on the C.P.R. between Ashcroft and Kamloops lake, thence to Bonaparte River to near 100-Mile House on the Cariboo wagon road, thence to the head waters of the Beaver River, thence following generally the Beaver River to the confluence of the Quesnelle and Fraser rivers; and also to build a branch from this line to some point in the vicinity of Williams or Antler Creek in the Cariboo district. Power is asked to enter into an agreement with any other company for conveying or leasing its rights and powers.

Kettle River Valley Ry. Co.—J. B. McArthur, J. F. McCrae, J. M. Martin and W. P. Tierney, all of Rossland, B.C., were seeking incorporation from the Dominion Parliament under this title, with a capital of \$1,500,000, for the purpose of constructing and operating a standard gauge railway from the international boundary near Cascade city, along the Kettle valley, to near Grand Forks and Columbia, thence to near Carson; and branch lines from Grand Forks to Franklin camp, about 35 miles; and from between Columbia and Carson through Fourth of July Creek to Phoenix and the various mines within a radius of 5 miles thereof. The Co. to issue bonds to the extent of \$30,000 a mile, and to be empowered to convey or lease its undertakings to the C.P.R., the Columbia and Western Ry., or to the Victoria, Vancouver and Eastern Ry. This bill was thrown out by the Common's Railway Committee May 7.

Kettle River Valley Ry. Co.—Hon. J. R. Stratton, Peterboro; C. Kloefer, Guelph; T. P. Coffee, Toronto; W. Mills, Ingersoll; and T. W. Holland, Grand Forks, are seeking incorporation from the Dominion Parliament under this title to construct and operate a standard gauge railway from a point on the international boundary line near Cascade city, thence westerly along the course of the Kettle river, with a branch of 50 miles northerly up the north fork of the Kettle river from Grand Forks; and another branch south-westerly from Grand Forks, by way of Greenwood, to the international boundary near Midway. The Co. asks power to make connections at Cascade city, Carson city and Mid-

way, with a proposed railway to Republic, Wash., and generally with the railway system of the U.S. The authorized capital is \$3,000,000, and power is given to issue bonds to the extent of \$35,000 a mile. The railway to be commenced within two years, and completed within three years; and the Governor-in-Council may prescribe tolls and charges for the carriage of ore over the Co.'s lines.

The Klondike Mines Ry. Co. has obtained at the present session of the Dominion Parliament, the repeal of sec. 14 of its Act of 1899, and there is substituted therefor another section by which its powers will lapse if by July 10, 1903, 15% of the capital stock is not expended on construction and the whole line completed by July 10, 1906.

Kootenay and Arrowhead Ry. Co.—D. McNicoll, T. Tait, Montreal; H. Abbott and G. McL. Brown, Vancouver, all of the C.P.R., have been incorporated under this title by the Dominion Parliament this session, with head office in Montreal, and a capital of \$1,000,000 for the purpose of constructing and operating a standard gauge railway from or near Lardo to Duncan, thence north-westerly to Arrowhead, passing near Trout and Arrow lakes, and such branch lines, not exceeding 30 miles in any one instance, as may be authorized by the Governor-in-Council. Work has to be commenced within two years, and the lines are to be completed in five years. The Co. may issue bonds to the amount of \$25,000 a mile; may construct ropeways and tramways not exceeding 10 miles in any one case; may own and operate steam and other vessels, smelters and reduction works, etc. The works of the Co., or any part of them, may be sold or leased to the C.P.R., the Columbia and Kootenay Ry. Co., or to the British Columbia Southern Ry. Co.

Kootenay Central Ry. Co.—R. L. T. Galbraith, J. A. Harvey, H. Watt, J. B. Langley, and W. R. Ross, of Fort Steele, and J. H. King, of Cranbrook, B.C., have been incorporated under this title, at this session of the Dominion Parliament, with head office at Fort Steele, and a capital of \$1,000,000, for the purpose of constructing and operating a standard gauge railway from Fort Steele to Elko, or some other convenient point on the Crow's Nest Ry. between Elko and Wardner, thence by Wigwam River or other convenient route to the International Boundary line, and from Fort Steele by the Kootenay River to Golden station, on the C.P.R. It may also own and operate vessels on the Kootenay river; tramways, electric power, telegraph and telephone lines, smelters and reduction works. The Co. may lease or convey any or all of its undertakings to the C.P.R. or the Great Northern Ry. Co. It has power to issue bonds to the extent of \$20,000 a mile.

Lindsay, Bobcaygeon, and Pontypool Ry. Co.—By an act passed this session by the

Dominion Parliament, chapter 55, statutes of 1890 is amended by the addition of a section authorizing the construction of a standard gauge railway from Bobcaygeon, through the townships of Verulam, Harvey, Galway and Snowden, to a point on the Irondale, Bancroft and Ottawa Ry., within 10 miles of Furnace Falls. The Co. may convey or lease the whole or any part of its undertaking to the Irondale, Bancroft and Ottawa Ry. Co., or the Pembroke Southern Ry. Co., and is given until Aug 1, 1903, to expend 15% of its capital on its undertaking, and until 1904 to have its railway in operation.

Magnetawan River Ry. Co.—J. Sharpe, H. Knight, E. H. Smith, J. D. Reid, and R. J. Watson, of Burk's Falls; S. G. Ritter, Ahmic Harbor; G. McKnight, E. A. Morris, and J. S. Freeborn, of Magnetawan; W. Robertson, Dunchurch; G. Alexander, Ryerson; and A. P. Cockburn, Gravenhurst, were incorporated at the last session of the Ontario Legislature under this title, to construct and operate a standard gauge railway from Burk's Falls, to a point on the Magnetawan River where it is navigable for vessels. The capital is fixed at \$30,000, and power is given to issue bonds to the extent of \$15,000 a mile. The Co. may construct and operate telegraph and telephone lines along its railway, and is authorized to enter into an agreement with the G.T.R. for the lease or the sale of its undertaking. In the act respecting aid to railways a grant of \$10,000 was voted in aid of this railway.

Manitoba Central Ry. Co.—J. W. Macdonald, E. Christie, J. W. Irwin, G. Pocock, D. Forrester, J. Massie, J. Sullivan, C. Aime, M. Scott, J. T. Lovering and T. W. Brown, of Emerson, were incorporated under this title at the last session of the Manitoba Legislature for the purpose of constructing and operating a railway from the junction of the International boundary and the western shore of the Lake of the Woods northwesterly to Emerson, thence to Rosenfeld and through Roland, Rathwell, Carberry and Neepawa to the western boundary of the Province, with a branch from near Petrel to the western boundary of the Province. The capital of the Co. is fixed at \$1,000,000, and bonding powers to the extent of \$10,000 a mile are given. The Co. may amalgamate with any other company and may acquire by purchase or lease the lines of any other company, or may make running arrangements with any other line connecting with its railway, or may lease its line to any other company. Construction is to be commenced within 5 years and completed within 10 years. The Government reserves the right to purchase or lease the line, and to fix maximum rates for freight and passengers.

The Manitoulin and North Shore Ry. Co. has been given power at this session of the

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Dominion Parliament to construct and operate a railway from Sudbury north-easterly about 50 miles to Lake Temiscamingue, and from a point on the Co.'s line in the township of Drury or Hyman north-westerly, 50 miles. Such railways to be commenced within two years and completed within five years. The Co. may construct branch lines, not exceeding 6 miles.

A portion of this line from Sudbury to the Gertrude mine, about 12 miles, was built last year. As will be seen by advertisement in another column the Co. is asking tenders for the construction of another section from the north channel of Georgian bay to the falls of the Spanish river at the site of the Spanish River Pulp and Paper Co.'s mill, about 16¼ miles. About 1½ miles are already being built between the C.P.R. and the Spanish River Co.'s site, the work having been let to Foley Bros., Porters and Whalen, and it is expected to be completed by the middle of June. The work is light. This Co. is allied with the Algoma Central. (April, pg. 112.)

The Montreal Bridge Co., which has a Quebec charter to build a bridge across the St. Lawrence, between that city and Longueuil, has been organized with the following directors:—President, H. Hogan, Montreal; Vice-President, P. Clement, President of the Rutland Ry.; Directors, Dr. W. S. Webb, President of the St. Lawrence and Adirondack Ry.; H. Steele, Director of the New York Central Rd.; Hon. J. R. Thibaudeau, Hon. T. Berthiaume, R. Bickerdike, M.P., and R. Prefontaine, M.P. Mr. Clement, in an interview, says that the erection of the bridge, which will cost \$6,000,000, will be gone on without delay as soon as the subsidy, originally promised, shall have been revived. In connection with the bridge a large passenger station will be built, with general terminals, at a cost of another \$4,000,000. The building of the bridge is being undertaken in the interests of the Rutland Ry. Co., which has been negotiating for terminal facilities in Montreal through the G.T.R., but failed. The New York Central, which is largely interested in the Rutland Ry. Co., has terminal facilities in Montreal via the C.P.R.

The Montreal and Southern Ry. Co. has had its powers extended by the Dominion Parliament so as to be able to operate by steam, and is authorized to make connections with a large number of steam and electric roads, and for the purpose of crossing the St. Lawrence to make agreements with the G.T.R., the C.P.R., the Montreal Bridge Co., and the Richelieu and Ontario Navigation Co. The time for commencing the works is extended to July 1, 1903, and for completing the same, to July 1, 1908.

Morden and Northwestern Ry. Co.—C. R. Dunsford, B. J. McConnell, J. H. Black, J. A. Hobbs and A. C. Piggott were incorporated under this title at the last session of the Manitoba Legislature for the purpose of constructing and equipping a railway commencing at the International boundary between ranges 3 and 6 west of the principal meridian and extending northwesterly to Morden, thence to Miami and through Treherne, Carberry and Neepawa to the western boundary of the Province, with branches from Morden to the International boundary south of Snowflake, and from Morden to Winnipeg, with a branch to Carman, commencing at a point in tp. 6, range 2 or 3 west. The Co. is given power to own and operate telegraph lines and to carry on an express business on its railway. The capital of the Co. is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$10,000 a mile. The Co. may amalgamate with any other Co., or may lease or sell its line to the Government or to any other Co. The Co. may use steam, electricity or any other motive power, and is to commence construction within 3 years and complete its line in 10 years. The maximum rates

for passengers and freight are to be subject to the approval of the Lieut.-Governor-in-Council.

The Nakuap and Slocan Ry. Co., a subsidiary of the C.P.R., has been given power at the present session of the Dominion Parliament to make its head office in Montreal, but the directors may change it, from time to time, by by-law to any other place in Canada. The time for the construction of the lines authorized by the original act is extended for a further period of five years.

Northern Pacific.—President Mellin states that \$5,000,000 will be spent this year in permanently improving the roadbed between St. Paul, Minn., and Portland, Ore.; the work, consisting of reduction of grades and curvatures, building of bridges and culverts, grading, ballasting, etc. There will be little or no new construction.

Norwood and Apsley Ry. Co.—J. B. Pearce, W. E. Roxburgh, S. P. Ford, P. W. Reynolds, T. J. Drain, J. Andrews, and W. T. Buck, of Norwood; T. G. Eastland, R. W. C. Shewen, and Wm. Gallon, of the township of Anstruther; T. Rorke and J. B. McWilliams, of Peterboro; E. Hawthorne, and H. A. Moore, of the township of Dummer; J. W. Ratcliffe, and John Monogue, of the township of Chandos; and J. A. Sexsmith, of the township of Belmont, were incorporated by an act passed at the last session of the Ontario Legislature under this title for the purpose of constructing and operating a standard gauge railway from Norwood station on the C.P.R., to Apsley. The capital of the Co. is fixed at \$500,000, and power is given to issue bonds to the extent of \$20,000 a mile. The Co. is given power to erect elevators, wharves and docks, and to own and operate vessels for freight and passengers on Stony Lake and other lakes adjoining their line. The line is to be completed within five years, and power is given the Co. to lease or sell the line to the C.P.R. By the act granting aid to railways, passed at the recent session, the Ontario Legislature voted a subsidy of \$75,000 to this line.

Nova Scotia Central Ry. Co.—The Dominion Parliament, by an act passed this session under this title, recognizes the works which the N. S. Eastern Ry. was authorized to undertake by the N. S. Legislature in 1901 to be for the general advantage of Canada, and to which the provisions of the Railway Act, 1888, shall apply.

The Ontario, Hudson's Bay and Western Ry. Co., which was originally the Sault Ste. Marie and Hudson's Bay Ry. Co., has been declared by the Dominion Parliament this session to be undertaking a work for the general advantage of Canada. The Co. may construct and operate a standard gauge railway from Sault Ste. Marie to a point on the C.P.R. between White River and Ridout stations, thence northerly to Moose Factory or other convenient point on James Bay, and is authorized to own and navigate vessels, etc., to build electric roads, to acquire water powers and to construct and operate telegraph and telephone lines. The Co. may issue preference stock to the extent of three-fourths of its subscribed stock; and bonds for the purchase of vessels, and may pledge its earnings from the same and its property, other than the railway, for the repayment of the same.

A survey has been started between the main line of the C.P.R. and James' bay, and will be pushed through as rapidly as possible. This Co. is a subsidiary of the Algoma Central Ry.

Orford Mountain Ry. Co.—This Quebec corporation, by a Dominion act passed this session, is declared to be undertaking a work for the general benefit of Canada, and is authorized to construct and operate a railway from Lawrenceville and Eastman on its

main line easterly to a point north of Orford Mountain, and thence to Magog. It is given power to issue bonds to the extent of \$20,000 a mile, and to lease or sell its lines to the G. T.R., the Quebec Southern Ry. Co., the Stansted, Shefford and Chambly Ry. Co., or the C.P.R.

Pontiac Colonization Ry. Co.—E. J. Chamberlin, Ottawa; G. F. Benson, Montreal, J. St. G. Delton, New York, have been incorporated by the Dominion Parliament under the above title for the purpose of constructing and operating a standard gauge railway from some point on the Ottawa river in Pontiac county, or between the mouth of the Dumoine river and Onslow township, thence to James Bay by the most feasible road by the Coulonge, Black and Dumoine rivers. The Co. may carry on a navigation business, own and operate mines, and develop water and electric powers. The capital is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$25,000 a mile. The Co. may convey or lease its rights and powers to the C.P.R., the Canada Atlantic Ry., or the Pontiac and Pacific Junction Ry. Co. Work is to be commenced within two years, and completed in five years.

Quebec Terminal and Ry. Co.—Hon. J. Sharples, Hon. J. A. Paquet, G. Lemoine, and Roger Larne, of Quebec; and D. A. Scott, of Ottawa, have been incorporated by a Dominion act this session under the above title, with a capital of \$1,000,000, for the purpose of entering into an agreement with the Quebec Bridge Co. to construct and operate a standard gauge railway from the northern terminus of the Quebec bridge, to Quebec, and from the southern terminus of the bridge to the point of intersection of the G.T.R. with the Drummond Counties' Ry. at Chaudiere curve, or at any point on the G.T.-R. to the east thereof. The Co. is given powers as to wharves, etc., and may operate steam ferries on the St. Lawrence. The Co. may enter into traffic agreements with any Co. which has a terminus or passes on either side of the St. Lawrence for the passage of passenger or freight trains over its line into Quebec; and with the C.P.R., the G.T.R., the Great Northern Ry. Co., the Quebec and Lake St. John, the Quebec Ry. Light and Power Co., the South Shore Ry. Co., the Canadian Electric Co., or the Government for leasing or conveying its line to them. The Co. is also empowered to issue bonds to the extent of \$30,000 per mile.

The Saskatchewan and Western Ry. Co. has secured a Dominion act this session under which the works it was authorized to undertake and operate are declared to be for the general advantage of Canada. The head office of the Co. is to be in Montreal, but it may be changed to any other place in Canada from time to time by by-law. The Co. may complete its railway within three years from the passing of the act.

Similkameen and Keremeos Ry. Co.—J. B. McArthur and J. F. McCrae, of Rossland, and W. C. Dougall, of Olalla, were incorporated at the present session of the Dominion Parliament under the above title, with a capital of \$3,000,000 and bonding powers to the extent of \$30,000 a mile, for the purpose of constructing and operating a standard gauge railway from Penticton, southerly and westerly along Shingle creek to Fish Lake Pass; thence southerly to Fish lake, thence along Keremeos canyon to Keremeos Valley, through the Valley to Keremeos, and thence to the international boundary near its crossing of the Similkameen river, with branch lines from Fish lake to Nickel Plate camp and Twenty Mile Creek, and through the Similkameen Valley to Princeton. The Co. is given power to borrow money for general purposes up to 75% of the actual paid up stock, and to enter into an agreement with the C.P.R., the Col-

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1881	1,019	\$ 1,300 00	\$ 4,568 55	\$ 4 48	4.50
1882	1,134	12,058 86	2,967 93	2 61	11.00
1883	2,210	9,493 68	10,857 65	4 91	4.73
1884	2,558	13,914 31	23,081 85	9 01	4.23
1885	3,642	26,576 99	29,802 42	8 18	7.76
1886	5,804	28,499 82	53,981 28	9 30	4.85
1887	7,811	59,014 67	81,384 41	10 44	5.78
1888	11,800	89,018 16	117,821 96	9 98	6.43
1889	17,349	116,787 82	188,130 36	10 84	5.85
1890	24,604	181,846 79	283,967 20	11 54	5.18
1891	32,303	261,436 21	408,798 20	12 65	6.40
1892	43,024	344,748 82	580,597 85	13 49	6.25
1893	54,484	392,185 93	858,857 89	15 76	5.47
1894	70,055	511,162 30	1,187,225 11	16 94	5.47
1895	86,521	685,000 18	1,560,783 46	18 03	5.67
1896	102,838	820,941 91	2,015,484 38	19 60	5.56
1897	124,685	992,225 60	2,558,832 78	20 52	5.56
1898	144,000	1,170,125 14	3,186,370 36	22 12	5.67
1899	163,610	1,430,200 33	3,778,543 58	23 09	6.30
1900	180,717	1,545,145 64	4,483,964 44	24 81	6.50

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Or Any Officer or Member of the Order.

umbia and Western Ry. Co., or the Victoria, Vancouver and Eastern Ry. Co. for the sale or lease of its undertaking.

South Shore Ry. Co. of Quebec.—By an act of the Dominion Parliament passed this session, this Co. is given a further period of seven years to complete its undertaking. The sale by the Montreal and Atlantic Ry. Co. to H. Beauchemin, of its right of way from St. Michael de Yamaska to Sorel, and from St. Anne to Sorel, and the transfer by H. Beauchemin of a portion of the said property and of the sale of the Great Eastern Ry., from St. Michael de Yamaska to St. Gregoire station, on the G.T.R., a distance of 28 miles, to R. Prefontaine, and the transfer from R. Prefontaine to the South Shore Ry. Co., are confirmed, and it is declared that the property mentioned is vested in the Co. and forms part of its railway.

Strathroy and Western Ry. Co.—By an act passed at the last session of the Ontario Legislature the charter of this Co. was revived and the time within which the works were to be commenced and completed extended for three and six years respectively.

The Vancouver and Lulu Island Ry. Co., a B.C. Co., incorporated 1891, has had its undertaking recognized as for the general advantage of Canada. It is given power to construct or acquire branch lines, not exceeding in any one case 30 miles, as may be authorized by the Governor-in-Council. The time for completion of the works is extended for five years, and the Co. is given power to lease or sell its undertaking to the C.P.R.

The Virginia and Rainy River Ry. Co., according to a Duluth despatch, has been formed in Minnesota and is asking a state charter to build a railway from Virginia to Koochiching, opposite Fort Frances on the Rainy River. The country through which the new railway is proposed to pass is well timbered, and the promoters say they will haul grain in connection with the Canadian Northern Ry. J. L. Washburn is one of the promoters.

Ontario Electric Railways.

Chippawa and Niagara Falls Electric Ry. Co.—E. Baxter, Fort Erie; M. W. Comstock, E. E. Tanner, W. H. Davis, H. B. Zimmerman and T. C. Frenyear, Buffalo, N.Y.; and B. R. P. Paine, Niagara Falls, were incorporated at the last session of the Ontario Legislature under this title for the purpose of constructing and operating an electric railway from Chippawa through the township of Stamford to Niagara Falls, along the public highway. The Co. is authorized to make agreements for connections and running arrangements with, or for leasing or selling its railway to the Niagara Falls Park and River Ry. Co. The capital is fixed at \$100,000.

Essex and Kent Radial Ry. Co.—G. Stephens, Chatham; W. Hickey, Tilbury East; J. Gosnell, Orford Township; F. Rankin, Dover Township; W. Simpson and J. McR. Selkirk, Leamington; and R. F. Sutherland, Windsor, were incorporated at the last session of the Ontario Legislature under the above title to construct and operate an electric railway along the public highways, as may be authorized by the local municipalities, from Windsor, through the Townships of Sandwich East and Sandwich South to Maidstone Cross, thence through Charing Cross to Chatham with branches from Maidstone Cross through Leamington to Wheatley; and from Charing Cross to Cedar Springs, and thence to Blenheim, with a spur into Tilbury; with power to build the main line or branches in sections. The capital is fixed at \$500,000. Work is to be commenced in six months and completed to the extent of a through connection to Chatham and Leamington within 18 months and the whole lines within two years.

The Guelph Ry. Co., by an act passed at the last session of the Ontario Legislature, is authorized to extend its line from its present termination on the Waterloo road to Hespeler, thence to Puslinch Lake, and as a loop line back to the direct line to Hespeler. The capital stock of the Co. is increased by \$200,000, and it may also exercise borrowing powers under the Electric Ry. Act in respect of the extensions authorized.

The Hamilton, Grimsby and Beamsville Electric Ry. Co. is authorized by an act passed at the last session of the Ontario Legislature to extend its line of railway from its present terminus in Beamsville to St. Catharines, thence to Niagara-on-the-Lake, and thence to Niagara Falls, and to operate such extensions as part of its present undertaking. The Co. is given power to issue bonds to the extent of \$10,000 a mile for the construction and equipping of the extensions, such bonds to be a first charge thereon, and to rank as a charge on the whole line after the \$85,000 of bonds now existing. The Co. may operate freight cars along its railway, subject to the consent of the municipalities through which it passes.

London, Aylmer, and North Shore Electric Ry. Co.—M. E. Lyon and W. E. Stevens, Aylmer; C. R. and R. M. Luton, Grand Rapids, Mich., and W. H. Patterson, Philadelphia, Pa., were incorporated at the last session of the Ontario Legislature under this title, to construct and operate a standard gauge electric railway from London, southeasterly to and through Aylmer to Port Burwell. The capital is fixed at \$850,000, and the Co. may issue bonds in payment for the right of way, plant or rolling stock, and may enter into agreements for the sale or leasing of its line with the Woodstock, Thames Valley and Ingersoll Electric Ry. Co., and the London St. Ry. Co.

Metropolitan Ry. Co.—By an act passed at the recent session of the Ontario Legislature, this Co. is given power to purchase or lease and operate the Schomberg and Aurora Ry. If the Co. increases the service along Yonge St., outside Toronto, the speed at which the cars shall be run and all regulations generally are to be subject to the approval of the Lieut.-Governor-in-Council. The rights of creditors of the Schomberg and Aurora Co. are preserved.

Niagara District, Welland Port and Dunnville Electric Ry. Co.—D. and J. Battle, Thorold; J. Flett, Toronto; E. Morris, Fonthill; and W. M. German, Welland, were incorporated at the last session of the Ontario Legislature under this title to construct and operate an electric railway, beginning in Thorold and in Niagara Falls, and continuing through various townships, Dunnville and Port Maitland to Jordan Harbor. The capital is fixed at \$100,000.

The Niagara Falls Park and River Ry. Co., by an act passed at the recent session of the Ontario Legislature is authorized to sell its undertaking to the Buffalo Ry. Co. The purchasing Co. has a right to renew the franchise for a further period of 20 years after the further period of 20 years for which a right to renew was given by 55 Vict., chap. 96, sec. 4, subsec. 9 and par. 14, Schedule B. to the same act. The authority of the Niagara Park Commissioners is not to be impaired, and the purchasing Co. has to maintain an office at Niagara Falls, and is to be subject to Provincial and Dominion statutes.

The Niagara Falls, Wesley Park and Clifton Tramway Co. is given power by an act passed at the last session of the Ontario Legislature to dispose of its undertaking to the Niagara, St. Catharines and Toronto Ry. Co. Any lease or sale authorized by this act shall be without prejudice to the laws of Ontario heretofore or hereafter enacted respecting the observance of the Lord's Day.

The Niagara, St. Catharines and Toronto Ry. Co., by legislation passed at the present Dominion session, has been given power to acquire by lease or purchase the undertakings of the Niagara Falls, Wesley Park and Clifton Tramway Co., the Port Dalhousie, St. Catharines and Thorold Electric Ry. Co., and the Hamilton, Grimsby and Beamsville Electric Ry., or any other electric railway whose lines join or intersect those of the N. St. C. and T.

South Essex Electric Ry. Co.—This Co. is given power by an act passed at the last session of the Ontario Legislature to extend its line from Leamington to near the end of Point Pelee, and is given five years to complete the work.

The Street Ry. Co.'s act, to which a subsection was added in 1900 requiring fenders to be used on all cars, was amended by the repeal of this subsection at the recent session of the Ontario Legislature. There was substituted therefor another subsection, which provides that all companies shall adopt and use a fender approved by the Lieut.-Governor-in-Council within a time to be specified in the order, but such order shall not operate against any railway which has an agreement with a municipality to use a fender, so as to require it to use one of a different pattern. A section is also added imposing a penalty of \$10 a day for operating any car not so equipped after the order to provide fenders has become operative, except in cases of accident or other unavoidable necessity. It is also provided that any by-laws passed under subsec., sec. 569 of the Municipal Act shall not be operative as to vestibules until after the close of the next session of the Legislature, and conductors may remain inside cars, not provided with rear vestibules, as far as consistent with the proper performance of their duties.

Toronto Suburban Ry. Co.—By an act passed at the recent session of the Ontario Legislature this Co. is authorized to extend its line from its present terminus at Lambton Mills to Hamilton. The Co. is authorized to increase its capital stock by \$750,000. It may purchase land for use as parks or pleasure grounds not exceeding in all 300 acres, but such parks shall not be open for games, concerts or public entertainments on Sundays. Municipal aid by means of bonuses, land grants or exemptions from taxation may be received by by-law passed by the several municipalities; the local municipalities may also pass by-laws extending the time for the commencement or completion of any portion of the work; and the Co. may issue bonds to the extent of \$20,000 a mile, at not exceeding 6% for the construction and equipment of the line. The Co. may make connections with the Metropolitan Ry. Co., the Toronto and Mimico Ry. and Light Co., the Hamilton Street Ry. Co., the Hamilton, Grimsby and Beamsville Electric Ry. Co., or any of them for any of the following purposes:—for making, maintaining and operating such connections, and of the works necessary therefor; for the interchange of passenger and freight traffic; for the supply of motive power, heat and light by one to the other; for the making of running arrangements and the conduct of the joint traffic of the two Cos.; and generally for all matters and things incidental to or conducive to the purposes mentioned in the section. All powers heretofore conferred on the Co. by general or special act shall apply to the proposed extension; freight cars should not be operated on any part of the line until the local municipalities shall authorize it; and no additional rights or privileges are given respecting lines constructed or to be constructed within the boundaries of Toronto Junction, and the agreements existing between the Co. and Toronto Junction are not curtailed in any way by the passing of the act.

The work of construction shall be commenced within three years and completed within five years.

Windsor, Essex and Lake Shore Rapid Ry. Co.—W. G. Curry, W. Newman, P. H. Fauquier and C. F. Curry, of Windsor, and J. Brien, of Essex, were incorporated at the last session of the Ontario Legislature under this title to construct and operate a standard gauge electric railway from Windsor along the highways of the townships of Sandwich west, Sandwich east, Sandwich south, Maidstone, Gosfield north, Gosfield south, and Mersea, the towns of Essex and Leamington and the village of Kingsville to Wheatley. The capital stock is fixed at \$500,000, and power is given to cross the line of any railway upon a level with the consent of such railway, or with the authority of the Railway Committee of the Privy Council.

British Columbia Electric Railway.

An extraordinary general meeting was held Mar. 26, in London, Eng., A. C. Mitchell-Innes in the chair, to consider a resolution for altering the articles of association by inserting after clause 50 the following:—"50a. Upon any offer of shares to the public for subscription the Co., or the directors on behalf of the Co., may pay a commission at a rate not exceeding 10% to any person in consideration of his subscribing or agreeing to subscribe, whether absolutely or conditionally, or procuring or agreeing to procure, subscriptions, whether absolute or conditional, for shares in the Co." The Chairman observed that, as the proprietors were aware, the enterprise was a prosperous and progressive one; and in view of the great strides which the business had made, and their large number of customers, they would not, he thought, be surprised that the directors were asking for more money. The result of last year's working showed a substantial advance in the gross earnings, but the net earnings were a few hundred pounds less, there having been a material increase in the working expenses in consequence of exceptional circumstances. The net earnings would otherwise have been considerably more. Two extraordinary storms entailed a loss on the Co. of about £1,500; and they had also suffered from the non-delivery of machinery. Throughout the summer they had been collecting customers for the electric light, and steps were taken to increase the machinery and plant in order that when the winter came the Co. might be able to supply the increased demand. As the machinery was delayed the Co. were put to considerable expense, and they had not been able to satisfy their customers as they had desired to do. He was glad to say that they had now ample machinery for their purposes, and before the winter the Co. would be able materially to increase the supply. There had been a considerable increase in the railway business, and it would be necessary to have additional rolling stock. He had no hesitation in asking the shareholders to enable the board to obtain further capital, for they calculated that the new money would yield more than the 5% preference interest upon it. He confidently looked forward to the continued success of their undertaking. On motion of the Chairman, the resolution was carried.

In accordance with a resolution passed at the above meeting, the directors are offering for subscription 6,400 non-cumulative 5% preference shares at £10 each, this being the unissued balance of the preference stock. The present issue is made for the purpose of providing funds to discharge liabilities incurred and to be incurred in the purchase of rolling stock and electrical machinery, etc. in anticipation of a further considerable increase, both in the railway and lighting business. Machinery has already been contracted for

and is now in course of erection, which, with some rolling stock purchased, has involved a liability of approximately £24,000, and further purchases are contemplated during the coming year which, with certain improvements, extensions of car sheds, etc., rendered necessary, will involve the expenditure of a further £20,000. The balance of £24,000 will be held in reserve for future requirements.

The Richmond Locomotive Works shipped twelve 16 ins. x 24 ins. ten-wheeled passenger locomotives to the Finland State Railways, Helsingfors, Finland, on the Wilson Line steamer Consuelo, which sailed May 3. These locomotives are duplicates of 10 built by the Richmond Works for the Finland State Railways during last year. This is the third order received from the same source.

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For Doors, etc., in Stations, Steamships, Ferries, Hotels, Offices, etc., carried in Stock for Prompt Delivery.

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SMOKING ROOM

Size 23 x 3 1/2 inches. Oblong, fancy ends, white ground, blue letters, lined & tipped:

- | | |
|---------------------|-------------------------|
| Agent's Office. | Waiting Room. |
| Express Office. | General Waiting Room. |
| Freight Office. | Ladies' Waiting Room. |
| General Offices. | Men's Waiting Room. |
| Private Office. | Dining Room. |
| Ticket Office. | Lunch Room. |
| Telegraph Office. | Restaurant. |
| Baggage Room. | Ladies' Toilet. |
| Smoking Room. | Men's Toilet. |
| Smoking Prohibited. | No Admittance. |
| | Trespassers Prosecuted. |

NO ADMITTANCE

Size 10 x 2 1/2 inches. Oblong, oval ends, white ground, blue letters, lined & tipped, hollowed:

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|---------------|-----------------------|
| Bar Room. | Men. |
| Luggage Room. | Private. |
| Office. | No Admittance. |
| Refreshments. | No Road. |
| Exit. | Boarding House. |
| Fire Escape. | Private Board. |
| Lavatory. | Dressmaking. |
| Ladies. | Fresh to Day. |
| Women. | Teas Provided. |
| Gentlemen. | Please Shut the Gate. |

Size 14 x 3 inches. Oblong, oval ends, white ground, blue letters, lined and tipped.

No Admittance.

STICK NO BILLS

Size 18 x 3 1/2 inches. Oblong, square ends, white ground, blue letters, lined & tipped.

Furnished Apartments. Stick no Bills. Please Shut the Door.

PUSH PULL

Oval, size 2 x 3 inches, white ground, blue letters, tipped, hollowed, lettered **Push, Pull**, as above.

Oblong, square ends, size 3 x 1 1/2 inches, white ground, blue letters, tipped, lettered **Push, Pull**, as above.

Perpendicular, square ends, size 12 x 3 inches, white ground, blue letters, lined & tipped, lettered perpendicularly, **Push, Pull**.

Oblong, square ends, size 12 x 3 inches, white ground, blue letters, lined and tipped, lettered horizontally, **Push, Pull**.

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