

THE Railway and Marine World

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The Railway and Shipping World, Established 1890

Devoted to Steam and Electric Railway, Marine, Grain Elevator, Express, Telegraph,
Telephone and Contractors' interests

Old Series, No. 202.
New Series, No. 120.

TORONTO, CANADA, FEBRUARY, 1908.

For Subscription Rates,
See page 115.

Duluth-Winnipeg Coal Rate.

Chief Commissioner Killam delivered the following judgments of the Board of Railway Commissioners recently:

"This is an application by the Great Northern Ry. Co., a foreign company, which operates a line of railway in the United States, connecting at the boundary line between Manitoba and the United States with the line of the Canadian Northern Ry. Co., which is a company owning and operating a line of railway in Canada, and is subject to the legislative authority of the Parliament of Canada, for a reduction on the rate for the carriage of coal from Duluth, Minn., to Winnipeg, Man., over the lines of the two companies. At present there is a joint tariff of the two companies for this traffic, under which the rate charged is \$3 a ton, and the proportion allowed to the C.N.R. Co. is 75c. per ton. The G.N.R. Co. desires to have the rate reduced to \$2.50 a ton, allowing the C.N.R. Co. 75c. a ton, as before.

"Objection has been made to the jurisdiction of the Board to interfere, because of the G.N.R. Co. being a foreign corporation, and no portion of its railway being in Canada. The joint tariff was required by sec. 836 of the Railway Act, by which 'as respects all traffic which shall be carried from any point in a foreign country into Canada, or from a foreign country through Canada into a foreign country, by any continuous route owned or operated by any two or more companies, whether Canadian or foreign, a joint tariff for such continuous route shall be duly filed with the Board.'

"Similarly, sec. 335 required a joint tariff where traffic is to pass over any continuous route from a point in Canada, through a foreign country into Canada, or from any point in Canada to a foreign country.

"The portion of the Railway Act dealing with the tariffs and tolls begins with sec. 314, but the first section, which appears to be of importance in the consideration of the question thus raised is 322, under which 'The Board may disallow any tariff or any portion thereof which it considers to be unjust or unreasonable, or contrary to any of the provisions of this act, and may require the company, within a prescribed time, to substitute a tariff satisfactory to the Board in lieu thereof, or may prescribe other tolls in lieu of the tolls so disallowed.'

"Sec. 325 specifies the kinds of 'tariffs or tolls which the company shall be authorized to use under this act for the carriage of goods between points on the railways'; and sec. 330, those 'for the carriage of passengers between points on the railway.'

"By sec. 333, 'Where traffic is to pass

over any continuous route in Canada operated by two or more companies, the several companies may agree upon a joint tariff for such continuous route,' and

"By sec. 334, 'In the event of failure by such companies to agree upon any such joint tariff . . . The Board . . . may require such companies, within a prescribed time, to agree upon and file in like manner a joint tariff for such continuous route, satisfactory

any or all passenger tariffs of foreign railway companies.'

"2. The Board may require to be informed by the company of the proportion of the toll or tolls, in any joint tariff filed which it or any other company, whether Canadian or foreign, is to receive or has received.'

"Sec. 339 requires each company to 'deposit and keep on file in a convenient place, open for inspection of the public during office hours, a copy of each of its tariffs; and then specifies the different classes of tariffs to be so deposited, etc., among them being the joint tariffs required by secs. 335 and 336; and subsec. 4 of sec. 339 empowers the Board to determine the manner and form in which any such tariff shall be published, etc., and to exempt from publication the joint tariffs required by secs. 335 and 336.

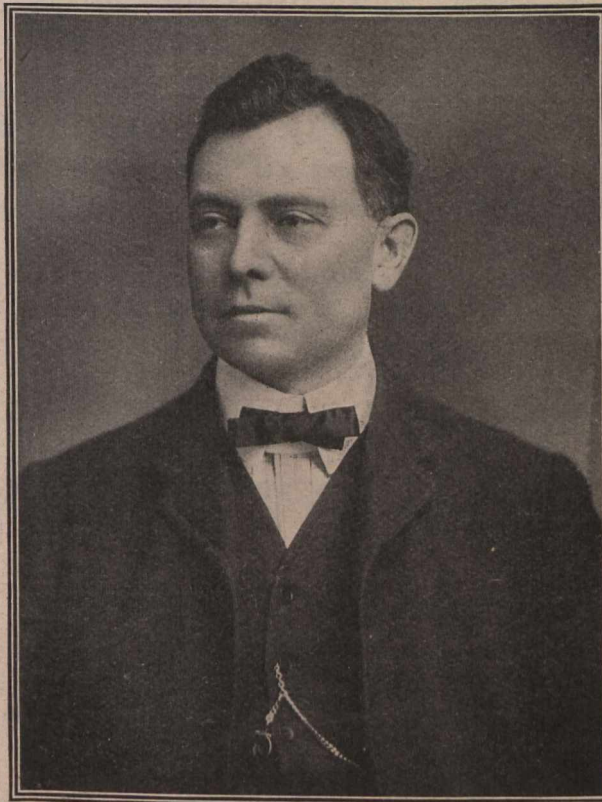
"Now, undoubtedly the Board cannot directly affect, or enforce orders against foreign railway companies not operating lines of railway in Canada, the word 'company' used throughout most of the clauses referred to, must relate solely to companies operating railways in Canada. In some cases, however, foreign companies are specifically mentioned, and the law must be applied to them to the extent specified by the statute, and to which it can be reasonably and practically applied.

"The joint tariffs referred to in sec. 338 must include the joint tariffs required by secs. 335 and 336. The proviso as to passenger tariffs of foreign railway companies and the express including of foreign companies in subsec. 2, show this, and the section seems to imply that any such tariffs may be superseded or disallowed by the Board.

"Having reference to the general powers of the Board and the scheme of the Act as regards railway tariffs and tolls, it would only seem reasonable that the Board should have a power of disallowance of such tariffs

in order to prevent the charging of unjust or unreasonable tolls or such as are contrary to any of the provisions of the Railway Act; and subsec. 2 of sec. 338 enables the Board to ascertain the proportion of the joint tariff rates to be received by any company, Canadian or foreign, and thus places the Board in a position to substitute other tolls by addition to or reduction from such portions.

"The powers given by sec. 323, with reference to tolls, are given before the description of the various kinds of tariffs which may be made. The act does not, except by the application of sec. 322, provide for disallowance by the Board of joint tariffs voluntarily made by two Canadian companies. It must have been intended



J. G. SULLIVAN,

Manager of Construction, C.P.R. Eastern Lines.

to the Board, or may, by order, determine the route, fill the toll or tolls and apportion the same among the companies interested.

"Then come the clauses already cited requiring joint tariffs where the carriage is partly over a foreign railway.

"By sec. 338, 'Joint tariffs shall, as to the filing and publication thereof, be subject to the same provisions in this act as are applicable to the filing and publication of local tariffs of a similar description; and upon any such joint tariff being so duly filed with the Board, the company or companies shall until such tariff is superseded or disallowed by the Board, charge the toll or tolls as specified therein; provided that the Board may except from the provisions of this section the filing and publication of

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CHARLES MILLER,
PRESIDENT.

that these should be included among the tariffs which could be disallowed, or for which others might be substituted by the Board under sec. 323.

"I think we must construe that section as including all the various descriptions of tariffs referred to in the Act, and that the Board is empowered to exercise with reference to all these the powers given by the Act to the extent and in the manner that is practicable. It can prohibit Canadian companies from joining in the carriage of traffic from points in a foreign country into Canada, or from points in Canada to a foreign country, if a satisfactory joint tariff be not filed. It can require that the tolls to be charged for carriage on a Canadian railway to a junction with a foreign railway be just and reasonable and conformable to Canadian law, leaving those to be charged for carriage on a foreign railway to be regulated by the foreign law. It can require a Canadian company to enter into a joint tariff with a foreign company, which is willing to adopt a reasonable tariff.

"It appears to me that, in a case like the present, where the foreign company asks and offers to enter into a joint tariff under which its portion of the service will be performed at lower rates, this Board can require the Canadian railway to join in such a tariff, and can limit the proportion to be received by the Canadian company.

"It does not, however, appear to me that the mere fact that the Canadian company has enjoyed a certain rate under the previous tariff is conclusive to determine that it should not receive a higher proportion under the new tariff. Many circumstances may well be taken into consideration in determining this question. The proposed new rate is not lower than that charged by the Canadian companies for carriage from Canadian ports on Lake Superior to Winnipeg. The distances are very nearly the same. This goes far to make out a prima facie case in favor of the reasonableness of the rate proposed. But the parties have not been heard upon these matters.

"The application is of a novel character. No principles have yet been established by the Board to govern its action in such cases. Full opportunity should be given to parties affected, or likely to be affected, by the chance to adduce evidence and present their contentions before the Board, and I do not think that we should attempt to limit them in advance. The matter must be again brought on for hearing."

Partial hearings of the case were held at Fort William and at Winnipeg, and a further hearing was fixed for Ottawa, Jan. 28.

February Birthdays.

Many happy returns of the day to—
S. A. Baker, Canadian Freight and Passenger Agent, Chicago Great Western Ry., Toronto, born at Morrisburg, Ont., Feb. 1, 1877.

B. H. Bennett, General Agent Chicago and North-Western Ry., Toronto, born at Cobourg, Ont., Feb. 6, 1858.

F. L. C. Bond, Resident Engineer G.T.R., Montreal, born there Feb. 21, 1877.

F. W. Churchill, C.P.R. Ticket Agent, Collingwood, Ont., born in London, Eng., Feb. 6, 1853.

H. R. Charlton, Advertising Agent G.T.R., Montreal, born at St. John's, Que., Feb. 9, 1866.

F. W. Cooper, Resident Engineer C.P.R., London, Ont., born there Feb. 16, 1880.

R. Crawford, Northwest Agent Northern Navigation Co., Winnipeg, Man., born at Kingston, Ont., Feb. 21, 1870.

E. A. Evans, General Manager and Chief Engineer Quebec Ry., Light and Power Co., Quebec, born at Kensington, London, Eng., Feb. 26, 1855.

E. H. Fitzhugh, Third Vice-President G.T.R. and Vice-President Central Vermont Ry., Montreal, born in Montgomery County, Mo., Feb. 1, 1853.

L. O. Genest, General Storekeeper, C.P.R. Western Lines, Winnipeg, Man., born at St. Henri, Levis County, Que., Feb. 16, 1856.

W. Jackson, C.P.R. ticket agent, Clinton, Ont., born there Feb. 4, 1860.

C. Gardiner Johnson, Lloyd's Agent for British Columbia, Vancouver, B.C., born at Dumblane, Perthshire, Scotland, Feb. 8, 1857.

R. S. Logan, Assistant to 2nd Vice-President and General Manager G.T.R., Montreal, born at St. Louis, Mo., Feb. 13, 1864.

D. MacPherson, Assistant Chief Engineer Transcontinental Ry. Commission, Ottawa, born at Bath, Ont., Feb. 2, 1858.

C. S. Maharg, Superintendent Dist. 3, C.P.R., Brandon, Man., born in Dufferin County, Ont., Feb. 4, 1867.

T. McNabb, Master Mechanic Alberta Ry. and Irrigation Co. at Lethbridge, Alta., born in Scotland, Feb. 16, 1849.

A. H. Robinson, Superintendent Elgin and Havelock Ry., at Petitcodiac, N.B., born at Elgin, N.B., Feb. 2, 1862.

A. E. Rosevear, Freight Claim Agent G.T.R. at Montreal, born Feb. 20, 1863.

H. H. Schaefer, District Freight Agent Intercolonial Ry., St. John, N.B., born at Cologne, Germany, Feb. 10, 1848.

J. G. Scott, General Manager Quebec and Lake St. John Ry., Quebec, born there Feb. 13, 1847.

G. Spencer, Superintendent C.P.R., North Bay, Ont., born in London, Eng., Feb. 21, 1865.

Hugh Sutherland, Executive Agent Canadian Northern Ry., Winnipeg, Man., born at New London, P.E.I., Feb. 22, 1845.

J. B. Tinning, Travelling Passenger Agent C.P.R. Atlantic S.S. Lines, Toronto, born there Feb. 21, 1866.

J. W. Troup, Superintendent C.P.R. Pacific Coast Steamships, Vancouver, born Feb. 5, 1855.

Sir Wm. C. VanHorne, K.C.M.G., Chairman C.P.R. and President Cuba Co., Montreal, born in Will County, Ill., Feb., 1843.

Brockville, Westport and Northwestern Railway.

Following are extracts from the annual report for the year ended June 30, 1907: The general balance sheet shows current assets totalling \$1,433,015.79. The company has spent large sums in permanent improvements during the year, and it is the intention to put a much larger sum into the roadbed during the coming year. The balance of improvements to June 30, 1906, together with the outlays since that date to June 30, 1907, total \$48,136.41. The cash on hand at the close of the year was \$5,901.22.

GAIN AND LOSS ACCOUNT.

Maintenance of way.....	\$ 3,087.54
Maintenance equipment.....	1,646.49
Conducting transportation.....	17,318.99
General expenses.....	5,014.35
Bond interest.....	18,000.00
Taxes.....	911.33
Wear and tear (implements).....	4,813.64
N.Y. financial expenses.....	3,122.84
Current interest.....	407.87
Surplus account and sundries.....	512.28
Surplus account.....	7,187.67
Total.....	\$62,023.00

Passenger traffic.....	\$30,486.73
Freight traffic.....	27,154.17
Mail service.....	3,369.60
Express.....	931.25
Sundry income.....	81.25
Total.....	\$62,023.00

The gross earnings derived from the operations of the present line of completed road show a substantial and steady increase each

year. A comparison of the annual earnings and operating expenses for the last five years is given as follows:

	Earnings.	Expenses.
1903.....	\$44,461.74	\$32,733.14
1904.....	48,431.25	30,792.66
1905.....	54,045.76	30,145.74
1906.....	59,378.99	29,748.85
1907.....	62,023.00	27,067.37

Comparison of earnings for year ending June 30, 1907, with those of previous year:

	1906	1907
Passengers.....	\$28,518.15	\$30,486.73
Freight.....	26,344.85	27,154.17
Mail.....	3,378.80	3,369.60
Express.....	830.59	931.25
Other sources.....	246.60	81.25

Total..... \$59,318.99 \$62,023.25

There was expended during the year on equipments, rolling stock, roadway and structures, \$24,777.33, as compared with \$14,115.69 in 1906. The excess of gross earnings over gross operating expenses for the year was \$34,955.63. In 1906, the line carried 69,110 passengers; in 1907, 73,468, an increase of 4,358.

A comparison of the freight traffic of the past two years shows:

	Tons Weight 1907	Tons Weight 1906
Flour in barrels.....	1,945	2,027
Grain (bushels).....	3,556	2,975
Livestock, no. head.....	2,762	2,173
Lumber, all kinds.....	1,337	1,109
Coal and other fuel.....	1,915	1,183
Manufactured goods.....	7,766	8,520
All other articles.....	2,575	3,325
Total.....	21,865	21,312

The road is 45 miles long, with two miles of sidings; four locomotives, 10 passenger, mail and express cars, 18 box and platform cars with air brakes and auto-couplings, one snow-plow car, and three engine houses.

TRAFFIC AND MILEAGE STATISTICS.

Per cent. operating expenses to earnings.....	\$ 0.436
Gross earnings per mile road.....	1,378,288
Gross earnings per train mile.....	1,059
Operating expenses per mile of road.....	601,497
Operating expenses per train mile.....	0.462
Average cost of maintenance of way, per mile of road.....	68.61
Average improvements to roadway, per mile of road.....	212.54
Miles run by passenger trains.....	30,150
Miles run by freight trains.....	295
Miles run by mixed trains.....	28,090

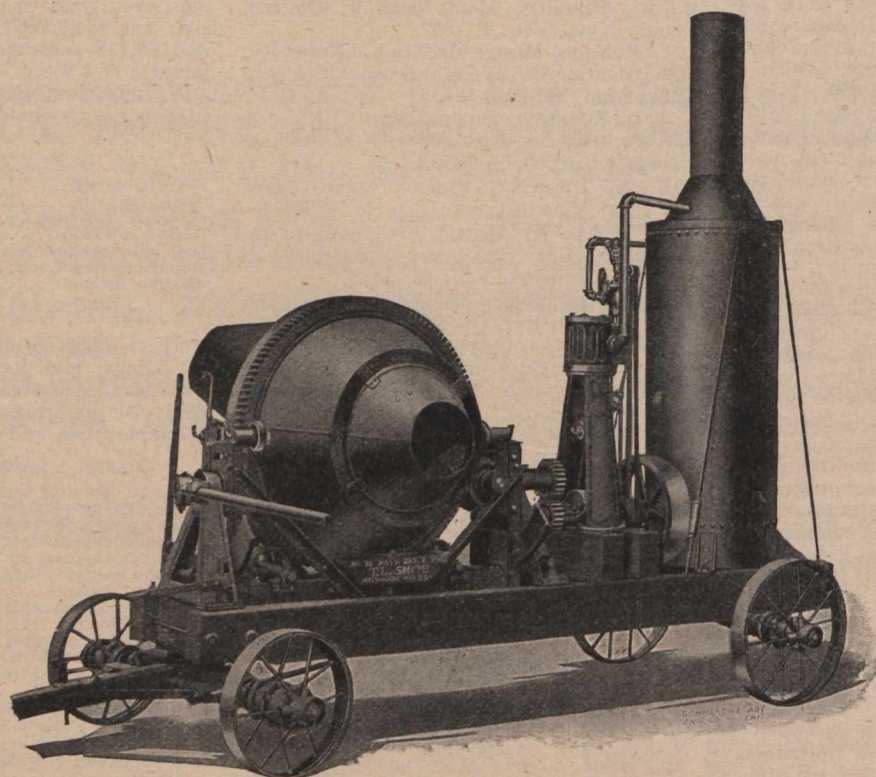
Total miles run by trains.....	58,535
Average rate of speed per hour, passenger trains.....	30 miles.
Average rate of speed per hour, freight trains.....	21 miles
Average rate of speed per hour, mixed trains.....	21 miles.

The report was adopted and the directors re-elected. Following are the officers and directors for the current year: President, E. R. Thomas, New York; Vice-President, J. Gerken, New York; Treasurer, F. T. Lewis, New York; Secretary and Manager, C. Heilshorn, New York; Superintendent and Assistant Manager, W. T. Curle, Brockville, Ont.; other directors: C. F. Thomas, New York; W. S. Buell, R. Bowie, W. H. Comstock, Brockville, Ont.; J. Cumming, Lyn, Ont.; W. C. Fridenburg, Westport, Ont. The changes made in the officers for the year are: F. T. Lewis succeeds C. F. Thomas as Treasurer; the position of Assistant Secretary and Treasurer, heretofore held by Mr. Van Tuyl, is abolished; C. Heilshorn has been appointed Manager as well as Secretary, and W. T. Curle has been made Assistant Manager as well as Superintendent.

The G.T.R. has been approached by a deputation representing the Dominion Millers' Association, regarding the putting into effect of an export rate on flour based on the all-rail rate from Fort William to North Bay on Manitoba wheat. It is stated that both the G.T.R. and C.P.R. will shortly issue new tariffs, making the export rate via Portland, Boston and St. Louis, 1½c. per 100 lbs. over the present tariff to Montreal, and 2½c. per 100 lbs. to Halifax.

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Orders by the Railway Commissioners.

4116. Dec. 9—Authorizing G.T.R. to construct a branch line from lot 259 to lot 246, near St. Lambert, Que.

4117. Dec. 18—Approving rearrangement of C.P.R. and Toronto Belt Line Co.'s tracks, and the installation of a diamond in the crossing, at rail level, of these tracks in Toronto.

4118. Dec. 18—Authorizing Georgian Bay and Seaboard Ry. Co. to carry its line over a highway in Tay tp., Ont., by means of an arch.

4119. Dec. 18—Authorizing Chief Commissioner to examine any witness that may appear before him to give evidence in application of the Great Northern Ry. Co. to require Can. Nor. Ry. Co. to concur in joint tariff of \$2.50 a ton on coal from Duluth, Minn., to Winnipeg.

4120. Dec. 17—Authorizing C.P.R. to construct a branch line to the Franklin Realty and Trading Co.'s premises, Nokomis, B.C.

4121. Nov. 29—Authorizing municipal or highway authority to construct a highway over the Can. Nor. Ry. track in Dundurn, Sask.

4122. Dec. 18—Authorizing G.T. Pacific Ry. to operate its trains across C.P.R. and C.N.R. tracks at West Fort William, Ont., and that the said trains be allowed to pass over said crossing without stopping, subject to the Board's regulations.

4123. Dec. 17—Authorizing G.T.R. Co. to construct an additional track across highway at St. Bazile, Que.

4124. Dec. 10—Ordering G.T.R. and C.P.R. to make arrangements for transfer of passengers and mails between their lines at Brockville, Ont.

4125. Dec. 18—Amending order 3258, dated July 6, 1907, re application of Canadian Manufacturers' Assn. and the shippers who were heard at Windsor and Chatham in May, 1906, by rescinding par. 1.

4126. Dec. 19—Authorizing Can. Nor. Ont. Ry. to construct its line over Queen St., Toronto.

4127. Nov. 18—Authorizing Huronian Co., Ltd., to carry a transmission line across Manitoulin and North Shore Ry. tracks, to the Canadian Copper Co.'s power-house, Creighton, Ont.

4128. Dec. 3—Authorizing Brantford and Hamilton Ry. to carry its track across the Brantford St. Ry. track in Brantford tp., Ont.

4129. Dec. 19—Approving Maritime Express Co.'s form MX27 and MX70, and permitting the company to use the same until Mar. 1, 1908.

4130. Dec. 17—Amending order 3987 of Oct. 29, 1907, re crossing of London and Port Stanley Ry. by London St. Ry.

4131. Dec. 17—Authorizing C.P.R. to construct certain branch lines in tp. 10, Algoma district, Ont.

4132. Dec. 19—Authorizing Chief Commissioner to examine any witnesses who may be produced before him to give evidence re the application of the Board of Trade of Portage la Prairie, Man., to disallow the C.P.R. freight tariffs W-1000, C.R.C. 644, and W-1006, C.R.C. 652, as being illegal; and re the applications of the Winnipeg and other boards of trade and shippers objecting to the new tariffs recently put in force by the C.P.R. in Western Canada in substitution for the "traders' tariffs" previously in existence.

4133. Dec. 21—Authorizing A. F. Dillinger, Operating Assistant to Chief Traffic Officer, to inquire into the complaint of S.

Reibin, Secretary of the Doukhobor Society's trading store at Verigen, Sask., re certain charges or car service made by Can. Nor. Ry. on shipment to complainant by U.S. Steel Products Export Co. from Cleveland, Ohio.

4134 to 4139. Dec. 20—Authorizing the Bell Telephone Co. to place its wires across C.P.R. tracks at certain points.

4140. Dec. 20—Certifying that Walkerton and Lucknow Ry.'s location plan, approved by the Board Mar. 23, 1906, was in error, and approving amended plan.

4141. Dec. 20—Authorizing F. J. Robinson, Deputy Commissioner of Public Works for Saskatchewan, to construct a highway across the C.P.R. track in sec. 12, tp. 11, r. 34, Sask.

4142. Dec. 20—Authorizing Canada Forge Co. to lay a gas main through the culvert under the G.T.R. track at Welland St., Welland, Ont.

4143. Dec. 20—Authorizing Can. Nor. Que. Ry. to construct its railway across existing highways on the east and west side of the River Batiscan, 67.7 west from Quebec bridge, Que., by providing a deviation of each of the highways.

4144. Ordering that at C.P.R. and G.T.R. crossings a mile west of Woodstock, Ont., the normal positions of the rails be at "danger" and the derail "open."

4145. Dec. 17—Granting a further extension of 60 days from Nov. 30, 1907, in the matter of the application of Can. Nor. Que. Ry. to use, for construction purposes, the crossing of its track with the C.P.R. track in Deschambault parish, Que., mileage 48.4 west from Quebec bridge.

4146. Dec. 9—Approving certain clauses of an agreement between the Great Northwestern Telegraph Co. and the Temiscouata Ry., and authorizing the railway company to carry the traffic upon the terms provided in the clauses.

4147. Dec. 20—Authorizing the G.T.R. to construct a branch line to the McBurney Lumber Co.'s premises, Campbellford, Ont., with three spurs extending therefrom.

4148. Dec. 9—Approving plan, profile, and book of reference of freight terminals which G.T.R. Co. proposes to construct near St. Lambert, Que.

4149. Dec. 23—Authorizing C.W. & L.E. Ry. to operate its trains for construction purposes only over C.P.R. track on Raleigh St., Chatham, Ont., providing that the C.W. & L.E.R. maintain a day and night watchman at the crossing, the watchmen to be appointed by the C.P.R. Co.

4150. Dec. 21—Authorizing J. E. Seagram to place electric wires over G.T.R. track in Waterloo, Ont.

4151. Dec. 21—Amending order 3961 of Nov. 22, 1907, authorizing the Can. Nor. Ry. to operate its trains on its tracks where they cross the C.P.R. tracks near Wahnapitae station, Ont., by striking out the last clause and substituting therefor the following: "That the trains of the applicant company and the C.N.R. Co. may pass over such crossing without being brought to a stop."

4152. Dec. 21—Authorizing John Morrow Screw Co. to lay a pipe to carry away condensation from its engines to the River Thames, under the G.T.R. tracks and lands at Ingersoll, Ont.

4153-4154. Dec. 21—Authorizing the Dunsford Telephone, Light and Power Association to place wires across G.T.R. tracks in Verulam tp., Ont.

4155-4156. Dec. 20—Authorizing Bell Telephone Co. to place its wires across C.P.R. tracks south of Calgary Jct., Alta.

4157. Dec. 21—Submitting for sanction of Governor-in-Council the N.Y.C. & H.R.R. Co.'s operating department rules, in so far as they relate to the St. Lawrence and Adirondack Ry. Co., pending the adoption by the Board of the proposed uniform code of rules.

4158. Dec. 21—Submitting for the sanction of the Governor-in-Council the Algoma Central and Hudson Bay Ry. Co.'s by-laws except sub-sections 2 and 3 of article 2, and by-laws B and C.

4159. Dec. 24—Submitting for the sanction of the Governor-in-Council the Manitoulin and North Shore Ry. Co.'s by-laws except sub-sections 2 and 3 of article 2, and by-laws A, B and C.

4160. Nov. 20—Amending order 3566, authorizing the B.S. & H.B. Ry. to construct and operate its branch line, and to connect its track with the C.P.R. track between 18th and 26th streets, Brandon, Man., by adding thereto: "That the applicant company bear and pay the whole cost of constructing, maintaining, and operating, the said connection, and any appliances that the Board may hereafter require to be installed in connection therewith."

4161. Dec. 10—Authorizing the C.W. & I.E. Ry. to place its power wires across the C.P.R. track at the intersection with Raleigh and William sts., Chatham, Ont.

4162. Dec. 19—Approving live stock contract forms of Nelson and Fort Shepherd Ry., V.V. & E. Ry. Co., and Red Mountain Ry. Co., subject to certain conditions.

4163, 4164. Dec. 6—Authorizing Deputy Chief Commissioner to examine upon oath any witness who may be produced before him to give evidence re the petition of J. M. Leblanc, A. Young, and others in Bonaventure county, Que., for the approval and sanction of the location of the A.Q. & W. Ry. station, in Port Daniel Centre, Que., and re the A.W. & Q. Ry. application for approval of its line of railway at Port Daniel, Que.

4165. Dec. 26—Approving plan, profile, and book of reference of the N., St. Cath. & T. Ry. location in Brantford, Ont., mileage 56¼ to 58 82-100.

4166. Dec. 26—Authorizing Princeton & Drumbo Telephone Co. to place its wires across G.T.R. tracks at Princeton, Ont.

4167. Dec. 26—Authorizing Dunnville Con. Telephone Co. to place its wires across G.T.R. tracks at Moulton station, Ont.

4168. Dec. 24—Authorizing Canada Car Co. to place a telpherage system, operated by electric power, across G.T.R. Co.'s Lachine Canal branch and spur therefrom, to the Electric Fireproofing Co.'s premises.

4169. Dec. 24—Amending order 3231, June 27, 1907, re T.H. & B. Ry. spur to Canadian Westinghouse Co.'s premises, Hamilton, Ont.

4170. Dec. 16—Extending to Jan. 31, 1908, time within which V.W. & Y. Ry. may use the crossing, at rail level, by its railway, of the B.C. Electric Co.'s track on Park Ave., Vancouver, B.C.

4171. Dec. 27—Authorizing C.P.R. to build a branch line to T. Prefontaine & Co.'s premises, Montreal.

4172. Dec. 28—Authorizing Muskoka Independent Telephone Co. to place wires across G.T.R. track in Stisted tp., Ont.

4173. Dec. 27—Authorizing Walkerton and Lucknow Ry. to construct its railway across public road in Brant tp., Ont.

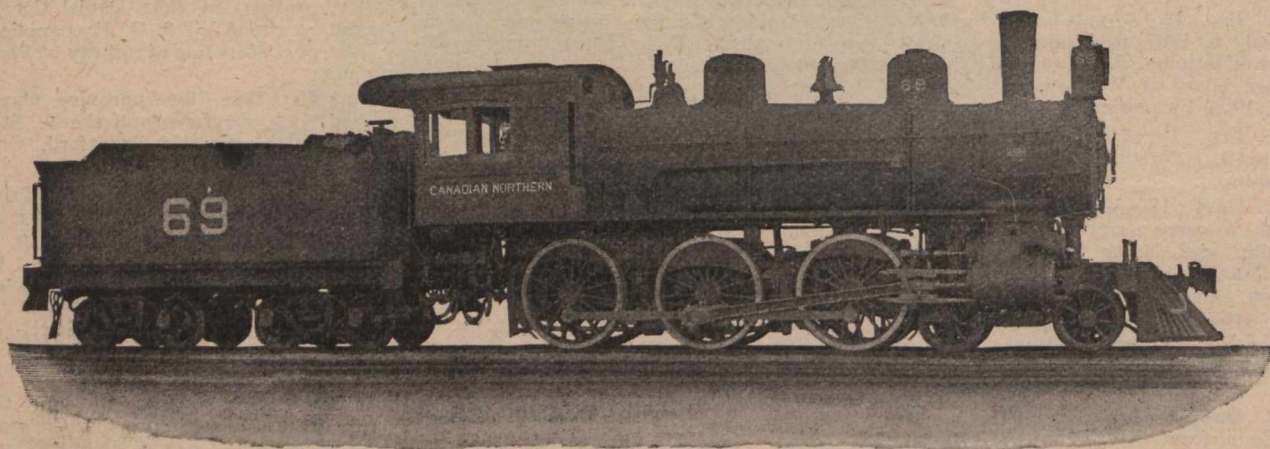
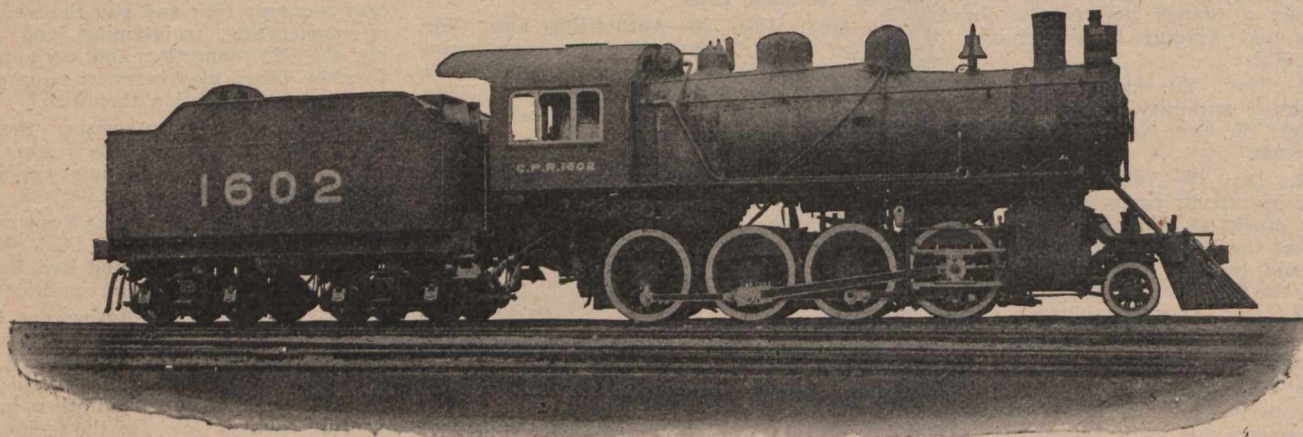
4174. Dec. 24—Extending to Jan. 31, 1908, time permitting G.T.Pac. Ry. to use its standard freight mileage tariff C.R.C. 1.

4175. Dec. 26—Authorizing C.P.R. to construct a branch line and spurs in Regina, Sask.

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4176. Dec. 24—Exempting Can. Nor. Ry. Co. and Northern Extension Ry. Co. from publishing notice of application for a recommendation to the Governor-in-Council in any newspaper or newspapers other than those published in Winnipeg and Portage la Prairie, Man.
4177. Dec. 28—Authorizing C.P.R. Co. to construct a bridge over highway in Caledon tp., Ont.
4178. Dec. 28—Amending order 4075 authorizing G.T. Pacific Ry. Co. to operate its trains on its line where it crosses the C.P.R. Miniota branch, by striking out the last clause and substituting a clause granting leave to operate the trains over the crossing without being brought to a stop.
4179. Dec. 28—Authorizing G.T. Pacific Ry. to construct a subway carrying a highway under its railway between sec. 12 and 13, tp. 52-53, west of 4th p.m., Alberta.
4180. Dec. 26—Authorizing N. Watson to carry telephone wires across the Pere Marquette Rd., near Wilkie Station, Ont.
- 4181 and 4182. Dec. 26—Authorizing Bell Telephone Co. to place its wires across the G.T.R., near Canfield Jct., Ont., and at St. Clair Ave., Toronto.
- 4183 to 4193. Dec. 26—Authorizing Bell Telephone Co. to place its wires across Q.M. & S. Ry., Orford Mountain Ry., and Can. Nor. Ry., at various points.
4194. Dec. 21—Authorizing Wood Bay Telephone Co. to place its wires over C.P.R. tracks on road allowance between sec. 31 and 32, tp. 3, r. 10, west 1st p.m., Manitoba.
4195. Dec. 24—Approving plan, profile, and book of reference showing location of Fort William Terminal Ry. and Bridge Co.'s line in Fort William, Ont.
4196. Jan. 2—Granting leave to Crow's Nest Southern Ry. to use for construction purposes only, until Mar. 1, 1908, or until the interlocking plant ordered by the Board Sept. 10, 1907, is installed, the crossing of the C.P.R. spur $\frac{3}{4}$ mile east of Hosmer, B.C.
4197. Dec. 28—Extending time specified in order 4124 of Dec. 10, to Jan. 15, 1908, for the submission to the Board of schedules for the running of C.P.R. and G.T.R. trains, under which reasonable time will be allowed for the transfer of passengers and mails at Brockville, Ont.
4198. Jan. 2—Amending order 4009 of Nov. 12, 1907, to provide that the C.P.R. Co. may operate its trains over the crossing of its track by the G.T.R. in Yarmouth tp., Ont.
4199. Jan. 2—Appointing the Chief Commissioner to examine upon oath any witness who may be produced before him to give evidence in the application of the C.P.R. Co. for approval of location of its proposed new station at St. Boniface, Man.
4200. Dec. 11—Authorizing the village of Weston, Ont., at its own expense, to construct a highway in the line and of the width of Denison Ave., and rescinding order 3969 of Nov. 15, 1907.
4201. Jan. 2—Authorizing Walkerton and Lucknow Ry. Co. to build a spur line to the National Portland Cement Co.'s premises, Durham, Ont.
4202. Jan. 7—Authorizing the C.P.R. Co. to build spurs to F. Karlenzig's premises, Lemburg, Sask.
4203. Jan. 8—Authorizing Essex Terminal Ry. Co. to cross the Lake Erie and Detroit River Ry. at Walkerville, Ont.
4204. Jan. 7—Authorizing C.P.R. Co. to build a spur to the Vernon electric light plant at Vernon, B.C.
4205. Jan. 7—Authorizing the C.P.R. to construct its railway along Beach St. and across Tupper St., Alliston, Ont.
4206. Jan. 7—Approving plan, profile, and book of reference showing proposed deviation from the located line of the North Fork extension of the Kettle River Valley Ry.
4207. Jan. 7—Authorizing C.P.R. Co. to build a bridge on its Swift Current section, Sask., mileage 8.4.
4208. Jan. 7—Authorizing Reliance Coal Mining Co. to construct a tunnel under C.P.R. in sec. 3, tp. 10, r. 16, west of 4th mer., Alberta.
4209. Jan. 7—Authorizing Bell Telephone Co. to place its wires across C.P.R. tracks at Bedford Station, Que.
4210. Jan. 7—Authorizing C.P.R. to construct bridge 73.4 on its Swift Current section, Sask.
4211. Jan. 8—Ordering that an electric bell with flashlight be installed and maintained at the C.P.R. crossing south of Cowansville Station, Que.
4212. Jan. 8—Authorizing the St. John Ry. to construct its track across the New Brunswick Southern Ry. on Union St., St. John, N.B.
- 4213-4217. Jan. 14—Appointing the Chief Commissioner to examine on oath any witness who may be produced before him to give evidence in the application of the Mt. McKay and Kakabeka Falls Ry. Co. to cross the C.N.R., the C.P.R. and the G.T. Pacific Ry. at various points in Fort William, Ont.
4218. Jan. 10—Authorizing Dereham Telephone Co. to place its wires across M.C.R. tracks at Brownsville, Ont.
4219. Jan. 10—Authorizing C.P.R. to construct its railway across road allowance between Toronto Jct. and Bolton, Ont.
4220. Jan. 10—Authorizing C.P.R. to construct additional tracks across Hadley St., St. Paul, Que., for the purpose of a yard.
4221. Jan. 14—Authorizing W.E. & L. S. R. Ry. Co. to operate its trains on its lines where they cross the M.C.R. at Talbot St., Essex, Ont.
4222. Jan. 10—Approving plan, profile, and book of reference showing change in location of Kettle River Valley Ry. Co.'s line of railway at Niagara, B.C., between stations 404+50 and 442+53.3.
4223. Jan. 14—Authorizing Bell Telephone Co. to place its wires across the Alberta Ry. and Irrigation Co.'s tracks east of Lethbridge, Alta.
4224. Jan. 14—Approving plan and profile showing deviations of sections 1 and 2 of Kettle River Valley Ry. Co.'s railway to the North Fork of Kettle River.
- 4225, 4226. Jan. 14—Authorizing Tillsonburg, Lake Erie and Pacific Ry. to construct its railway across highways in Zorra tp., Ont.
4227. Jan. 9—Authorizing Saskatchewan Department of Public Works to construct a highway across the C.P.R. Manitoba and North-Western branch at Marchwell Station, Saskatchewan.
4228. Jan. 10—Authorizing C.P.R. to construct a branch line to the Canadian Rubber Co.'s premises, Montreal.
4229. Jan. 14—Approving Pacific Express Co.'s by-law authorizing the chief clerk of its Tariff Department to prepare and issue tariffs of tolls to be charged for traffic carried in Canada.
4230. Jan. 14—Authorizing G.T.R. to construct a spur line to the Smart Bag Co.'s premises, Toronto.
4231. Jan. 9—Approving Wabash Rd. local standard passenger tariff C.R.C. 371, providing a maximum rate of 3c. per mile between all stations in Canada.
4232. Jan. 10—Authorizing G.T.R. Co. to construct a spur line to the Chesley Lake and Novelty Co.'s premises, Chesley, Ont.
4233. Jan. 15—Extending to Jan. 31, 1908, the time specified in order 4124, of Dec. 10, authorizing C.P.R. and G.T.R. to submit to the Board schedules for the running of trains, under which reasonable time will be allowed for transfer of passengers and mails at Brockville, Ont.
4234. Jan. 16—Authorizing Norfolk County Telephone Co. to place its wires across G.T.R. tracks at Hawtrey station, and Delhi, Ont.
- 4235, 4236. Jan. 16—Authorizing Ingersoll Telephone Co. to place its wires across G.T.R. and C.P.R. tracks at Beachville, Ont.
4237. Jan. 15—Authorizing Norfolk County Telephone Co. to place its wires across M.C.R. tracks at Townsend Centre and Hawtrey, Ont.
4238. Jan. 15—Authorizing A. E. Lewar-ton to place a telephone wire across C.P.R. track at Churchbridge, Sask.
4239. Jan. 15—Authorizing the C.P.R. Co. to reconstruct bridge 53.7 on its Woodstock section over the St. John River, N.B.
4240. Jan. 15—Authorizing C.P.R. Co. to reconstruct bridge 44.8 on its Montreal terminals.
4241. Jan. 15—Authorizing C.P.R. to reconstruct bridge 96.2 on its Sherbrooke section, Que.
4242. Jan. 15—Authorizing C.P.R. to reconstruct bridge 9.6 on its Swift Current section, Alberta.
4243. Jan. 15—Authorizing Jewell Lumber Co. to place a telephone wire under C.P.R. tracks near Jaffray, B.C.
4244. Jan. 15—Authorizing C.P.R. to construct and operate a spur line to the Town of St. Stephen's premises, Maxwell, N.B.
4245. Jan. 15—Authorizing Bell Telephone Co. to place its wires across the G.T.R. tracks in Berlin, Ont.
4246. Jan. 7—Authorizing G.T.R. to construct a branch line to the Elmira Interior Woodwork Co.'s premises, Elmira, Ont.
- 4247, 4248. Jan. 16—Authorizing Toronto and Niagara Power Co. to erect wires for the transmission of electric power across the G.T.R. track between Niagara Falls and Thorold, and north of Lundy's Lane, Ont.
- 4249 to 4252. Jan. 16—Authorizing Bell Telephone Co. to erect wires across C.P.R. tracks at various points in the Province of Quebec.
4253. Jan. 16—Authorizing Midland Ry. of Manitoba to operate its trains across C.P.R. track at Morden, Man.

The Hosmer Mines, Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$500,000 and offices at Montreal, to engage in the mining, milling, refining, etc., of various mineral and metallic substances; to construct, maintain and operate tramways, waterways, telegraph and telephone lines, etc. The provisional directors are: D. McNicoll, W. R. Baker, A. D. MacTier, E. Alexander, and E. W. Beaty, all of the C.P.R., Montreal.

The Capital Construction Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$95,000 and offices at Ottawa, to carry on the business of contractors, and in connection therewith to construct, purchase or otherwise acquire, and to operate, all such transportation facilities by land or water, as may be deemed convenient or necessary. The provisional directors are: W. N. Cornell, J. K. Phillips, Massena, N.Y.; W. C. Perkins, J. G. Gibson and H. H. Williams, Ottawa.

Otis Flat Bottom Type All Steel Dumping Gondola



1,000 in Actual Service on Canadian Roads

OUR STEEL CARS WERE THE FIRST DESIGNED AND BUILT IN CANADA

This Car has Flat Bottom—Can be Shoveled or Dumped—All doors operated from End Sill. The Dumping Doors are supported solidly in both open and closed positions. Particulars upon request.

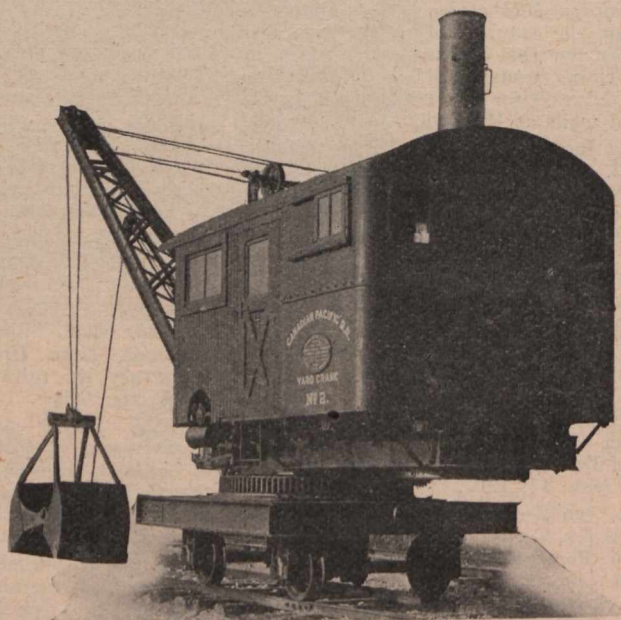
THE HART-OTIS CAR CO., LIMITED, MONTREAL

Successors to Dominion DUMP CAR Company, Limited

“Industrial” Coaling and Wrecking CRANES

— ALL CAPACITIES —

“Industrial” Cranes embody many important improvements in design and construction, resulting in the efficient and serviceable cranes now offered our patrons.



We are Prepared to Furnish Designs of Cranes to Meet Any Requirement

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CANADIAN REPRESENTATIVES
Successors late Jas. Cooper

Montreal

G.T.R. Pension Fund.

At the last semi-annual meeting of the G.T.R. shareholders \$200,000 was appropriated as a nucleus of a pension fund for the officials and employes, and it was announced that in addition to the income from this sum, it will be necessary for the company each year to supplement it by an appropriation, now estimated at from \$70,000 to \$75,000 per annum.

The operation of the fund became effective on and after Jan. 1, 1908, when the rules were published to all the 35,000 or more employes on the rolls. The rules will apply from the highest to the lowest of the staff in Canada, from the General Manager himself down to the section-men and gatekeepers. They require absolutely the retirement from active service of every officer or employe when attaining the age of 65, and if he has entered the service before the age of 50, and has served for 15 years, or more, he is entitled with the approval of the Pension Fund Committee to an annuity of 1% of the average annual salary paid for 10 continuous years, for each year of uninterrupted employment, the basis of calculation being the same as that practically universal on this continent. Thus, if a man has served say 30 years, receiving an average of \$1,000 a year on the pay rolls for the last 10 years—or for any period of 10 years during his term of service—he would be entitled to 1% of \$1,000, equal to \$10 by 30 years, or \$300 a year. The company, however, have made a provision that irrespective of rate of pay or service, the minimum allowance to be paid under any circumstances will be \$200 a year, and this without any counterbalancing maximum. The allowance from this fund will be on the highest average rate of wages for any 10 consecutive years' continuous service. Any employe over 50 years of age, after 15 years of service if discharged without cause, at any time previous to reaching the pension age limit, becomes eligible to pension in proportion to the number of years of service up to date of discharge. Although it was originally considered desirable to follow the general rules prevailing in Great Britain, of the formation of such fund by mutual contribution from the company and employes, it has been finally decided to follow the practice of companies generally on this continent, of contributing entirely out of their own revenues the necessary funds for the pensioning of their aged and faithful employes.

The Pension Department will be administered by a Pension Committee selected by the company from among its official staff (themselves possible beneficiaries), whose decisions will be final in all matters pertaining to the administration of the fund. The benefits of the fund will also apply to worthy employes who may have been injured in the company's service, or who have suffered the loss of faculties which render them incapable of self-support, such employes having served the company the minimum period of 15 years—whether the age limit has been attained or not.

While the G.T.R. established, a number of years ago, what is known as the Superannuation and Provident Fund Association, which is still in existence, its membership is limited to the official and clerical staff throughout its lines in Canada only, whereas the new fund will apply to employes on all lines of the present system, and to all classes of employes. The Superannuation Fund will continue in operation with the registered membership as of Dec. 31, 1907, but will be closed against the admission of any new members after that date. It is anticipated that the pension scheme will form an admirable adjunct to the company's Insurance and Provident Society, which has

been so many years in operation; the weak point in which has always been the inability of an aged or permanently disabled employe to keep up his payments to the insurance fund, although privileged to do so. Hereafter a very small deduction from his pension allowance will enable an employe to make provision for his family up to a maximum amount of \$2,000.

The pension committee nominated by the directors has elected C. M. Hays, Chairman; W. Wainwright, Vice-Chairman, and H. B. Moore, Secretary.

Canadian Northern Ry. Earnings, etc.

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

	Earnings.	Expenses.	Net Earnings.	Increase or Decrease.
July..	\$1,024,300	\$662,300	\$362,000	\$420,500+
Aug..	835,600	619,200	216,400	240,700+
Sept..	758,300	549,200	209,100	133,900+
Oct..	931,200	621,300	309,900	116,100+
Nov..	957,400	689,100	268,300	215,700+

\$4,506,800 \$3,141,100 \$1,365,700 \$1,126,900+

Approximate earnings for Dec., \$801,100, against \$536,200 for Dec., 1906.

Mileage operated at Dec. 31, 2,874 miles, against 2,554 miles at Dec. 31, 1906.

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

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

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
J'ly	\$7,008,274.46	\$4,501,421.80	\$2,506,852.66	\$135,041.58+
Aug.	7,010,177.40	4,439,902.25	2,570,275.15	107,695.95+
Sept.	6,423,452.68	4,272,099.33	2,151,353.35	286,578.28—
Oct.	7,071,047.59	4,390,729.95	2,680,317.64	104,509.87+
Nov.	6,953,967.56	4,508,933.35	2,445,034.21	181,911.27+

\$34,466,919.69 \$22,113,086.68 \$12,353,833.01 \$3,560.65+

Approximate earnings for Dec., \$6,355,000, against \$5,931,000 for Dec., 1906.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Nov., \$258,785.81; net earnings, \$61,339.25; against \$249,728.13 gross and \$73,322.11 net, for Nov., 1906. Net earnings for five months ended Nov. 30, \$415,544.99, against \$497,785.81 for same period 1906. Approximate earnings for Dec., \$225,142, against \$251,276 for Dec., 1906.

MINERAL RANGE RY.—Gross earnings for Nov., \$68,873.15; net earnings, \$15,423.22, against \$67,072.81 gross and \$22,235.64 net for Nov., 1906. Net earnings for five months ended Nov. 30, \$76,665.27, against \$107,620.14 for same period 1906. Approximate earnings for Dec., \$61,993, against \$64,967 for Dec., 1906.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Nov., \$1,106,255.89; net earnings, \$428,616.09; against \$1,099,866.54 gross and \$514,414.86 net, for Nov., 1906. Net earnings for five months ended Nov. 30, \$2,316,386.36, against \$3,024,573.64 for same period 1906. Approximate earnings for Dec., \$896,480, against \$862,081 for Dec., 1906.

Grand Trunk Ry. Earnings, Expenses, etc.

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

GRAND TRUNK RAILWAY.		
	1907	1906
Earnings.....	\$3,056,400	\$2,816,000
Expenses.....	2,224,400	2,097,990
Net earnings.....	\$832,000	\$718,010

CANADA ATLANTIC RAILWAY.		
	1907	1906
Earnings.....	\$202,400	\$191,878
Expenses.....	189,100	179,729
Net earnings.....	\$13,300	\$12,149

GRAND TRUNK WESTERN RAILWAY.		
	1907	1906
Earnings.....	\$528,400	\$511,350
Expenses.....	438,100	402,749
Net earnings.....	\$90,300	\$108,601

DETROIT, GRAND HAVEN & MILWAUKEE RY.		
	1907	1906
Earnings.....	\$147,400	\$142,334
Expenses.....	121,200	106,566
Net earnings.....	\$26,200	\$35,768

Approximate earnings for Dec., \$3,659,296, against \$3,691,371 for Dec., 1906.

Railway Interests in Parliament.

The House of Commons at present has under consideration a number of bills having for their object the amending of the general Railway Act, and the Government Railways Act, respecting the operation of the lines, and their liabilities to the shippers and the public. Some of these have been before Parliament for several years past, but have either been defeated or dropped at a late period in the session, owing to closing up of the business, when contested or unpressing private measures are sacrificed.

SPEED OF RAILWAYS IN CITIES.

Mr. Lancaster reintroduced his bill which was dropped in 1907, having for its object the regulation of the speed of railways in cities. This bill proposes to substitute a new section for the present sec. 275 of the Railway Act, cap. 37, Revised Statutes of Canada, providing that no train shall pass over any highway crossing at rail level, in any thickly populated portion of any city, town or village, at a greater speed than 10 miles an hour, unless such crossing is properly protected, or unless such crossing is constructed and thereafter duly maintained in accordance with the orders, regulations and directions of the Railway Committee of the Privy Council, and of the Board in force with respect thereto. Power is also given to the Board to limit such speed in any case to any rate it may deem expedient. It is also provided that the railway shall have to Jan. 1, 1909, to comply with the provisions of the section. The provision at present limits the speed to 10 miles an hour "unless the track is fenced or properly protected in the manner prescribed by this act, or unless permission is given by some regulation or order of the Board," and contains a clause authorizing the Board to limit the speed to any rate which it deems expedient. The House of Commons recently passed the Bill, without amendment.

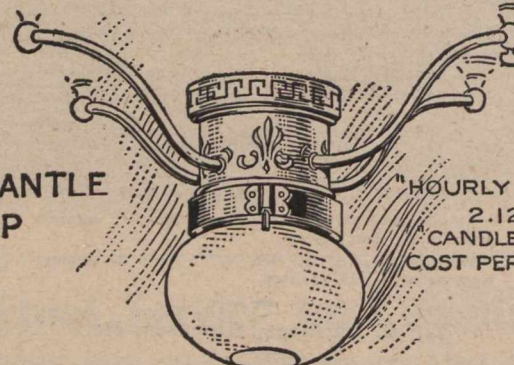
TIME FOR CONSTRUCTION.

Mr. Turriff has introduced a bill for the purpose of repealing the existing sec. 150 of the Railway Act, and substituting other words making more stringent the law regulating the time for the commencement and completion of authorized railways. The section as proposed reads: "If the railway is not commenced and at least 10% thereof constructed and put in operation within two years after the passing of the act authorizing the construction of the railway, or if an additional 10% thereof is not constructed and put into operation in each of the third and fourth years after the passing of that Act, or if the railway is not finished and put into operation within five years from the passing of that Act, then the powers granted by that Act or this Act shall be null and void as respects so much of the railway as then remains uncompleted. The present section provides for the voiding of the charter in respect of uncompleted portions of the railway if 15% of the capital stock is not expended within two years, or if the railway is not completed within five years after the passing of the Act of incorporation.

PROVISION OF CARS, ETC.

W. F. Maclean has obtained the first reading of a bill to add a new section (317a) to the Railway Act. The section proposes to compel railway companies to provide cars for freight within 96 hours after application therefor, under a penalty of \$1 a car per day, to be paid to the shipper; the shipper is to load promptly, a penalty of \$1 a day for delay after 48 hours, except for coal, the full time for which shall be 72 hours; loaded cars are to be despatched promptly after loading, under a penalty of \$1 a car per day; the company is to give notice of the arrival of

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"HOURLY CONSUMPTION
2.12 CUBIC FEET"
"CANDLE POWER 99.5"
COST PER HOUR, ONE CENT.

45,300		1891
54,173		1893
64,800		1895
76,100		1897
90,600		1899
105,000		1901
120,000		1903
134,900		1905
151,000		1907

CARS EQUIPPED IN THE WORLD

EQUIPMENT RECORD

**UNEQUALED SAFETY,
ECONOMY, RELIABILITY,
BRILLIANCY & AVAILABILITY.**

THE SAFETY CAR HEATING & LIGHTING CO.
2 RECTOR ST. NEW YORK - CHICAGO - PHILADELPHIA - ST. LOUIS - SAN FRANCISCO.

WE ARE BUILDING THE RAILWAY SHOPS

For Intercolonial Ry. entirely in

REINFORCED CONCRETE

STEEL CONCRETE COMPANY LIMITED

E. A. WALLBERG, Pres't
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freight at its destination, the consignees are to give notice as to the placing of cars, and penalties for default are to be enforced at the rate of \$1 a day per car; the consignee is to unload within 48 hours, or in 72 hours in the case of coal, coke or lime in bulk, and boards, deals and scantlings, under a penalty of \$1 a day per car, provided if the railway company removes the car after it has been placed for unloading, or obstructs the unloading, the consignee shall not be liable for the delay so occasioned. In cases where a shipper has made application for cars on several days which are all filled on the same day, the shipper shall be allowed certain delays. In the computation of time, Sundays and holidays are not to be included; the penalties may be recovered in any court of competent jurisdiction; the shipper's rights to recover actual damage are not to be affected by the Act; the period during which the movement of freight is suspended on account of unavoidable accident or by the act of Providence, shall be added to the free time allowed by the section.

PASSENGER RATES, ETC.

W. F. Maclean has also secured the second reading of a bill providing for the addition of sleeping car companies and telegraph com-

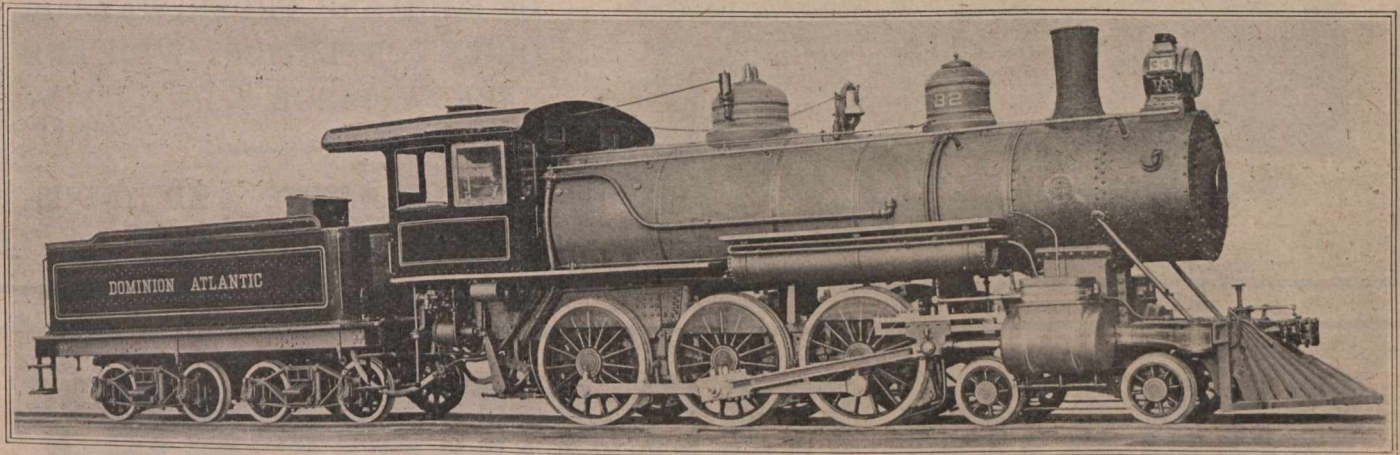
"Wherever damage is caused by a fire started by a railway locomotive," etc.

DAMAGES ON GOVERNMENT LINES.

Mr. Macdonald's bill, which proposes to amend sec. 29 and 61 of the Government Railways Act, has been read a first time. Sec. 29, at present in force, it is asked shall be repealed, and a new section substituted, providing that where animals are killed on the railway, the owner shall be entitled to recover damages except it is established in court that there was neglect on the part of the owner or agent, but the fact that the animal was not in charge of a competent person at the time of the accident shall not deprive the owner of his right to recover. The 61st sec. of the Act it is also proposed to repeal, and to substitute therefor another, providing that cleared land adjoining the railway shall be maintained free from dead and dry grass, weeds, thistles, and other unnecessary combustible material. The liability of the crown for damages to crops, lands, fences, plantations or buildings and their contents caused by a fire started by a railway locomotive working on the railway is to exist whether the officers or servants of the railway have been guilty of negligence or not, provided it is shown that modern and efficient

Dominion Atlantic Ry. Locomotives.

The Dominion Atlantic Ry. has received recently two 10-wheeled locomotives built by the Baldwin Locomotive Works, Philadelphia, Pa. These engines can exert a tractive force of 22,100 lbs., and they will be employed in freight service. The general arrangement of the design is shown in accompanying illustration. While no unusual features enter into the construction of these locomotives they are interesting as representing a type which, for many years, has been doing excellent work in both freight and passenger service. With driving-wheels 60 ins. in diameter they are capable of making good speed, and although their weight, including the tender, is approximately only 100 tons, they are suitable for a wide range of service. The cylinders are single expansion, equipped with balanced slide valves, which are actuated by link motion. The eccentric rods are straight, and the link blocks are connected to the rock shafts by transmission bars, which pass under the leading driving axle. The guides are of the two bar type, while the crossheads are of cast steel of the Laird design, fitted with brass shoes. The driving-wheel centres are also of cast



DOMINION ATLANTIC RY. TEN-WHEEL LOCOMOTIVE BUILT BY THE BALDWIN LOCOMOTIVE WORKS.

panies to those coming within the jurisdiction of the Board of Railway Commissioners; the addition of a sub-section to sec. 331, providing that the tolls of any standard passenger tariff shall not exceed 2c. a mile, and adding a new section (332a) to provide that "notwithstanding anything herein, or in any special act, the company may not (a) charge or receive a higher rate or toll per mile for the carriage of passengers in Canada than the maximum rate or toll per mile that it is permitted by law to charge for the carriage of passengers in any foreign country, state, or part thereof in which it operates a railway; (b) charge or receive a higher rate or toll per mile for passenger traffic beginning or ending in Canada, than it charges or receives for passenger traffic in Canada which originates in, or is destined for, a foreign country." It is also asked to amend sec. 358, which authorizes the Board of Railway Commissioners to order telephone companies to make connection with municipal telephone systems, by striking out the words "long distance" wherever they occur.

DAMAGES BY FIRE.

Mr. Kennedy seeks by a bill, which has been read a first time, to amend sec. 298, which provides the compensation to be paid by railway companies for damage by fire occasioned by sparks from locomotives, by striking out the words, "to crops, lands, fences, plantations or buildings and their contents," so that the section would read:

appliances have been used and that there has been no neglect; the total amount of the compensation to be recovered shall not exceed \$5,000, and the amount recovered is to be apportioned among the parties suffering loss as the court or judge determines.

The C.P.R. has made a special low rate from Fort William, Ont., to Liverpool, Eng., for damaged grain, and is making special efforts to get as much as possible out of the country before the frost breaks up. Large quantities of the frozen wheat are being exported to Europe for use as feed.

The Lieutenant-Governor at the opening of the British Columbia Legislature, Jan. 17, in referring to future legislation, said a proposal would be submitted for consideration for the exemption of certain railways from taxation for 10 years from completion. This measure would apply to railways already authorized to be constructed.

The appeal of the Quebec Improvement Co., Ltd., in its case against the Quebec Bridge and Railway Co., was dismissed, Jan. 24, by the Judicial Committee of the Privy Council. The litigation, which commenced in 1905, was to determine the question of right-of-way near the bridge approaches, and judgment was originally given in favor of the Improvement Co. This judgment was reversed by the Dominion Court of Appeal, which latter judgment is now upheld.

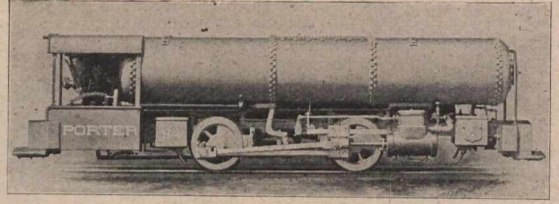
steel, and the engine frames are of the same material, with single front rails of wrought iron. The driving-boxes are of steeled cast iron. The engine truck is equipped with a swing bolster, and the wheels are steel tired with cast steel centres. The boiler is of the wagon top type, with three rings in the barrel, the middle ring being tapered. According to the specification, all holes in the boiler plates are drilled. The design is suitable for 200 lbs. pressure, while the safety valves are set at 180 lbs. The circumferential seams are double-riveted, and the horizontal seams are butt-jointed and sextuple-riveted. The front end is of the self-cleaning type, with a cast iron taper stack 16 ins. in diameter at the choke. Copper steam pipes are used in the smoke box. The tender is of the eight-wheeled type, with U shaped tank having a sloping floor in the fuel space. The frame is built of steel channels. The trucks are of the arch bar type, equipped with cast steel bolsters and steel-tired wheels having cast steel spoke centres. The threads on all the bolts used in these locomotives are made to the Whitworth standard. Following are the general dimensions:

Cylinder.....	19 ins. x 24 ins.
Valve.....	Balanced.
BOILER.—Type.....	Wagon top.
" Material.....	Steel.
" Diameter.....	.60 ins.
" Thickness of sheets.....	.9/16 in. and 5/8 in.
" Working pressure.....	180 lbs.
" Fuel.....	Coal.

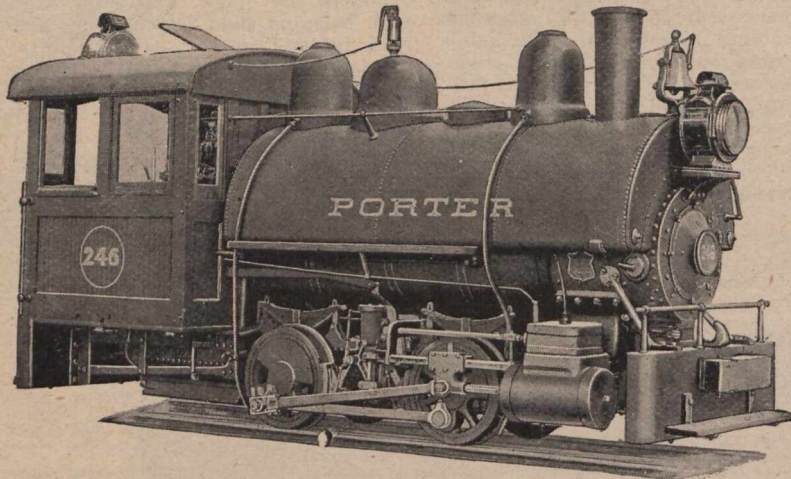
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STEAM AND COMPRESSED AIR

H. K. PORTER COMPANY
643 Wood Street, - Pittsburg, Penna.



COMPRESSED AIR LOCOMOTIVE



LATEST DESIGN CONTRACTORS' LOCOMOTIVE

ALL GAUGES. EVERY VARIETY
OF DESIGN. FOR ALL PURPOSES.

CONTRACTORS' LOCOMOTIVES
ON HAND AND UNDER WAY FOR
QUICK COMPLETION. WIDE AND
NARROW GAUGE.

LOGGING, MINE AND INDUS-
TRIAL LOCOMOTIVES.

CANADA CAR COMPANY

MONTREAL, QUE.

LIMITED

MANUFACTURERS OF

RAILWAY FREIGHT AND PASSENGER CARS

OF ALL DESCRIPTIONS

CAR WHEELS — CASTINGS — FORGINGS
AND ALL NECESSARY EQUIPMENT FOR
CAR CONSTRUCTION

Cars Built to Standard Designs or to Customers' Specifications

P.O. ADDRESS
BOX 2286, MONTREAL.

Works: **TURCOT**

BOILER—Staying.....	Radial.
FIRE-BOX—Material.....	Steel.
“ Length.....	96 ins.
“ Width.....	42 ins.
“ Depth, front.....	59½ ins.
“ “ back.....	56½ ins.
“ Thickness of sheets, sides.....	¾ in.
“ “ back.....	¾ in.
“ “ crown.....	½ in.
“ “ tube.....	½ in.
WATER SPACE.—Front.....	4 ins.
“ Sides.....	3 ins.
“ Back.....	3 ins.
TUBES.—Material.....	Steel.
“ Wire gauge.....	No. 12.
“ Number.....	256.
“ Diameter.....	2 ins.
“ Length.....	13 ft. 3 ins.
HEATING SURFACE.—Fire-box.....	132 sq. ft.
“ Tubes.....	1,766 sq. ft.
“ Firebrick tubes.....	— sq. ft.
“ Total.....	1,898 sq. ft.
“ Grate area.....	28 sq. ft.
DRIVING WHEELS.—Diameter, outside.....	60 ins.
“ “ centre.....	54 ins.
“ Journals.....	8 ins. x 8½ ins.
ENGINE TRUCK WHEELS.—Diameter.....	28 ins.
“ Journals.....	5 ins. x 7½ ins.
WHEEL BASE.—Driving.....	11 ft. 6 ins.
“ Rigid.....	11 ft. 6 ins.
“ Total engine.....	22 ft. 0 ins.
“ Total engine and tender.....	48 ft. 1 in.
WEIGHT.—On driving wheels.....	105,650 lbs.
“ On truck.....	22,650 lbs.
“ Total engine.....	128,300 lbs.
“ Total engine and tender, about.....	205,000 lbs.
TENDER.—Wheels, number.....	8.
“ diameter.....	33 ins.
“ Journals.....	4¼ ins. x 8 ins.
“ Tank capacity.....	3,800 gals.
“ Fuel capacity.....	7 tons.
“ Service.....	Freight.

The Death Roll of 1907.

Jan. 7. W. Smith, formerly Superintendent Bridges, Esquimalt and Nanaimo Ry., Chadboro Bay, B.C.

Jan. 10. Andrew Thompson, President Quebec Ry., Light and Power Co., Quebec.

Jan. 11. Hon. C. C. Colby, director Massawippi Valley Ry. and Waterloo and Magog Ry., at Montreal.

Jan. 16. Senator F. J. Hayden, Fort Wayne, Ind., Secretary of the old Cobourg, Peterboro and Marmora Ry.

Jan. 23. D. MacArthur, Winnipeg, promoter Manitoba and Northwestern Ry.

Jan. 25. Hon. A. G. Blair, formerly Minister of Railways and Canals, and chairman Board of Railway Commissioners.

Jan. —. C. F. Livermore, formerly Treasurer Michigan Central Rd., aged 77.

Jan. —. Geo. Banker, formerly General Passenger Agent and General Accountant New York Central and Hudson River Rd., aged 80.

Feb. 2. J. M. Robinson, until 1905 Vice-President St. John Ry., St. John, N.B.

Feb. 2. John Trutch, C.E., on the engineering staff of the Onderdonk Construction Co. on C.P.R. construction, Yale, B.C. Died at Richmond, Surrey, Eng.

Feb. 4. G. J. Grammer, Vice-President New York Central and Hudson River Rd., and Traffic Manager Lines West of Buffalo, at Chicago, Ill.

Feb. 16. M. E. Evans, New York, President Cape Breton Ry., killed in a railway accident on New York Central Rd. at White Plains, N.Y.

Feb. 27. Thos. Foley, railway contractor, a native of Lanark county, Ont. Founder of the firm of Foley Bros. & Larson, St. Paul, Minn.

Feb. 28.—J. H. Joseph, Montreal, aged 92. Financier, and director of railway, elevator and telegraph companies.

Feb. —. G. Renton, travelling engineer G.T.R., London, Ont. Killed in a collision there.

Feb. —. W. B. Leather, C.E., St. Catharines, Ont., aged 86. Was engaged on Intercolonial Ry., G.T.R., and Atcheson, Topeka and Santa Fe Rd., retiring in 1896.

Mar. 1. J. D. MacLennan, C.E., Cleveland, N.Y., was engaged on engineering staff of C.P.R. during construction.

Mar. 2. C. C. Robinson, Toronto. Solicitor Ontario Railway and Municipal Board.

Mar. 6. A. G. Peden, Ottawa. Until 1900 Auditor Canada Atlantic Ry.

Mar. 20. H. T. Jaeger, General Eastern Agent, Passenger Department, Erie Rd., Buffalo, N.Y.

Mar. 24. C. P. Sclater, Secretary-Treasurer Bell Telephone Co., Montreal.

Mar. 27. J. C. Robertson, Sharon, Mass., director Rhodes, Curry & Co., Amherst, N.S., and formerly Manager of Harris Car Works, St. John, N.B.

Mar. —. J. N. McIlhargy, Port Arthur, Ont., Canadian Northern Ry. service, and previously Trainmaster Toronto, Hamilton and Buffalo Ry., Hamilton, Ont.

April 5. F. H. Small, Bangor, Me. Formerly Travelling Passenger Agent C.P.R., Montreal.

April 6. W. Thomson, Toronto, aged 76. Sometime President of the old Northern Ry.

April 11.—J. D. Sullivan, Superintendent Halifax and South-Western Ry., Bridgewater, N.S.

April 17. S. S. McCrea, formerly G.T.R. freight agent, Buffalo, N.Y.

April 25. E. G. Russell, Prince Rupert, B.C. In G.T. Pacific Ry. service, and formerly Manager Intercolonial Ry.

April 30. S. J. Selig, auditing staff Intercolonial Ry., Moncton, N.B.

April —. D. Wilcox, formerly President Delaware and Hudson Co., New York.

May 5.—F. C. Daniels, Schriber, Ont., C.P.R. Locomotive Inspector. Accident.

May 20. G. T. Marks, Port Arthur, Ont., at Toronto. A promoter of the Port Arthur, Duluth and Western Ry., and the Ontario and Rainy River Ry.; and steamship owner.

May 23. J. T. Barnes, Brandon, Man., Assistant Chief Train Dispatcher C.P.R.

May —. J. Hartney, Edmonton, Alta., Assistant Superintendent Canadian Northern Ry. Sleeping and Dining Cars.

May —. F. C. Bodwell, Victoria, B.C., G.T. Pacific Ry. engineering staff, B.C. section.

June 6. A. W. Mackenzie, Toronto, Treasurer Canadian Northern Ry., and allied companies; Secretary-Treasurer Inverness Ry. and Coal Co.

June 12. John Waldie, Toronto, President Victoria Lumber Co., and steamship owner.

June 22.—R. J. Gould, London, Ont., G.T.R. yardmaster. Accident in yard.

June 23. John Hunter, Huntingdon, Que. A promoter Montreal and Champlain Junction Ry.

July 4. F. M. Hamel, City Engineer, Hull, Que. Formerly on engineering staff Intercolonial Ry.

July 6. Jas MacBeth, Master Car Builder, New York Central and Hudson River Rd., Buffalo, N.Y. Formerly in old Great Western Ry. service, Hamilton, Ont.

July 10. H. R. MacCormick, Letellier, Man. C.P.R. station agent. Accidentally drowned.

July 24. D. G. Ross, Vernon, B.C., formerly Superintendent C.P.R., Fort William, Ont., and Nelson, B.C.

July 29. D. M. Fraser, Windsor, Ont., Travelling Passenger Agent C.P.R.

July 29. J. B. McDonald, Allandale, Ont., night foreman, G.T.R. Accident.

July —. C. N. Travons, General Solicitor Wabash Rd., aged 50.

Aug. 16. John Little, Annandale, Scotland, formerly in charge of Land Department old Great Western Ry., Hamilton, Ont.

Aug. 28. Capt. D. J. Kennelly, Sydney, N.S., formerly Manager old Sydney and Louisburg Coal and Ry. Co.

Aug. 29. A. H. Berks, engineer in charge of construction for contractors Quebec Bridge. Drowned in collapse of bridge.

Sept. 1. G. T. Davie, Quebec, shipbuilder and steamship owner.

Sept. 5. J. Scriver, Hemmingford, Que., aged 82: formerly President of local railway companies now merged in G.T.R.

Sept. 5. J. Law, London, Ont., formerly Track Superintendent G.T.R.

Sept. 10. W. H. Heskett, Winnipeg, Man., Assistant Storekeeper C.P.R.

Sept. 15. W. C. Hall, Quebec, formerly Superintendent C.P.R., Quebec.

Sept. —. W. F. Bigger, Grand Haven, Mich., was Superintendent Welland Canal, Ont., and subsequently on the engineering staff Michigan Central Rd.

Oct. 2. Lieut.-Col. Henshaw, Montreal, President Marconi Wireless Telegraph Co., director Montreal Street Ry., Montreal Park and Island Ry., Suburban Tramway Co., Richelieu and Ontario Navigation Co.

Oct. 8. H. D. P. Brady, Montreal, formerly shipbuilder.

Oct. 11. W. Aldred, Windsor, Ont. Captain G.T.R. car ferry Great Western.

Oct. 13. F. Thomas, London, Eng., formerly Government Inspector of construction C.P.R. lines between Ottawa and Quebec.

Oct. 23. R. C. W. McCuaig, Ottawa, measuring surveyor of shipping.

Oct. 30. Jas. Wattie, Valleyfield, Que., formerly President Lake St. Francis Navigation Co., and promoter of St. Lawrence and Adirondack Ry.

Oct. 31. Harvey Graham, New Glasgow, N.S., director and Assistant Manager Nova Scotia Steel and Coal Co.

Oct. —. M. D. Woodford, Kalamazoo, Mich., formerly President Cincinnati, Hamilton and Dayton Rd. From 1872 to 1875 he was Assistant General Superintendent Great Western Ry., Hamilton, Ont.

Oct. —. Jas. Conlon, St. Thomas, Ont., Superintendent Electrical Department Michigan Central Rd., there.

Oct. —. J. O. Labreque, Montreal, Purchasing Agent St. Lawrence Canadian Navigation Co.

Oct. —. M. L. Beaker, Freight Claims Agent Wabash Rd., aged 57.

Nov. 6. C. Fitch-Kemp, London, Eng., President Dominion Atlantic Ry.

Nov. 6. Sir James Hector, Wellington, New Zealand. Discoverer of the Kicking Horse Pass in the Rocky Mountains used by the C.P.R.

Nov. 8. J. Davis, Alton, Ont.; was Chief Engineer Guelph Junction Ry., and was on the engineering staff of Guelph and Goderich Ry.

Nov. 28. R. F. Tate, Toronto, Resident Engineer Mackenzie, Mann & Co., aged 52.

Nov. 29. F. W. Meyers, at Minneapolis, Minn., Illinois Central Rd. Passenger Department. During C.P.R. construction he was engaged in accountant's department at Winnipeg.

Nov. —. J. F. Trowbridge, General Manager Northwestern Steamship Co., aged 55.

Dec. 2. G. G. Odell, Ryde, Isle of Wight, England. From 1879 to 1887 in C.P.R. engineering department.

Dec. 7. G. L. Reid, Brighton, Sussex, Eng., formerly Chief Engineer old Great Western Ry. of Canada, aged 79.

Dec. 10. C. E. Lambert, Thrells, N.Y., formerly General Passenger Agent West Shore Rd., aged 61.

Dec. 13. J. H. Morley, Winnipeg, formerly in railway service in Toronto, and subsequently General Passenger Agent Richelieu and Ontario Navigation Co., Montreal.

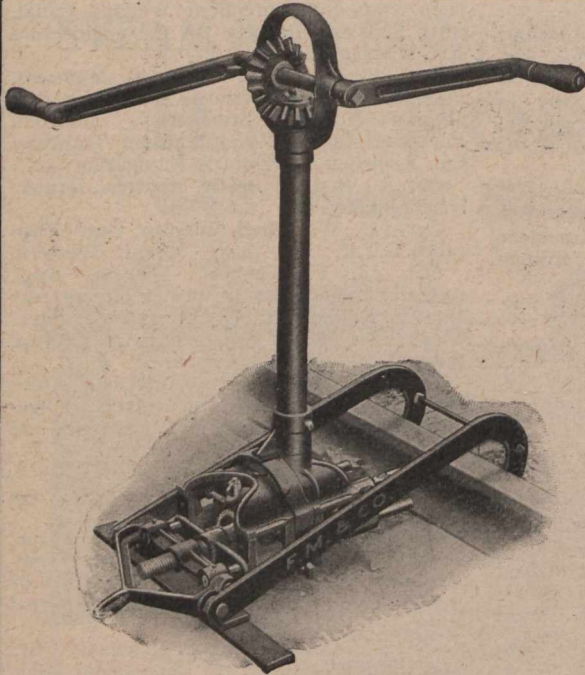
Dec. —. David Halstead, Calgary, Alta., Travelling Passenger Agent C.P.R.

Dec. —. O. W. Murray, Merrifield, Sask. One of the first of the C.P.R. operating staff at Winnipeg in 1882.

The Montreal Board of Trade has decided to establish a transportation bureau and to engage the services of an expert in freight matters to conduct it.

RAILWAY AND CONTRACTORS' SUPPLIES

TRACK APPLIANCES OF ALL KINDS

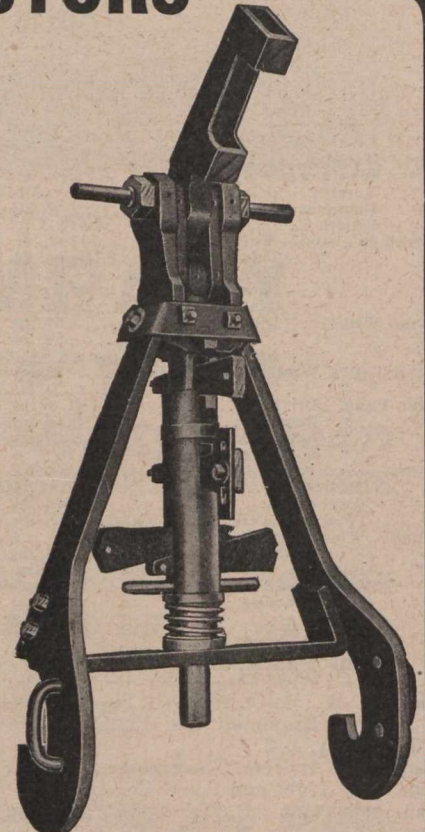


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 TRACK GAUGES
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 and all miscellaneous
 TRACK TOOLS

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 Inspection Motor Cars
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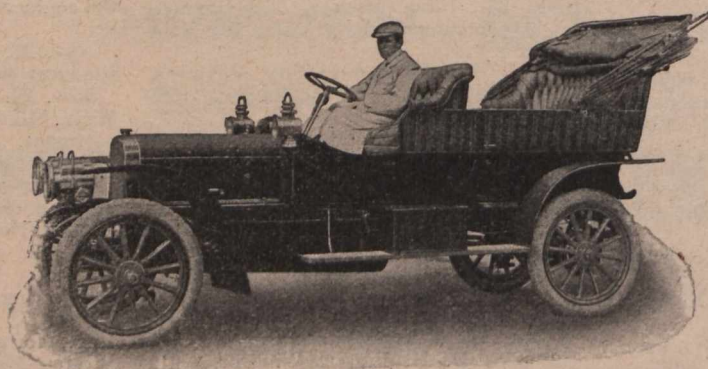
F-M Automatic Rail Bender and Straightener

THE CANADIAN FAIRBANKS CO., LIMITED

MONTREAL TORONTO WINNIPEG VANCOUVER

THORNYCROFT AUTOMOBILES

HIGH-CLASS
 CARS
 ONLY
 From 14 to 75 H.P.



45 H.P. Six-Cylinder Car.

Prices Range
 from
 \$3,500 to
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MOTOR DELIVERY WAGONS, OMNIBUSES LORRIES

SOLE SALES AGENTS FOR CANADA

POLSON IRON WORKS LIMITED, TORONTO

Lake Superior Corporation.

Following are extracts from the report of the directors for the year ended June 30, 1907, presented at the annual meeting recently:

INCOME ACCOUNT.

*Interest and dividends received on securities of subsidiary companies.....	\$ 527,982.79
Interest received and accrued on loans and bank balances, together with sundry rentals.....	150,029.13
	\$ 678,011.92
LESS: Interest paid on loans, general expenses, taxes and balances of organization charges, and accounts written off.....	148,381.52
	\$529,630.40
DEDUCT: Interest on corporation first mortgage bonds.....	500,000.00
Surplus for period.....	\$29,630.40
UNDIVIDED SURPLUS: June 30, 1906..	\$591,682.62
Surplus for year ended June 30, 1907	29,630.40
	\$621,313.02
LESS: Paid 5% on income bonds, Oct., 1906.....	150,000.00
UNDIVIDED SURPLUS, June 30, 1907..	\$471,313.02

*In addition to interest and dividends paid, as stated, the subsidiary companies have reserved \$342,000 from net earnings for the year for extensions and working capital.

ASSETS.

Investments and securities of subsidiary companies.....	\$50,937,591.23
Loans to subsidiary companies.....	1,954,362.57
Loans and accounts secured by bonds, etc.....	177,000.00
Treasury bonds with accrued interest	1,114,270.83
Suspense and other items.....	5,135.16
Cash on hand.....	31,850.24
Cash provided for unpaid coupons (see Contra).....	43,150.00
	\$54,263,360.03
In addition to the bonds in the treasury, and cash on hand, there is held for the account of the Algoma Central and Hudson Bay Ry. Co., to be used in the extension of its line, cash	\$76,336.66
First mortgage bonds of the Lake Superior Corporation.....	345,000.00

LIABILITIES.

Capital stock.....	\$40,000,000.00
First mortgage 5% bonds.....	10,000,000.00
Income bonds.....	3,000,000.00
Accrued interest on bonds and loans	42,865.65
Outstanding coupons due (See Contra)	43,150.00
Bills and accounts payable.....	662,640.99
Suspense account.....	43,390.37
Undivided surplus, June 30, 1907.....	471,313.02
	\$54,263,360.03

The general business of the several subsidiary companies has been satisfactory. Most of the plants have been in operation throughout the year.

ALGOMA STEEL COMPANY, LTD.—The output of this company for the past year has been: pig iron, 129,442 tons; steel ingots, 222,705 tons; blooms, 193,985 tons; standard steel rails, 178,624 tons. The rail production for the year ended June 30, 1907, was 178,624 tons, compared with 98,822 for the year ended June 30, 1905, and 159,740 tons for the year ended June 30, 1906. The unfilled contracts for the supply of rails on June 30, 1907, amounted to 74,378 tons, as compared with 35,013 on June 30, 1905, and 89,330 on June 30, 1906. The demand for rails continues good, and the construction of several transcontinental railways assures that the rail mill will be continuously employed. The Dominion Government in Nov., 1906, passed an act extending the period within which bounties will be paid on pig iron and steel ingots manufactured in Canada, and the Algoma Steel Co. will be entitled to the benefit of the provisions of this act. The payments by the Dominion Government under this act will substantially increase the company's income. The larger of the blast furnaces was overhauled and relined during the year at a considerable expense, and is now in good condition. The output of the blast furnaces is not nearly sufficient to supply the rail mill with pig iron, and the balance required to keep the mill in continuous operation

must be purchased in the open market. During the year the extraordinary increase in the price of pig iron, without a corresponding increase in the selling price of rails, has materially reduced the profits of the company. An increase in blast furnace capacity of about 500 tons a day is urgently needed and must be provided if the best results are to be obtained in the company's operation. This will involve a capital expenditure of about \$1,000,000. Since June 30, 1907, blast furnace 1 has been enlarged and its capacity increased nearly 100 tons a day, and the directors have decided, so soon as the necessary financial arrangements can be made, to erect an additional blast furnace of sufficient capacity to make the company independent of the outside market. The benefits of the enlargement already made will appear in the earnings for the ensuing year.

THE LAKE SUPERIOR IRON AND STEEL CO., LTD., was incorporated during the past year for the purpose of owning and operating the open hearth furnaces referred to in the second annual report. All the issued stock of the company is held by the Lake Superior Corporation. The open hearth furnaces have been completed after a capital expenditure of \$284,000. These furnaces are now working satisfactorily, and their product during the ensuing year should very materially add to the income of the corporation.

THE LAKE SUPERIOR POWER CO.—Practically all the power at present developed on the Canadian side of the river is required for the operation of the various subsidiary companies of the corporation, and the Power Company has during the year supplied all the companies with power. Much development work has been done on the Helen Mine during the year, as well as working the mine itself. A substantial part of the output of the mine is used in the Steel Co.'s operations. A good market is available for all surplus ore as rapidly as it can be mined at prices profitable to the company. The unfilled contracts for ore on June 30, 1907, amounted to 154,576 tons, as compared with 120,612 on June 30, 1905, and 95,081 on June 30, 1906. Pyrites in quantity continues to be found in the mine, and a steady market for same is being supplied as fast as the pyrites is mined.

ALGOMA CENTRAL AND HUDSON BAY RY.—Manitoulin and North Shore Ry., and British-America Express Co.—The freight of the different subsidiary companies continues to be the principal source of revenue of these railways, particularly the Algoma Central and Hudson Bay Ry., constituting 76% thereof. Until these railways are extended so as to make connections with trunk lines, we cannot hope to secure either reasonable or adequate returns on the capital invested. At the last session of the Ontario legislature the land grant to the A.C. & H.B. Ry. of 7,400 acres per mile, for 225 miles, was renewed for two years from Sept. 1, 1907, so as to enable the company to complete construction and thereby earn the land grant. The extension of this railway to connections with the transcontinental railways to the north would open up a very extensive and valuable timber and mineral territory, and not only would the opening up of this territory be of very material advantage to the operating companies, but it should insure a large and profitable passenger and freight business for the railway. The loss of the Theano, one of the company's steamships, with a cargo of 2,000 tons rails (insured), and the delay of the contractors in the reconstruction of the barge Agawa into a steamship, thus laying it up for a part of the navigation season, have diminished the earnings of the fleet for the year.

INTERNATIONAL TRANSIT CO. AND TRANS-ST. MARY'S TRACTION CO.—The business done and the operating results of the street railways on the Canadian side and on the U.S. side of the St. Mary's River, and the ferry between, show an improvement over the preceding year.

CAPITAL EXPENDITURES.—The necessary expenditures on capital account of the different subsidiary companies for property, extensions and construction have been unusually heavy during the year. Over \$450,000 has been expended for these purposes, as follows:

Manitoulin & North Shore Ry. Co.....	\$ 42,025.36
Trans-St. Mary's Traction Co.....	8,186.90
Tagona Water & Light Co.....	17,390.18
Sault Ste. Marie Pulp & Paper Co.....	13,293.43
Lake Superior Power Co.....	34,507.27
Algoma Commercial Co.....	7,791.59
Algoma Steel Co.....	43,006.70
Lake Superior Iron & Steel Co.....	284,829.88
International Transit Co.....	469.34
	\$451,500.65

In order to secure the best results from the operations of the different plants, further extensions are absolutely necessary. To make partial provision for such extensions and for working capital, the subsidiary companies have set aside, out of their net earnings of the past year, the sum of \$342,000.

W. N. Sawyer, General Manager, retired from the employ of the company on Dec. 31, 1906, and the General Auditor, J. S. Wynn, has been acting Manager, pending the appointment of a new general manager. Efforts are being made to secure a general manager in all respects qualified for so important and responsible a position. Under all the circumstances the results of the year's operations have been reasonably satisfactory, but it is to be regretted that the earnings of the corporation have not warranted paying interest on the income bonds. When the extensions contemplated by the subsidiary companies are completed, the directors confidently expect that the earnings of the corporation will justify the resumption and continued payment of the interest on the income bonds.

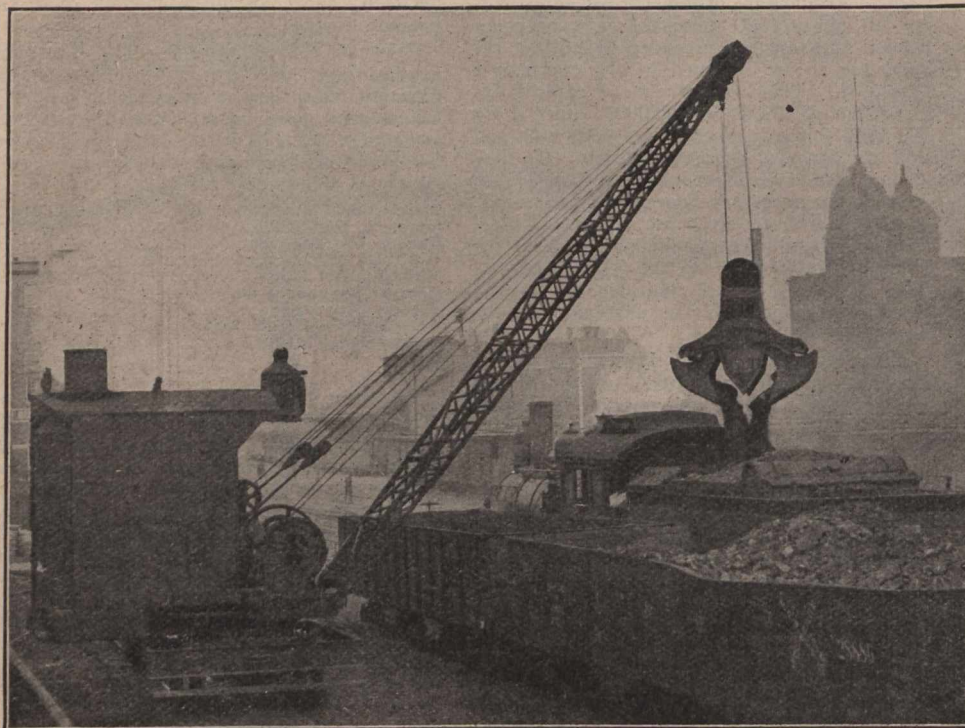
Great Northern Ry. Lines in Canada.

The report of the directors for the year ended June 30, 1907, contains a large amount of information relative to construction being carried on in Canada, and upon the branch lines running up to the International Boundary.

Nothing appears to have been done according to the report upon the projected extension of the branch line now terminating at Greenbush, Minn., from that point to Warroad, where a junction would be effected with the Canadian Northern Ry., which runs through Minnesota, round the angle of the Lake of the Woods in that state. An extension of the branch from near York, N.D., was opened Nov. 6, 1906, from Thorne, north-west to Dunseith, near the International Boundary, 7.61 miles, just south of Turtle Mountains. The extension from Berthold north-west to Crosby, 89.09 miles, was expected to be completed by Dec. 1, 1906, but the work has been considerably delayed. On June 30, 1907, there had been laid 55.50 miles of track, and it was expected to have the line completed by Nov. This branch line runs very close to the Minneapolis, St. Paul and Sault Ste. Marie Ry., for about half its distance, and then bears away to the west, terminating at present at Crosby, just south of the International Boundary, near where the Long Creek River runs into Montana from Saskatchewan. The branch was opened from Lignite to Crosby, 34 miles, Dec. 1, the section from Berthold to Lignite having been opened earlier.

THE BRANDON, SASKATCHEWAN AND HUDSON'S BAY RY.—From the International

BROWNHOIST LOCOMOTIVE CRANE



FUELING A LOCOMOTIVE TENDER

For which purpose they are in much demand.

They can of course be equipped with hook, and used for making lifts of any material.

Write for details and catalogues.

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BROWN HOISTING MACHINERY Co.

ENGINEERS AND DESIGNERS OF HOISTING MACHINERY OF ALL DESCRIPTIONS

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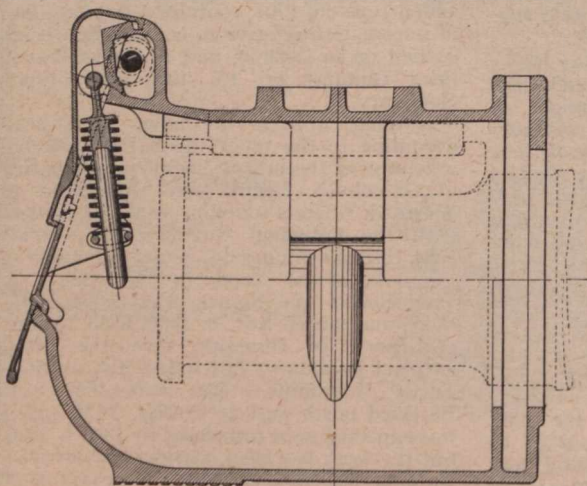
CLEVELAND, OHIO.

BRANCH
OFFICES:

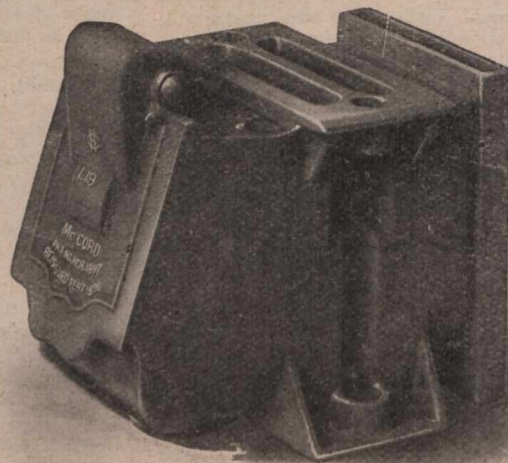
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THE McCORD MALLEABLE IRON JOURNAL BOX

MANUFACTURED IN CANADA



THE
STRONGEST,
LIGHTEST,
TIGHTEST
BOX MADE



The McCORD Draft Gear
The McCORD Spring Dampener

The McKIM Gasket
The McCord Force Feed Lubricator

McCORD & COMPANY
Old Colony Building, Chicago

N. J. HOLDEN CO., Ltd.,
302 St. James Street, Montreal

Boundary north of St. John, N.D., north to Brandon, Man., 69.45 miles, was opened for traffic, April 4.

THE MIDLAND RY. OF MANITOBA from the International Boundary north of Neche, N.D., north-west to Portage la Prairie, Man., 77.01 miles, was opened for traffic Mar. 11. The line from the International Boundary north of Walhalla, N.D., to Morden, Man., 15.54 miles, is to be opened this fall. The Great Northern Ry. has constructed an extension of its branch from Neche, to connect with the Portage la Prairie line, 0.64 miles, at the International Boundary, and also from Walhalla to connect at the International Boundary with the line to Morden, 5.35 miles.

CROW'S NEST SOUTHERN RY.—Work is under way on this railway upon a 24-mile extension from Fernie, B.C., north to the Crow's Nest Pass Coal Co.'s mines at Michel, B.C.

VANCOUVER, VICTORIA AND EASTERN RY. AND NAVIGATION CO.—The construction work of this railway covers the work on the Canadian side, and that of the Washington and Great Northern Ry., the work on the U.S. side of a line to connect Spokane, Wash., and Vancouver, B.C. The line runs from the G.N.R. near Spokane, to Marcus, at which point branches run to Nelson and Rossland, B.C. The W. and G.N.R. runs from Marcus to the International Boundary, then the V.V. and E. R. carries it round Grand Forks, with a branch to Phoenix, B.C.; then comes another dip into the U.S. to Curlew and Republic, and from Curlew back to the boundary, from which point the V.V. and E.R. has completed the line to Midway. The report says: "The V.V. and E. R. and the W. and G.N.R. have been opened for operation from Midway, B.C., to the International Boundary near Molson, Wash. (V., V. and E.), 28.89 miles, and from the International Boundary near Molson to Oroville, Wash. (W. and G.N.), 27.82 miles. On the section from Oroville west to the International Boundary at Chopaka, (W. and G.N.), 20.64 miles, and from that place to Keremeos, B.C. (V.V. and E.), 18.20 miles, tracklaying has been finished. The V.V. and E. is also building from the Pacific coast east to meet the line building west from Keremeos. On this section work is under way from Cloverdale, B.C., east to Abbotsford, 26.25 miles. The V.V. and E. and the Victoria Terminal Ferry and Ry. Co. is building a low-grade line from New Westminster, B.C., south to Blaine, Wash. The portion of the line from New Westminster to Olivers, 9.80 miles, is being built by the V.V. and E., and from that place to the International Boundary north of Blaine, 11.32 miles, is being built by the V.T.F. and Ry. Co." When completed this piece of line will permit of the abandonment of the present New Westminster Southern Ry.

At a meeting of the creditors of the J. B. McManus Co., of Memramcook, N.B., Jan. 4, a composition of 30c. on the dollar, payable in cash within 30 days, was accepted.

The G.T.R., it is announced, will not attach private cars to the fast trains between Montreal and Ottawa. The ordinary travel by the trains is so heavy that it is impossible to make schedule time with the added weight of a private car.

The Car Service Committee of the American Railway Association reported Jan. 15 that the Canadian and U.S. railways had 206,800 freight cars in excess of business demands. Shortages exist on only a few roads, the total number of cars that could be used on these roads amounting to 774. The figures are compiled from reports made to the committee by 158 companies.

Inquiry into C.P.R. Facilities.

A. F. Dillinger, Operating Assistant to the Chief Traffic Officer of the Board of Railway Commissioners, who was directed in April last to make an enquiry into certain complaints about the C.P.R., has made the following report:

"That the C.P.R. Co., within the period of 12 months next preceding the issue of the order, failed, and does now and up to the time of the making of this report, fail to furnish at the place or places of starting on its railway, or at the junction or junctions of its railway with any other railway or railways, and at the stopping place or places established for such purpose, adequate and suitable accommodation for the receiving and loading of traffic offered for carriage upon its railway; and to furnish adequate and suitable accommodation for the carrying, unloading, and delivering of such traffic; and without delay, and with due care and diligence, to receive, carry and deliver such traffic; and to furnish and use all proper appliances, accommodation, and means necessary for receiving, loading, carrying, unloading and delivering such traffic.

"That the company failed, and does fail as aforesaid in not furnishing at the points named the requisite number of cars to move the freight offered for carriage at these points; and in its inability to utilize to the best advantage the motive power the company has. In my opinion the causes for such failure have been and are largely if not entirely—the need of additional facilities, such as additions to roundhouses, repairs to machine shops, and additional yard, siding, and warehouse accommodation properly and expeditiously to care for the same; the abnormal increase in traffic; the particularly severe winter; the refusal and failure of consignees to take prompt delivery of traffic on account of their inadequate accommodation and teaming facilities, causing congestion at shipping points and at points of destination; delays at the larger terminals caused by the customs requirements; consignment of freight to order, requiring additional shunting which causes delay in placing and unloading, and the consequent congestion at terminal yards.

"The company is not possessed of all proper appliances, accommodation, and means necessary for receiving, loading, carrying, unloading, and delivering the traffic which will probably be offered immediately or within the two years next succeeding the issuance of the order hereinbefore referred to, at all places of starting on its railway, at all junctions of its railway with other railways, and at all stopping places established by it for such purpose, for carriage upon its railway. The company is possessed of a sufficient number of locomotive engines, cars, and snow-fighting appliances, but is not possessed of a sufficient number of roundhouses and repair or machine shops, yards, sidings, and warehouse accommodation.

"The company had in use on its system on April 15, 1907, the following equipment, viz., 40,336 cars for handling of freight traffic. These include box, stock, flat and coal cars, 1,763 passenger cars. These include all kinds, 1,363 locomotives. Contracts have been entered into for delivery to the company during 1907 of 5,090 freight cars, 156 passenger cars, and 39 locomotives. The company has provided for an expenditure on rolling stock and equipment during 1907 amounting to upwards of \$12,000,000. The company is also making provision at its principal terminals, for instance, at Montreal, Toronto, and Fort William, for additional yard room in which to unload traffic; and generally throughout its system for additional roundhouses and repair or

machine shops, storage, and sorting yards, sidings, and warehouse accommodation. The company is also double-tracking its railway between St. Anne's, Que., and Smith's Falls, Ont., and between Fort William, Ont., and Winnipeg. The portion of the line between St. Anne's and Smith's Falls is to be completed in 1907, and that between Fort William and Winnipeg by the end of 1908. The effect of this double-tracking must necessarily be to cause delay in the movement of traffic while the construction work is going on. This will be, of course, only temporary, and there is no way that it can be overcome. The provision made for additional cars and locomotive engines and additional facilities, as stated, will, in my opinion, furnish adequate and suitable accommodation for the receiving, loading, carrying, and delivering of the traffic which will probably be offered for carriage upon the company's railway this year. With the equipment, appliances, and facilities the company is making provision for, added to that it already has, especially after the double-tracking of the portions of its railway herein referred to is completed, the company will, in my opinion, be in a position to enable it, without delay and with due care and diligence, to receive, carry, and deliver all traffic offered for carriage upon its railway.

"The effect upon the power of the company to receive, carry, and deliver traffic without delay, of compliance with the provisions of the Lord's Day Act, will, in my opinion, mean a loss of 21% per week, or, in other words, the company would move only 79% of its capacity during the week.

"It is impossible to state with any definiteness just how far and to what extent the company has been prevented by any of the causes set out in the second paragraph of its answer of Feb. 27, 1907, to the enquiries made by the letter of the Secretary of the Board of Feb. 14, 1907, from receiving, carrying, and delivering traffic without delay, and how far and to what extent any of such causes are likely to continue to prevent the said company from doing so. Certain of these causes for delay, viz., the inability and refusal of merchants to take prompt delivery of freight on account of their inadequate accommodation and teaming facilities, causing congestion at shipping point, en route and at destination; delays for customs requirements; consignment of freight to 'order' requiring much additional shunting, without additional charges to owners and causing delays in placing and unloading, and congestion of terminal yards; too long free allowance for loading and unloading certain classes of freight, permitting dealers to use rolling stock as warehouses, and make deliveries to and from cars direct instead of compelling prompt loading and unloading; the Manitoba Grain Act, as it relates to the distribution of cars; one of the greatest factors in reducing car supply could, in my opinion, be removed or lessened by—merchants increasing their accommodation for delivering and receiving freight at shipping points and points of destination; a more prompt entry or payment of the customs duty by the consignee of shipments subject to the Customs Act; doing away with the practice of consigning freight 'to order'; the railway company furnishing more adequate accommodation at points of shipment and destination, for the loading and unloading of such freight as is given too long free allowance after it has been placed 24 hours; amending the Manitoba Grain Act.

"In respect of this last, under the Act of 1903, amending the Manitoba Grain Act, 1900, the railway agent at each station where grain is shipped keeps what is called an 'order book' for the distribution of cars,

THE HAMILTON STEEL & IRON CO.

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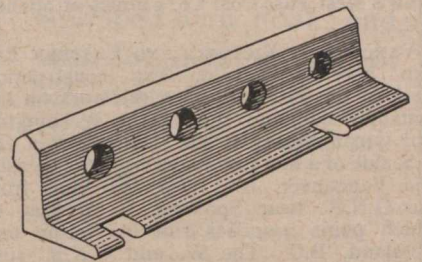
HAMILTON, CANADA.



AXLES

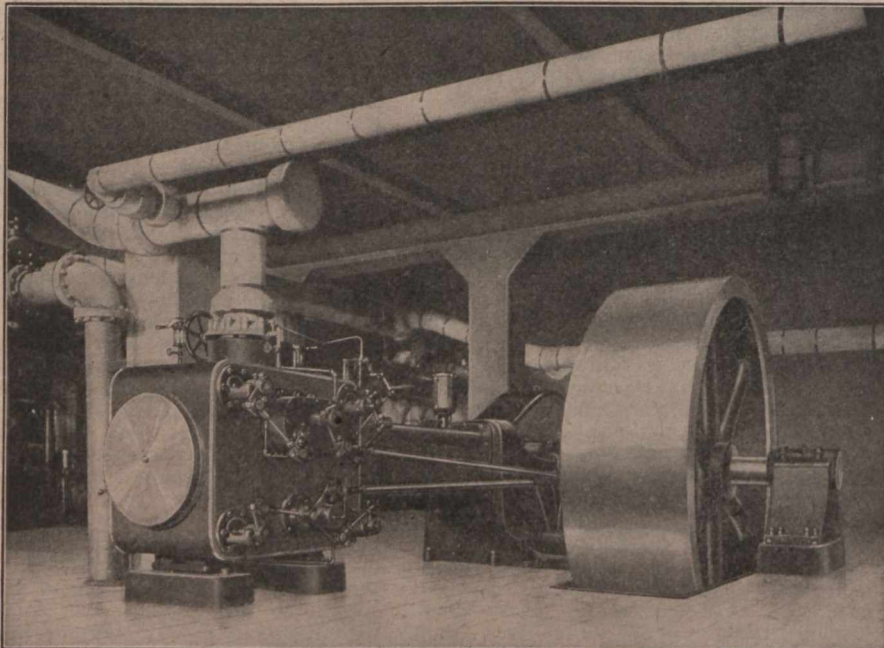
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which is open to the public, and in which applicants make order according to their requirements. The cars so ordered are awarded to applicants according to the order in time in which such orders appear in the order book, without discrimination between elevator, flat warehouse, loading platform, or otherwise. The cars are distributed as follows: Beginning at the top of the list in the order book and proceeding downwards to the last name entered on the list, each applicant shall receive one car as quickly as cars can be supplied; then beginning at the top of the list of unfilled orders and proceeding downwards again to the bottom of the list, giving each person whose name appears on the order book as having unfilled orders one car, and so on until all the orders have been filled. The Act provides that no applicant shall receive more than one car in any one round. The practical working out of the Act necessarily involves delay. To illustrate: Assume that there are three elevators and a grain loading platform at a shipping point that will accommodate two or at least three cars. There are eight applicants for cars—five farmers and the three elevators. Ten cars are sent out, three of which are placed at the loading platform and one at each elevator. The elevators load their cars in 30 minutes or an hour; the farmers at the loading platforms are allowed 24 hours within which to load. In the meanwhile the elevators cannot secure any more cars until the other two farmers receive one car each. The result is that the additional equipment provided at this point is tied up until the last two farmers get their cars. Were the terms of the Act strictly adhered to, the railway companies would not, in my opinion, be able to move 60% of the crop in any one year. One solution of the difficulty which occurs to me would be to so amend the Act as to permit farmers desiring to load at platforms to be supplied with all the cars the loading platforms will accommodate before any elevator gets any, and that the elevators for that day be allowed to load all the remainder of the cars that may be on hand—these remaining cars to be apportioned between the elevators in proportion to the number of thousand bushels in each elevator—that is to say, the elevator having the largest number of thousand bushels for shipment to receive the largest number of cars. This, of course, is not to apply where wheat is in store, but only in the case of wheat for shipment. Some such arrangement as the one suggested would, in my opinion, keep farmers supplied with cars at the platforms, help out farmers who load through the elevators, ensure better prices to those who have to use the elevators, and at the same time give at least twenty per cent. better despatch to cars and improve transportation to the same extent. Another solution would be to provide that the farmers load through elevators.

The C.P.R. has been fined \$200 for violation of the Lord's Day Act, by allowing a train consisting of one loaded and 14 empty cars to leave Strathcona, Alta., Oct. 6, 1907.

The Michigan Central Ry. has filed with the Board of Railway Commissioners its standard passenger tariff C.R.C. no. 750, for its lines in Canada, showing a maximum basis of 3c. a mile, and the tariff has been approved.

The amount accruing to the province of Ontario during 1907 from the tax on railways was \$390,000, against \$376,364 in 1906. Of this amount \$30,000 is applied by statute towards the cost of the Railway and Municipal Board; one-half of the remainder to the Government, and the remainder is distributed among the municipalities according to a per head rate.

Great Northern Railway Report.

The report of the directors for the year ended June 30, 1907, presented at the annual meeting recently, said that as shown by the last annual report the capital on June 30, 1906, was \$150,000,000. On Dec. 11, 1906, the directors, subject to the approval of the stockholders, authorized the increase of the capital by \$60,000,000, such additional stock to be issued and paid for in cash at par, and the proceeds used to provide for additional equipment, additional facilities and terminals on existing lines, including second main track, and for reduction of gradients, improvement of lines, and to acquire the stocks or bonds, or both, of the following companies: Dakota and Great Northern Ry., Montana and Great Northern Ry., Billings and Northern Rd., Washington and Great Northern Ry., Portland and Seattle Ry., Vancouver, Victoria and Eastern Ry. and Navigation Co., Brandon, Saskatchewan and Hudson's Bay Ry., and Midland Ry of Manitoba, and such other securities as the directors might from time to time determine. The shareholders were asked to sanction this increase of capital, but the State of Minnesota brought an action to prevent the increase. After some litigation the Supreme Court held that the act under which the suit was brought was unconstitutional, and the additional share capital was issued. There has been collected on stock subscriptions to June 30, 1907, \$34,616,212, but the certificates will not be issued until May, 1908. The capital outstanding June 30, 1907, was \$149,577,500, and there were in the treasury 4,225 shares of G.N. stock not used in acquiring 3,380 shares of St. Paul, Minneapolis and Manitoba Ry. Co.'s stock.

The lines to be acquired had, in most cases, been built with funds advanced by the company, and were being operated by the G.N.R. as a part of its system. In the majority of cases these lines were branches or extensions of the St. Paul, Minneapolis and Manitoba Ry. lines, and such as would ordinarily have been built by the Manitoba company. That company had no means of providing the funds to pay for their construction. All of these lines were constructed for cash at the lowest possible cost for roads of the standard required. The securities that have been issued by the subsidiary companies have been applied on such cost. The amounts advanced for construction purposes to June 30 were: Minnesota and Great Northern Ry., \$606,699.87; Dakota and Great Northern Ry., \$4,011,135.97; Montana and Great Northern Ry., \$3,091,915.01; Billings and Northern Rd., \$3,154,553.98; Iowa and Great Northern Ry., \$1,730,388.08; Washington and Great Northern Ry., \$3,300,211.19. The following Canadian companies, upon completion of their lines, will issue stocks or bonds to repay advances made by the G.N. Ry. for construction purposes, up to June 30, as follows: Midland Ry. of Manitoba, \$1,857,828.78; Brandon, Saskatchewan and Hudson's Bay Ry., \$1,675,221.82; Crow's Nest Southern Ry., \$2,349,744.89; Vancouver, Victoria and Eastern Ry. and Navigation Co., \$6,574,289.10. The Portland and Seattle Ry. Co. is to be jointly owned by the G.N. Ry. and the Northern Pacific Ry., the proportionate share of the advances being \$9,184,794.48, making a total of \$37,536,783.17. In addition the company has purchased 2,858 shares of the Kootenay Ry. and Navigation Co. common stock, so that it now owns and holds the entire issue of £500,000 of common stock.

There has been a net reduction of \$323,000 during the year of the bonded debt of the St. Paul, Minneapolis and Manitoba Ry. During the year there had been ex-

pendent \$4,999,150.29 on the capital accounts of proprietary companies. A portion of this amount was advanced by the G. N. Ry., and there was advanced for construction \$18,315,794.83, and \$5,991,532.78 was paid for additional equipment for the G.N.R. There had been placed to the credit of the fund for replacement of equipment \$3,083,836.51, of which amount the G.N.R. is responsible for \$2,934,976.22. There had been \$2,000,000 charged against net revenue, and credited to the fund for permanent improvements and renewals, and there had been charged to the fund \$4,036,434.76, the cost of improvements, other than those charged to operation, made during the year to property leased from the St. Paul, Minneapolis and Manitoba Ry.

The gross earnings increased during the year \$3,868,121.85; the operating expenses \$6,709,852.80, and taxes \$279,326.80, causing a decrease of \$3,121,057.75 in income from operation. The reduction in rates, some of which were voluntary and others forced on the company, caused a reduction of revenue of about \$1,000,000. There was a loss of revenue caused by the excessive snow of the winter of 1906-07, and an increased expenditure of \$950,000 to keep the lines open.

The report of the President contained considerable statistical information and details of works of improvement upon existing lines and new construction. The information upon new construction, as regards the company's lines in Canada and the branch lines connecting them with the main line in the U.S., is referred to on another page.

One of the schedules attached to the report shows that of the \$396,087.51 received as interest on bonds owned, \$77,580 was received from the Nelson and Fort Sheppard Ry., \$17,460 from the Columbia and Red Mountain Ry., \$13,020 from the Red Mountain Ry., and that of the \$996,079.04 received as dividends on stock owned, \$30,617.99 was on account of Crow's Nest Pass Coal Co.'s stock held.

REVENUE ACCOUNT.

Gross earnings.....	\$50,048,041.01
Operating expenses....	\$29,602,029.83
Taxes.....	1,882,699.31
	<u>31,484,729.14</u>
	\$18,563,311.87

Income from operation—	
Rentals.....	\$6,219,825.76
Dividends, etc.....	2,139,540.00

Net rentals.....	\$4,080,285.76
Permanent improvement fund.....	2,000,000.00
Replacement fund—	
Equipment.....	2,934,976.22
	<u>9,015,261.98</u>

Transferred to income account.....	\$9,548,049.89
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INCOME ACCOUNT.

From revenue account.....	\$9,548,049.89
Other income.....	3,414,798.16

Total income.....	\$12,962,848.05
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Interest accrued on payments made on stock subscriptions..	\$337,483.13
Dividend at 1 3/4% paid Aug. and Nov., 1906, and Feb. and May, 1907.....	10,469,661.65
	<u>10,807,144.78</u>

Profit and loss.....	\$2,155,703.27
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The jury at the Toronto assizes, Jan. 17, returned a verdict of guilty against the G.T.R. and the C.P.R., for maintaining a common nuisance at the Bay St. railway crossing, Toronto. The case was brought forward as the result of an accident May 24, 1907, when two men were killed. The railway companies will appeal against the verdict.

N. CURRY, President
N. A. RHODES, Vice-President

CAPITAL, \$1,000,000

J. M. CURRY, Sec.-Treas.

RHODES, CURRY & CO.

AMHERST, NOVA SCOTIA

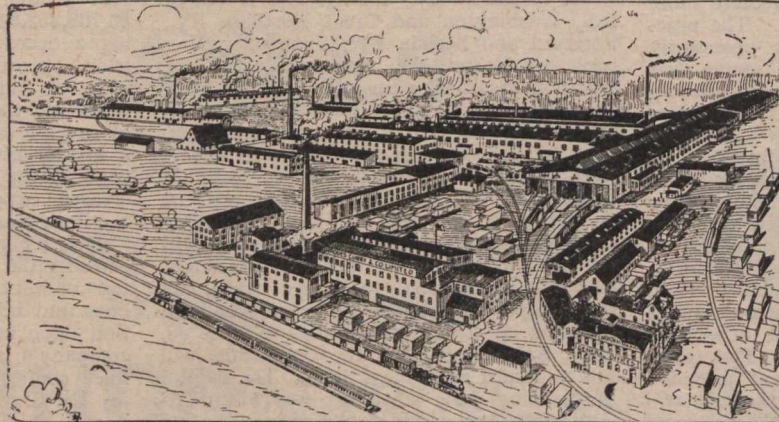
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- 1,000 Tons Forgings
- 1,000 Tons Bar Iron and Steel

Car Wheels, Axles, Forgings, Castings, Bar Iron & Steel, Etc.

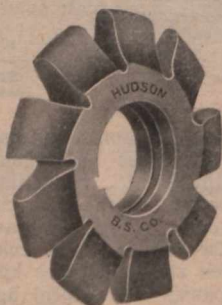
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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

The Alberta Oil, Coal and Wheat Ry. Co. was incorporated by an act passed by the Alberta Legislature at its first session in 1906, and the town of Pincher Creek has guaranteed bonds to the extent of \$25,000 towards the construction of a line from that place to the C.P.R. Crow's Nest Branch at or near Pincher station. It is said that construction will be proceeded with in the spring. J. E. Shoultz is Vice-President of the company, and it is said that English capital is being provided to construct the line. (Jan., pg. 19).

Algoma Central and Hudson Bay Ry.—Replying to a question in the House of Commons Jan. 8, the Minister of Railways said there had been completed 69.35 miles of main line, 20.29 miles of branch lines and 9.93 miles of side tracks, these figures having been supplied to the Government in a statement signed by and sworn to by J. S. Wynn, acting Manager, and A. H. Chitty, Assistant Treasurer. The total mileage subsidized and under construction was, on the main line, 200 miles; on branch lines 25 miles, total 225 miles. The subsidy was paid as follows: On main line, Dec. 17, 1901, \$240,624; on branch line, Feb. 24, 1902, \$76,800; on main line, June 17, 1902, \$63,200; on main and branch lines, Oct. 15, 1902, \$202,912; on main and branch lines, Oct. 4, 1904, \$331,378.76; on main and branch lines, April 12, 1905, \$10,061.24. Total subsidy paid, \$924,976, or \$4,111 per mile of the whole mileage stated, the payments having been made on progress estimates covering the whole distance under subsidy. These amounts were paid to the A.C. and H.B. Ry. Co. The Department was not aware of any other amounts claimed by the company on subsidy account. No special subsidies were applied for or granted on account of bridges or extra cost of construction. (See also Pacific and Atlantic Ry.). (Dec., 1907, pg. 889).

Atlantic, Quebec and Western Ry.—No additional track was laid during 1907. A contract has been entered into with the New Canadian Co., for the construction of an extension from Port Daniel to Gaspé, Que., 82½ miles. The headquarters of the construction company are at Paspébiac, Que., the chief offices being in London, Eng. (Dec., pg. 889).

The Cape Breton Ry., it is reported, contemplates starting early in the spring upon the construction of an extension of its line from St. Peter's to Louisburg, N.S., about 31 miles. A meeting was held at Sydney, N.S., Jan. 15, to consider the construction of the projected extension and pass a resolution favoring the granting of running powers for the company over the Intercolonial Ry. branch from Louisburg to Sydney, which the Government is being asked to construct. G. E. Johnson, St. Peter's, N.S., is General Manager.

Resolutions were adopted at the meeting held at Sydney, N.S., Jan. 15, asking the Provincial Legislature to pass an act to grant a loan to a company at the rate of \$13,500 a mile for railway extension in Cape Breton and Richmond counties.

Caraquet, N.B.—Application will be made at the current session of the New Brunswick Legislature for an act incorporating a company with power to construct a railway from a point on the main line of the Caraquet Ry. about five miles east of Caraquet, northeasterly to a deep water terminus at or near St. Paul's Church in Caraquet parish. It is also desired to have power to amalgamate with the Caraquet Ry., the Intercolonial Ry. or other railways, and to issue debentures on account of construction. J. J. Harrington, Bathurst, N.B., is solicitor for the applicants.

Deer River, Minn., to Fort Frances, Ont.—A U.S. press report states that another railway is about to be constructed from a Minnesota point to the International Boundary at Rainy River, opposite Fort Frances, Ont. The point from which it is stated the line will start is Deer River, a station on the Great Northern Ry. The Duluth, Rainy Lake and Winnipeg Ry. has recently been completed from Virginia to opposite Fort Frances, and the Minnesota and International Ry. has also recently completed a line from Bimedji to International Falls on the Rainy River, a little to the west of the point at which the D.R.L. and W. Ry. reaches the river.

Dominion Atlantic Ry.—It is proposed to construct a spur line from Centerville, on the Cornwallis Valley branch, running south and west to the company's main line near Middleton, N.S. Local reports state that a new freight and passenger station will probably be built at Annapolis during the current year. (Jan., pg. 19).

Fort William, Ont.—The Ontario Legislature will be asked at the current session to confirm a number of this city's by-laws, and to give the corporation power to construct one or more bridges over the Kaministikwia, Mission and McKellar rivers, suitable for railway, highway and all other traffic, with the right to lease running rights to any railway, corporation or person, or to charge tolls for the use of the bridge, or bridges; and with the consent of the ratepayers to issue debentures, payable in 40 years, to provide for the cost of the same.

Fort William Terminal Ry. and Bridge Co.—The Dominion Parliament is being asked at its current session for an act granting an extension of time for the commencement and completion of the company's lines. W. A. Dowler is solicitor to the provisional board of directors, and the present office of the company is at 502 Victoria Ave., Fort William, Ont. A meeting of shareholders has been called to be held at the offices Feb. 10, for the purpose of electing permanent directors, providing for the payment of preliminary expenses, surveys, etc., and ratifying and approving of the application to Parliament for an extension of time for construction. The plans of the company for its several lines at Fort William have been approved by the Board of Railway Commissioners.

Great Northern Ry. Lines in Canada.—The extension of the Crow's Nest Southern Ry. from Fernie to Michel, B.C., 23 miles, is expected to be placed in operation early in Feb. (Jan., pg. 19).

A report from Spokane, Wash., says the Vancouver, Victoria and Eastern Ry. and Navigation Co., and the Washington and Great Northern Ry., constructed during 1907 about 94 miles of line from Curlew, Wash., to 20 miles west of Keremeos, B.C., crossing the International Boundary line three times. The line is under contract to Princeton, and the surveys are completed to Cloverdale on the New Westminster Southern Ry., which is being reconstructed. The Vancouver, Westminster and Yukon Ry. from Vancouver to New Westminster, and the Victoria Terminal Ry. and Ferry Co.'s line from Port Guichon to Cloverdale, have been taken over and now form part of the lines of the Vancouver, Victoria and Eastern Ry. and Navigation Co. A contract is reported to have been let to F. P. Howard, Maroon Valley, B.C., for construction work on the line near Hedley, B.C. (Nov., 1907, pg. 831).

Halifax and Southwestern Ry.—The short piece of line to connect the Liverpool and Milton Ry. with the company's main line at Liverpool, N.S., is reported to be nearing completion. The rest piers for the draw

span in the bridge over the Mersey at Liverpool are being erected. The contractors are the Lindsay Construction Co. (Jan., pg. 21).

The Hillcrest Ry., Coal and Coke Co. during the year ended June 30, 1907, constructed 1.50 miles of line. The company was incorporated by an act passed by the Dominion Parliament in 1906 to construct a railway from Morrissey, via the Crow's Nest Pass to Hillcrest Jct., on the C.P.R., thence to Cardston, Alta., with branches to several specially named points. The provisional directors named in the act are: M. P. Davis, J. Thompson, Ottawa; C. P. Hill, Hillcrest, B.C.; W. L. Bell, Winnipeg, Man.; C. E. Ross, New York. (Aug., 1906, pg. 453).

Hudson Bay-Pacific Ry.—An office has been opened in Victoria, B.C., by Col. D. B. May, of Seattle, Wash., one of the promoters. The company has been organized under the laws of the State of Washington, with the following officers: President, Col. D. B. May; Vice-President, F. Belinger; Treasurer, W. H. Duval; other directors: J. McLachlan, Los Angeles, Cal.; Senator Cantor, New York; Senator J. K. Kerr, Toronto; J. P. Walls, Victoria, B.C. Application is being made at the current session of the Dominion Parliament for an act of incorporation and notice has been given that the British Columbia Legislature will be asked for an act incorporating a company to construct so much of the line as will be in that Province. Colonel May says that the company does not propose to ask for any subsidies, though it may later on ask permission to purchase public lands at a low valuation in connection with a colonization plan. (See Port Simpson and Eastern Ry., Jan., pg. 21).

Intercolonial Ry.—Tenders are under consideration for the construction of a block of cribwork to fill in a space in front of the wharf at Mulgrave, N.S., one of the points between which the car ferry Scotia operates.

At a meeting at Chatham, N.B., Jan. 4, a committee of the Board of Trade was appointed to secure options on a right-of-way for a new route into the town, with a view of asking the Government to construct it. The proposed new route runs for two miles along the water front, and would shorten the distance by about a mile, in addition to cutting out the heavy gradient near Nelson. The new line, it was stated, could be built for \$10,000 a mile, or \$50,000 in all; a bridge over Morrison's cove would cost about \$80,000; a new station and facilities, \$20,000; adding \$35,000 for land damages, and \$15,000 for incidentals would bring the total estimated cost of the line to \$200,000.

At Parrsboro, N.S., the view has been expressed that the Government will construct a loop line from Amherst to Truro. The present line between these points goes over the Cobequid Mountains, and is considerably blocked by snow in winter. The suggested loop would add seven miles to the distance between Amherst and Truro, but it would run through Parrsboro, and a district not now completely opened up by railway lines.

A meeting has been called to be held in Sydney, N.S., for the purpose of urging on the Dominion Government the necessity of constructing a branch of the Intercolonial Ry. from Sydney to Louisburg, N.S. (Jan., pg. 21).

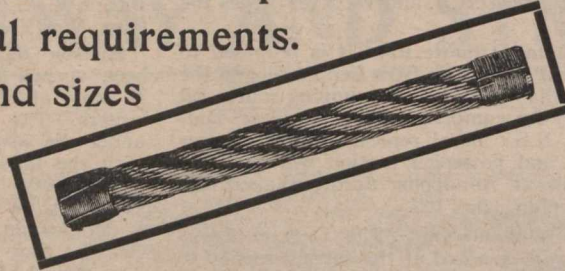
Kettle Valley Lines.—W. T. Beck, President of the Spokane and British Columbia Ry., the Washington, U.S., company owning the U.S. portion of the K.V. lines, is quoted as stating that the construction of the projected extension from Republic to Spokane, Wash., is tied up pending the settlement of the differences with the Great Northern Ry., respecting the right-of-way down the San Poil River valley through the Colville Indian reserve. The S. and B.C.R. obtained

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- Electrical Engineer
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a grant of a right-of-way through the reserve under the general act of Congress of 1899, and early in 1907 let a contract for the construction of 15 miles of line between Republic and the north border of the reservation. The G.N.R. commenced the construction of a line along the same route, claiming the right-of-way under a special act of 1898. Litigation was commenced and the matter is now before the Supreme Court of the State of Washington.

Respecting construction in British Columbia, Mr. Beck said work on the extension up the North Fork of the Kettle River had been completed from Grand Forks to Lynch Creek, that it was intended to carry this extension as far as Franklin Camp and that further construction would be gone on with during the coming summer. (Jan., pg. 21).

The section of the line from Grand Forks to Lynch Creek, B.C., 18.5 miles, has been completed and a regular train service is being operated over it.

Lotbiniere and Megantic Ry.—See Quebec Eastern Ry.

Manitoulin and North Shore Ry.—The Minister of Railways replying to a question in the house of Commons, Jan. 8, said there had been completed 13.53 miles of main line, and 1.54 miles of branch line, and on account of the subsidy there was paid \$32,000 on Jan. 23, 1903. The company had constructed 12.75 miles of line, commencing at Sudbury, towards Little Current, Ont., and by such construction claimed to have earned the full subsidy of \$6,400 a mile, or \$81,600, of which there had been paid the \$32,000 mentioned.

Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of the company's lines of railway. (Mar., 1907, pg. 161).

Newcastle Townsite Northwesterly.—The British Columbia Legislature is being asked this session to pass an act incorporating a company to construct a railway to be operated by steam or electricity from the Esquimalt and Nanaimo Ry., about 500 yards north of the Comox wagon road, following the old East Wellington Ry. right-of-way, or nearly so, until it reaches the Government gazetted wagon road in the mountain district, thence northwesterly for a mile or more. The line is proposed to be constructed for the hauling of logs, ore, mineral or other materials. Authority will also be asked to construct telephone and telegraph lines in connection with the railway, and to develop any waterpower that may be conveniently situated for the operation of the railway or otherwise. F. B. Gregory, Victoria, B.C., is solicitor for the applicants.

Nicola Lake to Vancouver, B.C.—Application is being made at the current session of the British Columbia Legislature for an act incorporating a company with authority to construct a railway from Nicola Lake along the Nicola, Coldwater and Coquellallu River valleys to Hope, thence along the Fraser River valley to New Westminster and Vancouver. Power is also asked to construct branch lines not exceeding 50 miles, to operate steam and other vessels, and to enter into agreements with other companies, and for other purposes. Livingstone, Garrett and King are solicitors for the applicants.

North Lanark Ry.—Application will be made at the current session of the Ontario Legislature for an act extending the time for the commencement and completion of this projected railway. McGarry & Devine, Renfrew, Ont., are solicitors for the company.

The N.L.R. Co. was originally incorporated by the Ontario Legislature in 1899 to construct a railway from near Mile Lake on the Kingston and Pembroke Ry., to the Canada Atlantic Ry. on the C.P.R. near Arnprior, the line to be operated either by steam or

electricity. In 1903 an amending act was passed, changing the location of the line from Blythfield tp. to Ottawa, and authorizing construction along the highway if electricity was to be adopted as the motive power. Some surveys were made in 1905, when a plan and profile was filed with the Ontario Department of Public Works; and in 1906 it was reported but officially denied that the charter had been acquired by the Ottawa and New York Ry., one of the New York Central lines in Canada. (Feb., 1906, pg. 65; June, 1905, pg. 243, and July, 1903, pg. 239).

Orford Mountain Ry.—There is under construction an extension of the line from Mansonville, Que., to North Troy, Vt., about four miles, upon which to Dec. 31, 1907, there had been laid 2½ miles of track. The railway company is doing its own construction, and the extension is expected to be completed during the current year. North Troy is a station on the Newport section of the C.P.R., 44.07 miles from Brigham Jct., and 14.31 miles from Newport, Vt. The company has completed surveys for its projected extension from Windsor Mills to Bromptonville, Que., 8 miles. (Aug., 1907, pg. 565).

Pacific and Atlantic Ry.—Application will be made at the current session of the Dominion Parliament for an act extending the time for the commencement and completion of the company's authorized lines, and to confirm an agreement between the company and the Algoma Central and Hudson Bay Ry. Co. for the amalgamation of the two railways.

The P. and A. R. Co. was incorporated by the Ontario Legislature in 1886, and acts reviving and confirming the same, and amending its provisions, were passed in 1900, 1902, and 1905. The company, by the Dominion Act of 1906, was recognized as a Dominion one, and the railways, except the branch lines, which it was authorized to construct, declared to be works for the general advantage of Canada. Construction was to be commenced by July, 1908, and completed by July, 1911, and authority was given to amalgamate with the G.T.R., the C.P.R., the Manitoulin and North Shore Ry., the Ontario, Hudson's Bay and Western Ry., or the Canada Central Ry. The line originally authorized to be constructed was to extend from the eastern boundary of Ontario, in Glengarry county, westerly via the Ottawa, the Madawaska, Magnetawan, and Spanish River valleys to Lake Superior. Jas. Conmee, M.P., was one of the original promoters. (Aug., 1906, pg. 455).

Prince Edward Island Ry.—Replying to a question in the House of Commons recently, the Minister of Railways said the contract price for the new station at Charlottetown was \$58,900, with schedule prices for such other items as were not capable of being determined accurately in advance; E. A. Walberg was the contractor; \$66,784.99 had already been paid on account of the work; the Department was unable to say how much was yet payable to the contractor, as the final estimate had not been made. Up to date \$7,884.98 had been paid for extras. There were no extras under the schedule, the amount named was for additional work in foundations, drains, sewers, flooring, and waterproofing casement with concrete, grading for and laying reinforced concrete platforms, all of which was done at schedule prices as stipulated in the contract. (Dec., 1907, pg. 889).

Quebec Central Ry.—No new construction work was done during 1907. The company has under survey an extension of its line from St. George, Beauce, to St. Justine, Beauce, about 30 miles. It has not been decided when construction work will be undertaken. (June, 1907, pg. 409).

Quebec Eastern Ry.—A report from the United States says: "Right-of-way has been secured, and surveys completed from Lyster station on the G.T.R., to Lime Ridge, Que., and subsidies on the Quebec end from Lysander to Quebec, and from Lime Ridge to Sherbrooke, are being sought. The total length of the proposed line from Lime Ridge to Quebec is 110 miles. Construction will begin as soon as the desired subsidies are obtained. W. H. Lamby, Secretary and Treasurer, Inverness, Que."

The name of the company mentioned in connection with the information is the Wolfe, Lotbiniere and Megantic Ry. This company was incorporated by the Quebec Legislature in 1901, to construct a railway from the Quebec Bridge over the St. Lawrence, via the Thames valley to Lime Ridge, the terminal point of the Massiwiippi Valley Ry., the Canadian line of the Maine Central Rd., a distance of about 90 miles. Various surveys were made and negotiations were carried on with U.S. lines, but no construction has been done. The probability of an amalgamation with the Lotbiniere and Megantic Ry., which has a line in operation from Lyster to St. Jean des Chaillons, was discussed, and in April, 1907, it was reported that the right-of-way had been secured and negotiations were pending with the Lotbiniere and Megantic Ry. to construct the line. Last session of the Quebec Legislature the L. and M. Ry. was vested with all the rights and privileges required to construct a line from its existing line, across the counties of Wolfe, Richmond and Sherbrooke, to Sherbrooke city, with branches not exceeding 15 miles in length, except for the purpose of connecting with other railways. At the same session of the Legislature, a number of those interested in the L. and M. Ry., obtained an act incorporating a company with the title of the Quebec Eastern Ry. to construct a line from Sherbrooke to the southern end of the Quebec bridge, a branch from such line to Lyster station; another branch to Lime Ridge, and other branches not exceeding in any one case 15 miles in length. The company was also given power to acquire the lines of the Lotbiniere and Megantic Ry., the franchises, etc., of the Wolfe, Megantic and Lotbiniere Ry., or to lease the lines. (Aug., 1907, pg. 563).

Southern British Columbia Ry.—The B.C. Legislature is being asked at its current session to pass an act incorporating a company with this title to construct a railway to be operated by steam, electricity or other motive power, for the carrying of freight, passengers and express, with power to construct telegraph and telephone lines, and with all the other privileges usually given to railways. The route of the proposed line is described as commencing six miles east of Kamloops, on the C.P.R. main line, thence running southeasterly through Grand Prairie valley and Salmon River valley to the east line of township 18, range 11, west of the 6th meridian, Kamloops division, a distance of about 30 miles. Barnard and Robinson, Vancouver, B.C., are solicitors for the applicants.

Application is also being made at the current session of the Dominion Parliament for an act of incorporation. McGiverin, Haydon & Greig, Ottawa, are solicitors for the applicants.

Temiskaming and Northern Ontario Ry.—Owing to the open winter construction is being carried on to a much later date on the northerly extension of this line than was anticipated. The chairman of the Commission was quoted as saying recently that it was hoped to be able to keep on the work all winter, and if this can be done the T. and N.O.R. construction will touch the route of the G.T. Pacific Ry. eastern division in May or June. (Dec. 1907, pg. 889)

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It is expected that about five miles of track will be completed early in Feb.

J. L. Englehart, Chairman of the Commission, stated Jan. 18, that the line would be completed to the point of junction with the route of the G.T. Pacific Ry. by the end of the current year. This is a distance of 42 miles from the present end of steel. It will be a difficult piece of road to construct because there is a good deal of muskeg, and there will be several heavy cuts to make. There is no rock work on the section. The only difficulty feared is a wet season, which will retard construction considerably. (Jan., pg. 23).

Trains were reported to be running to Matheson, 67 miles north of Englehart, or 205 miles from North Bay, where the line makes connections with the C.P.R. and G.T.R. At Englehart the roundhouse, machine shops and coal chutes have been completed.

The Kerr Lake branch is expected to be opened for traffic Feb. 15. The branch starts from the main line about 1½ miles south of Cobalt, and extends for about 5½ miles to Kerr Lake, serving a number of mining properties.

Thessalon and Northern Ry.—A deputation consisting of A. E. Dymont, A. A. Burke, J. B. Dobie, H. Appleton, of Thessalon, Ont., and W. Greene, of Marquette, Mich., waited on the Minister of Railways at Ottawa, Jan. 10, to ask Government aid towards the construction of this projected railway. The company was incorporated last session of the Ontario Legislature to construct a line from the C.P.R. Algoma branch southeasterly to Thessalon and northeasterly to the Mississagua River. The intention of the company is to construct a line ultimately to the C.P.R. transcontinental line. The Minister of Railways promised consideration of the proposal, favorably commenting on the line southerly to Thessalon. (Mar., 1907, pg. 163).

Trans-Canada Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the commencement and completion of this projected railway. The notice is signed by J. G. Scott, acting Secretary. This project is one in which a number of the directors and officers of the Quebec and Lake St. John Ry. were interested. Some surveys were made from Roberval to James Bay, and some grading has been done westerly from that point. (June, 1905, pg. 245).

Western Alberta Ry.—The Dominion Parliament is being asked at its current session to pass an act continuing and extending the powers conferred upon the W.A.R. Co., by the act of 1905, and extending the time for the commencement and completion of the projected railway. A. H. Beaton, Toronto, is solicitor for the company.

The company was originally incorporated by the Dominion Parliament in 1898, and a subsidy was voted in the following year. In 1900, 1903, and 1905, acts were passed extending the time for construction, and a renewal of the subsidy was voted in 1904. The act of 1905 gave the company power to enter into agreements for amalgamation, etc., with the Alberta Ry. and Irrigation Co. The railway authorized to be constructed is from the International Boundary at some point west of range 20 west of the 4th principal meridian, northwesterly through the Old Man valley, past Canmore and Anthracite, to the headquarters of the North Saskatchewan River, thence to the easterly base of the Rocky Mountains.

White Pass and Yukon Ry.—United States papers state that construction is progressing on a branch leading to the Whitehorse copper fields, two miles of grading having been completed, and 1½ miles of track laid. A. L. Berdoe, General Manager, was quoted

by a Seattle, Wash., paper as having said, Dec. 4, 1907, that construction of this branch would be commenced in the spring. We were advised in Oct., 1907, that while it was proposed to construct a branch through the Whitehorse copper fields the surveys had not been completed. At the recent annual meeting of the company in London, Eng., S. H. Graves, President of the operating companies, said to give this connection with the Whitehorse copper district "involves making a branch line of some 14 or 15 miles long, for which an act of the Canadian Parliament is required. Application has been made for this act, which it is hoped may be passed at the coming session in time to enable construction to be completed before the close of next summer." (Jan., pg. 23)

Upon the consideration of the application of the company (the Canadian charter being the British Yukon Ry.) for power to extend its line northwesterly to the Tahkeena River, coming before the Railway Committee of the House of Commons, Jan. 13, a question was raised as to whether the Board of Railway Commissioners could exercise an effective control over the rates. Of the lines owned by the company 12 miles are in Alaska—from Skagway, the seaport, to the International Boundary at Whitehorse. The Minister of Railways promised to obtain information upon the point and also whether the present rates charged by the company were satisfactory. Pending the obtaining of this information the consideration of the bill was held over.

Wolfe, Megantic and Lotbiniere Ry.—See Quebec Eastern Ry

White Pass and Yukon Ry. Report.

The report of the directors for the year ended June 30, 1907, includes the results of the operations of the local companies (all of whose capital is owned by the White Pass and Yukon Ry. Co.) for their financial year, which ended Dec. 31, 1906. The profit and loss account, after providing for debenture stock and debenture interest and all charges, showed a net profit of £87,904 2s. 9d., to which was added the balance of £14,765 4s. 5d. brought forward from the previous year, making a total of £102,669 7s. 2d. Out of this a full sinking fund instalment of £16,586 had been provided, and an interim dividend of 4s. per share, absorbing £27,500, paid in July. A further dividend of 6s. per share, absorbing £41,250, was recommended to be paid Jan. 15, leaving a balance of £17,335 7s. 2d. to be carried forward.

The report of S. H. Graves, President of the local companies, gave information as to the traffic over the company's railway, and other lines. During 1906 there were carried on the railway 13,720 passengers and 32,204 tons of freight; the average haul was 79.60 miles per passenger, and 105.94 miles per ton of freight, while the average load per car was 11.94 tons. The operating expenses of the rail division show a decrease of \$33,044.24 as compared with 1905, and of \$58,381.68 as compared with 1904. The company's fleet carried 8,262 passengers and 27,574 tons of revenue freight. The company operated 11 steamers and nine barges on the river and lakes, and held eight steamers and one barge in reserve. Two barges were built at the company's Whitehorse shipyards during the year; and some improvements were made at the company's Dawson shipyard. The operating expenses show a reduction of \$36,153.60 as compared with 1905. "A better idea of the saving," said Mr. Graves, "is gained by comparison with the results of 1904, which shows that in 1906 we carried 1,413 more passengers and 1,508 more tons

of freight at a reduced cost of \$58,994.15. The winter stage line was carried on as usual between Whitehorse and Dawson, 167 trips being made (equivalent to 55,100 miles), carrying 38 tons of mail, 781 passengers, four tons of parcel freight (including gold dust), and 215 tons of ordinary freight.

GENERAL BALANCE SHEET.

Shares, mortgages and debentures, at cost, of local railway and navigation companies.....	£2,374,011 10 10
Balance due from local companies	98,899 11 9
Cash at bankers and in hand....	683 18 7
Sinking fund investments (at cost)—	
£94,431 White Pass and Yukon Ry. Co., 5% consolidated first mortgage debent' stock.	£87,150 18 2
Cash in hands of trustees for investment.....	2,243 11 11
	89,394 10 1
Commission paid for extension of 6% mortgage debentures (navigation bonds).....	12,777 15 0
Less one-fourth written off in 1906.....	3,194 8 9
	£ 9,583 6 3
Less proportion charged against this year's profits.....	3,194 8 9
	6,388 17 6
	<u>£2,569,378 8 9</u>

Share capital—	
Authorized 170,000 shares of £10 each. £1,700,000	
Issued 137,500 shares of £10 each fully paid.....	£1,375,000 0 0
5% consolidated first mortgage debenture stock—	
Authorized.....	£750,000
Issued.....	746,702 0 0
6% mortgage debentures (navigation bonds), authorized and issued.....	255,555 0 0
Sundry creditors.....	57 11 6
Sinking fund—	
As per last balance sheet.....	£58,791 13 9
Amount set aside out of profits for year ended June 30, 1906, in accordance with terms of agreement, dated Apr. 22, 1902.	16,169 0 11
Interest on sinking fund investments to June 30, 1907..	4,433 15 5
	89,394 10 1
Profit and loss account.....	102,669 7 2
Balance of profit per balance sheet at June 30, 1906.....	£99,684 5 4
Less amount carried to sinking fund.....	16,169 0 11
	£83,515 4 5
Less dividends paid on July 16, 1906, and Jan. 15, 1907.	68,750 0 0
	£14,765 4 5
Add profit for year to June 30, 1907, as per account above.	87,904 2 9
	<u>£102,669 7 2</u>
	<u>£2,569,378 8 9</u>

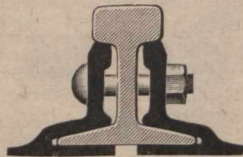
Following are the officers and directors for the current year: Chairman, C. C. Macrae; Vice-Chairman, Hon. S. Carr-Glyn; other directors, J. Dugdale, E. Hanson and E. F. North; Secretary, W. H. P. Stevens, all of London, Eng. President of the local companies, S. H. Graves, Chicago, Ill., and Vancouver, B.C.; General Manager, A. L. Berdoe, Vancouver, and Skagway, Alaska.

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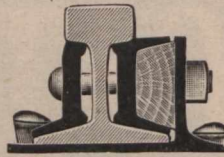
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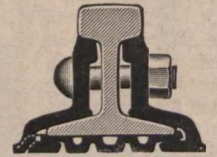
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Railway Rolling Stock Notes.

The Canadian Northern Ry. received between Dec. 15, 1907, and Jan. 15, 5 snowplows from Rhodes, Curry & Co., Ltd., Amherst, N.S.

The G.T.R. received the following additions to rolling stock between Dec. 14, 1907, and Jan. 11: seven Richmond compound consolidation engines; 2 first-class passenger coaches; 10 baggage and express cars, and 32 cabooses.

The Locomotive and Machine Co. of Montreal, during Dec., 1907, delivered 6 ten-wheeled locomotives to the Temiskaming and Northern Ontario Ry., 7 consolidation engines to the Grand Trunk Ry., 4 consolidation engines to the Canadian Northern Ry., and 1 engine to the Crow's Nest Pass Coal Co.

Following are dimensions, etc., of the 500 box cars of 60,000 lbs. capacity ordered by the C.N.R. from Rhodes, Curry & Co., Amherst, N.S., mentioned in our Jan. issue: length, over end sills, 36 ft. 9 3/4 ins.; width, over side sills, 9 ft. 0 3/4 in.; wheel base of truck, 5 ft. 2 ins., with Westinghouse air brakes and Latrobe couplers.

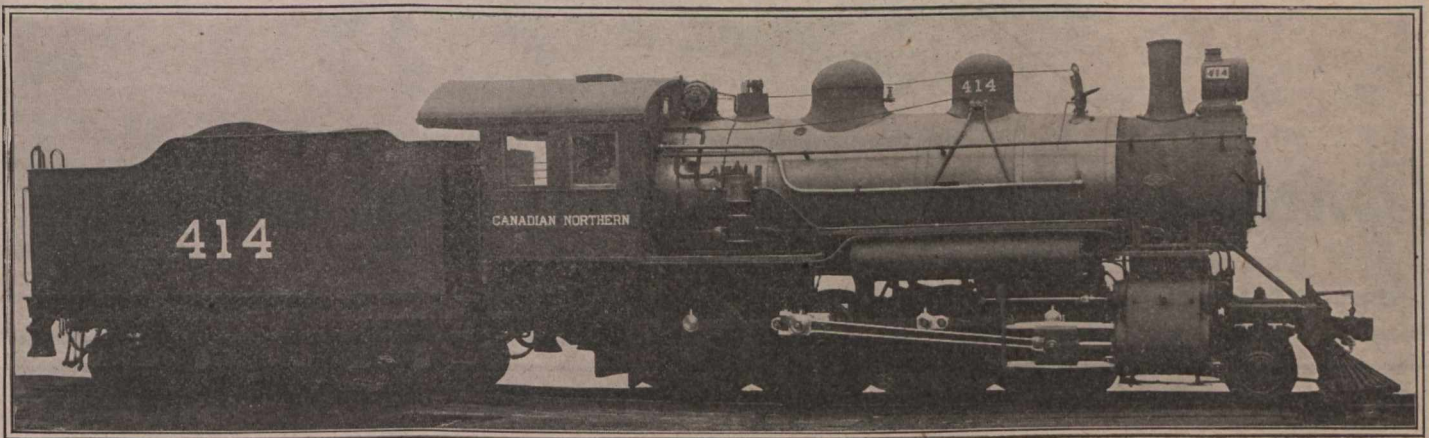
stock: 10 passenger locomotives, Pacific type; 1 sleeping car, 2 first-class passenger cars, 2 tourist cars, 1 colonist car, 1 baggage car, 2 mail and express cars, 1 flanger, 1 clearance car, 84 box cars, 3 refrigerator freight cars, 16 stock cars, 33 flat cars, 2 Hart ballast cars, at its Angus, Montreal, shops; 4 vans at its Farnham, Quebec, shops; and 7 steel coal cars, 1 steel ore car, with the Dominion Car and Foundry Co., Montreal.

The C.P.R., in addition to the orders enumerated in another item in this column, have ordered from the Dominion Car & Foundry Co. 400 improved steel underframe Hart-convertible cars for April delivery. Capacity, 50 tons; length between end sills, 36 ft. 10 ins.; length inside, 35 ft. 3 ins.; width over all, 10 ft. 2 ins.; width inside, 8 ft. 8 ins.; height, 8 ft. 7 1/4 ins.; truck centres, 27 ft. 10 ins. Special equipment: Westinghouse air brakes, Tower couplers, Simplex truck bolsters and brake beams, Susemihl side bearings. The cars were designed by the Hart-Otis Car Co., Ltd., and will be built under license from them.

The cost of the three motor cars constructed in Canada for the Intercolonial Ry. was

Type of boiler.....	radial stay.
Working pressure.....	200 lbs.
No. of tubes.....	310
Diam. ".....	2 ins.
Length ".....	14 ft.
Brakes.....	Westinghouse.
Weight of tender, loaded.....	140,000 lbs.
Tank, style.....	hopper.
" capacity.....	6,000 imp. gals.
Coal capacity.....	12 tons
Truck, style.....	4-wheel.
Diam. of wheel.....	33 ins.
Kind of wheel.....	cast iron, chilled tread.
Diam. and length of journal.....	5 1/2 ins. and 10 ins.
Brake beam.....	Simplex.

Accidents to Railway Employees.—The Secretary of the Board of Railway Commissioners has issued the following circular to railway companies: "In considering the numerous reports of investigations of accidents, the Board has been impressed with the fact that a large number of railway men employed on wrecking crews are either injured or lose their lives in the clearing of wrecks and the handling of wrecked and disabled engines. The Board would, therefore, urge upon railway companies the advisability of issuing a circular to their employes warning them that more care should



CONSOLIDATION LOCOMOTIVE BUILT FOR THE CANADIAN NORTHERN RY. BY THE CANADIAN LOCOMOTIVE CO., LTD.

The 50 steel hopper ore cars ordered by the Canadian Northern Ry. from the Dominion Car and Foundry Co., as announced in our Jan. issue, will have the following special equipment: Simplex bolsters and brake beams, Susemihl roller ball bearings, McCord journal boxes, Westinghouse air brakes, Latrobe steel couplers.

The White Pass and Yukon Ry. during the financial year of 1906, the report of which has recently been issued, sold one locomotive to the Klondyke Mines Ry. and one to the Tanana Mines Ry. It also built seven box cars, five stock cars and 10 flat cars, and repaired two cabooses (reported dismantled in 1905) at its Skagway shops.

The Intercolonial Ry., between Dec. 18, 1907, and Jan. 15, received the following additions to rolling stock: 98 box cars, 80,000 lbs. capacity; 36 flat cars, 80,000 lbs. capacity, and 73 hopper cars, 30,000 lbs. capacity, from Rhodes, Curry & Co., Amherst, N.S.; 19 box cars, 60,000 lbs. capacity, from the Crossen Car Mfg. Co., Cobourg, Ont., and 10 other flat cars, 80,000 lbs. capacity.

The C.P.R. between Dec. 16, 1907, and Jan. 19, received the following additions to rolling stock: 2 locomotives, 131 box cars, 27 refrigerator freight cars, 60 flat cars, 10 first-class passenger cars, 5 snowplows, from its Angus, Montreal, shops; 1 rotary snowplow from the Locomotive and Machine Co. of Montreal, and 87 steel coal cars from the Dominion Car and Foundry Co., Montreal.

The C.P.R. between Dec. 16, 1907, and Jan. 19, placed the following orders for rolling

\$18,600 each, and the one constructed in Hungary cost \$16,000. The Minister of Railways stated recently that two of these cars were in operation, one between St. John and Hampton, N.B., and one between Halifax and Windsor, N.S. Tests had not been reported to the Department, as certain difficulties developed in the way of balancing which will take some time to work out. Whether these cars would be adopted for branch lines on the Intercolonial Ry., and for the Prince Edward Island Ry., depended upon the results secured on the report of the tests made. No more of the cars were being built at present.

Following is the specification of the consolidation engines recently delivered to the Canadian Northern Ry. by the Canadian Locomotive Co., Kingston, Ont., one of which is illustrated on this page. Another 40 similar engines, mention of which order was made in our issue of Sept., 1907, p. 655, are under construction for delivery during the early part of this year:

Type of engine.....	consolidation.
Fuel used.....	bituminous coal.
Weight in working order, drivers.....	151,000 lbs.
" " " total.....	170,000 lbs.
Wheel base of engine, rigid.....	15 ft. 6 ins.
" " " total.....	23 ft. 6 ins.
" " " and tender.....	56 ft.
Heating surface, fire-box.....	176 sq. ft.
" " tubes.....	2,259 sq. ft.
" " total.....	2,435 sq. ft.
Diam. of driving wheels.....	57 ins.
Material of driving wheels, centres, main, cast steel: others, cast iron.	
Diam. and length of driving journals, 9 and 12 ins. " of cylinders.....	21 ins.
Stroke of cylinders.....	26 ins.

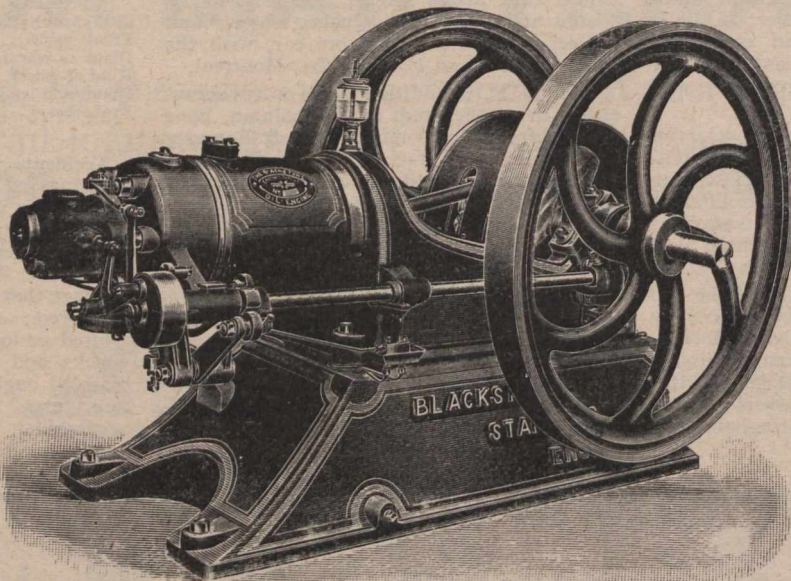
be exercised in the clearing of wrecks, and when coupling or uncoupling of engines which have been injured in wrecks is required to be performed that the employes engaged in such work be placed under the charge of a responsible foreman, who will direct their movements and see that their lives are not needlessly jeopardized."

Freight Rates to Yukon.—The Minister of Railways, replying to a question in the House of Commons recently, said the Board of Railway Commissioners had not made any report or order respecting the freight rates charged on the White Pass and Yukon Ry. The Board held a sitting at Dawson for the purpose of hearing the complaints against the rates charged on the railway, but no evidence was laid before it to form an opinion whether the rates were higher than were reasonable under the circumstances of the traffic. The Board then directed its Chief Traffic Officer to make full enquiries and report upon the subject. This officer investigated the books, accounts and records of the railway company, and subsequently obtained, by authority of the Board, the services of an accountant to assist him in dealing with them. On account of the labor involved and the pressure of work in his department, and on account of his having been obliged to undergo a surgical operation during the past summer, the Chief Traffic Officer had not made any report in the matter. The Board, however, expected to have the report shortly, when it would be in a position to give a decision upon the various points raised.

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Simple
Reliable
Economical
Self-contained
Well-made



— HAVE NO —

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Sparks
Bad Odor
Electric Battery
Exterior Flame
when operating

Blackstone Engine with Oil Tank in Base

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STEAM RAILWAY STATISTICS FOR YEAR ENDED JUNE 30, 1907.

In this table the minus mark (—) before figures in the net earnings column shows that there was a deficit in the operations of the line to the extent of the figures given. The numbers in brackets—thus (1)—after the name of a railway refer to notes on page 107.

Name of Railway	Mileage	Gross Earnings	Net Earnings	Proportion of earnings to working expenses		Earnings per train mile		Revenue Train Mileage	Mileage of non-Revenue Trains	Passengers Carried	Freight Carried
				p.c.		\$	c				
Alberta Ry. and Irrig. Co.(2)	123.41	\$ 181,892.02	\$ 45,648.55	74	2.87	2.15		63,194	3,820	23,762	98,894
Albert Southern Ry. (1)	19.00										
Algoma Cent. & Hudson Bay	121.57	263,166.43	44,119.17	83	6.96	5.79		37,772	13,009	15,983	237,198
Atlantic & Lake Superior (3)	100.00	68,886.32	-1,234.67	-101	0.82	0.84		83,500		16,635	32,373
Atlantic, Quebec & Western(4)											
Bay of Quinte (5)	123.67	288,087.75	117,209.73	59	1.25	0.74		229,770		108,775	336,873
Bedlington and Nelson	25.25	1,991.48	-12,312.50	-718	0.85	6.14		2,328	99	945	4,943
Beersville Coal & Ry. Co.	8.63	2,416.87	-1,978.51	-181				5,008		591	5,673
British Yukon	90.32	323,665.06	176,098.15	45	5.57	2.54		58,088	8,116	11,737	31,871
Brockville, Westport & N.W.	47.00	62,023.00	34,955.63	43	1.05	0.46		58,535		73,468	21,865
Bruce Mines and Algoma (7)	17.28										
Buctouche and Moncton (8)	35.20	24,659.99	4,838.59	80	1.22	0.99		20,032		17,837	237,575
Brandon, Sask. & Hudson Bay	76.18	6,308.58	-20,747.89	-428	1.22	5.26		5,123	3,421	1,995	10,433
Bessemer & Barry's Bay (6)	5.00	945.07	-4,603.89	-587							10,621
Canada Coals and Ry. Co.	15.50	38,448.48	16,175.95	57	1.82	1.05		21,072		13,250	96,391
Canada Southern (9)	811.19	8,458,678.39	-198,217.04	-102				3,831,135	173,769	1,095,471	6,087,427
Canadian Government Rys.											
Intercolonial	1,859.23	8,619,500.56	417,436.48	95	1.25	1.19		6,872,962	329,866	2,672,926	3,695,641
Prince Edward Island	287.50	288,336.76	-88,640.94	-130	0.86	1.12		334,014	43,600	303,437	92,347
Canadian Northern (10)	2,803.56	8,350,198.08	2,974,496.82	64	2.41	1.56		3,464,372	245,497	703,988	1,822,220
Canadian North. Ontario (11)	150.80	129,770.91	-12,065.19	-109	0.89	1.03		137,692	27,908	60,582	65,212
Canadian North. Quebec (12)	274.60	658,533.09	73,265.45	88	1.53	1.36		428,986		296,938	449,298
Canadian Pacific (13)	10,830.60	71,211,339.10	25,900,421.02	63	2.28	1.45		31,234,506	1,173,285	8,596,167	14,910,429
Cape Breton	31.00	8,144.89	-7,754.44	-195	0.42	0.82		19,406		7,933	3,394
Caraquet	88.28	50,315.63	-877.80	-101	1.12	1.14		44,650	1,250	11,074	25,099
Carillon and Grenville	13.00	3,030.67	-2,216.24	-173	0.67	1.45		2,860		5,148	104
Central Ontario	151.32	283,048.25	138,690.27	51	1.56	0.80		180,460		133,331	239,180
Crow's Nest Southern	60.99	134,570.36	21,529.74	84	2.18	1.83		61,515	5,212	17,212	178,367
Cumberland Ry. & Coal Co.	48.00	95,968.11	51,925.77	45				785,670		31,049	373,213
Dominion Atlantic (14)	324.24	778,571.82	280,586.39	72	1.35	0.86		574,076	4,498	334,805	362,497
Edmonton, Yuk. & Pacific (15)	4.50										
Elgin and Havelock	28.00	12,631.61	1,917.93	84							8,913
Esquimalt & Nanaimo	78.00	458,176.12	152,934.45	66	3.29	2.19		139,125	8,952	176,039	183,115
Grand Trunk (16)	4,777.64	31,529,834.34	9,764,718.89	69	1.83	1.26		17,173,586	1,042,872	10,137,015	15,342,677
G.T.R. (Can. Atlantic) (16)	451.82	1,967,752.97	92,990.01	95	1.23	1.17		1,596,595	208,861	473,386	1,686,377
Gulf Shore (17)	17.79										
Halifax & South-Western (18)	391.96	323,367.86	32,338.44	89	1.31	1.02		245,442	12,715	177,355	179,011
Hampton & St. Martins	30.00	12,100.12	6,342.63	47	0.92	0.43		13,140		7,296	
Hereford	61.54	72,462.73	-24,864.80	-134	0.90	1.22		79,721	1,896	24,936	175,923
Hillcrest Ry. C. & C. Co. (19)	1.50										
International Ry. of N.B.(21)	29.00										
Inverness Ry. & Coal Co.	65.50	185,386.74	75,336.03	59	1.41	0.82		131,466	38,940	27,700	283,015
Irondale, Bancroft & Ottawa	49.00	31,685.56	497.12	98	1.04	1.02		30,452		10,951	34,130
Kaslo and Slocan	31.73	19,003.80	-18,394.34	-240	0.73	1.77		21,051		4,594	6,108
Kent Northern (22)	27.00	17,495.10	6,664.10	62						9,010	
Kettle River Valley (23)	3.86										
Kingston and Pembroke	133.80	233,831.04	62,414.14	73	1.40	1.03		165,904		44,708	124,826
Klondike Mines	33.50	36,040.59	-69,923.47	-269	2.64	7.11		13,640		2,655	2,314
Lake Erie & Detr. Riv. (24)	306.09	1,524,609.93	451,187.59	70	1.83	1.28		832,838	22,190	556,588	2,365,056
Liverpool and Milton	5.53	7,451.84	1,714.92	79				2,808		25,377	14,700
Lotbiniere and Megantic	32.53	34,161.56	7,977.48	76	1.86	1.42		18,360		11,894	55,712
Marmora Ry. & Min. Co.(26)	9.60										
Magnetawan River (25)	1.91										13,581
Manitoulin and North Shore	19.05	60,453.12	22,301.22	63	4.06	2.56		14,899	173	3,655	290,755
Massawippi Valley (27)	35.46	191,825.38	23,031.99	88	0.96	0.84		198,994	41,930	169,990	481,960
Montreal and Atlantic (28)	204.70	787,843.71	143,620.03	82	1.48	1.21		529,465	14,465	282,433	907,378
Montreal and Province Line	61.13	94,200.83	19,660.15	79	0.98	0.77		95,223		6,378	133,126
Montreal and Vermont Jct.	25.60	205,319.12	106,026.18	48	1.66	0.80		123,537		3,397	889,743
Morrissey, Fernie & Mich.(29)	10.85	90,250.60	20,036.87	78	3.65	2.84		24,669		217,201	473,558
Midland Ry. of Manitoba	83.56	10,084.67	-21,386.68	-312	1.40	4.39		7,163	6,109	2,093	120,450
Nelson & Fort Sheppard (30)	60.12	81,395.10	-46,525.10	-157	1.28	2.02		63,333		36,414	30,945
New Brunswick C. & Ry. Co.	65.00	40,502.19	-157.71	-100	0.78	0.78		51,542		14,297	40,358
New Brunswick & P.E.I.	37.50	30,859.02	7,113.13	77	0.61	0.47		50,008		18,798	29,259
New Brunswick Southern	84.30	40,745.04	-7,195.25	-117	0.68	0.80		59,300		12,585	27,183
Nosbonsing and Nipissing	6.75	34,279.20			1.20	1.20		13,500			26,966
Nova Scotia S. & C. Co.	16.37	5,624.33	-8,259.54	-245							8,578
New Westminster South.(31)	27.26	109,038.09	19,110.50	82	1.50	1.24		72,300	1,585	101,643	67,438
Orford Mountain	50.00	25,282.32	-4,787.97	-118	0.57	0.67		44,393	680	13,467	29,248
Ottawa and New York (32)	63.40	124,810.46	1,677.23	98	1.07	1.05		116,368	1,864	110,300	100,700
Phillipsburg Ry. & Quarry Co.	6.00	1,380.00	-4,330.14	-413							4,885
Pontiac and Renfrew (33)	4.25										

(Continued on page 107)

BALDWIN LOCOMOTIVE WORKS

The following locomotives are in stock and available for immediate delivery:—

FOR PASSENGER SERVICE:

One American type with cylinders 18" x 24", standard gauge.

FOR LOGGING SERVICE:

Two six-coupled double-ender locomotives with cylinders 15" x 20", standard gauge.

FOR SWITCHING SERVICE:

One four-coupled locomotive with cylinders 18" x 24", standard gauge.
One six-coupled locomotive with cylinders 18" x 24", standard gauge.
Two six-coupled locomotives with cylinders 21" x 26", standard gauge.

FOR FREIGHT SERVICE:

One ten-wheeled type with cylinders 18" x 26", standard gauge.
One ten-wheeled type with cylinders 18" x 24", standard gauge.
One consolidation type with cylinders 28" x 32", standard gauge.
Three consolidation type with cylinders 20" x 24", standard gauge.
One consolidation type with cylinders 19" x 24", standard gauge.

FOR SWITCHING AND CONTRACTORS' SERVICE:

Ten tank locomotives with cylinders 10" x 16", three feet gauge.
One six-coupled double-ender locomotive with cylinders 17" x 20", three feet gauge.

Full particulars and specifications of any of the above locomotives will be furnished on application.

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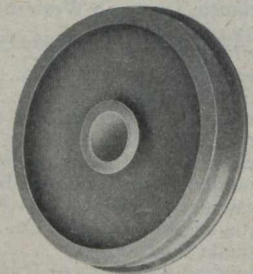
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Steam Railway Statistics for Year Ended June 30, 1907.—(Continued from Page 105)

Name of Railway	Mileage	Gross Earnings	Net Earnings	Proportion of earnings to working expenses	Earnings per train mile	Operating per train mile	Revenue Train Mileage	Mileage of non-Revenue Trains	Passengers Carried	Freight Carried
				p. c.	\$ c	\$ c	Miles	Miles		Tons
Princeton Br. Wash. Co. Ry..	5.24	\$ 20,553.57	\$ 15,057.58	26	2.05	0.54	9,999	136	19,132	86,736
Qu'Ap., L.Lake & Saskatch'n	253.96	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quebec Central.....	222.00	922,444.46	303,561.05	67	1.56	1.04	590,857	168,278	280,374	580,876
Quebec & Lake St. John.....	279.61	601,619.68	205,904.16	65	1.65	1.08	363,630	.....	325,629	344,820
Quebec Ry., L. & P. Co. (34).	37.00	185,493.78	55,195.00	70	0.64	0.44	289,743	.....	1,235,260	84,897
Quebec, Mont. & Southern...	143.75	264,927.53	12,790.50	95	1.31	1.24	201,984	.....	213,327	398,991
Red Mountain.....	13.52	38,195.72	2,994.04	92	2.97	2.74	12,854	254	14,507	93,064
Rutland and Noyan.....	3.89	15,710.44	6,822.71	56	2.10	1.09	7,473	646	91,527	239,152
Salisbury and Harvey.....	50.00	36,694.43	-1,060.49	-102	.....	.....	.....	.....	13,355	63,389
Schomberg and Aurora.....	15.10	10,307.14	-950.99	-109	0.46	0.51	22,070	.....	34,848	2,800
Stanstead, Shep'd & Chambly	46.23	82,447.26	19,639.75	76	0.93	0.70	88,632	13,235	182,305	891,726
St. Clair Tunnel.....	2.25	311,809.00	165,441.49	46	.....	.....	.....	.....	.....	.....
St. John V. & R. du Loup (35)	6.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Lawrence & Adiron'k (36)	61.91	323,088.85	127,448.60	60	1.49	0.90	216,142	4,593	342,870	530,358
Sydney and Louisburg.....	80.45	402,676.59	3,376.89	99	3.33	3.30	120,789	.....	44,631	3,273,183
St. Louis and Richibucto.....	7.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Temiscouata.....	120.93	172,195.15	36,549.99	78	1.11	0.87	154,392	.....	62,197	113,845
Temiskaming & N. Ontario...	176.40	678,097.28	174,935.92	74	2.15	1.59	314,531	.....	447,142	313,530
Thousand Islands.....	7.33	40,667.05	15,595.23	61	1.14	0.70	35,604	.....	36,561	38,763
Toronto, Ham. & Buffalo (37)	121.03	853,986.31	315,780.10	63	2.18	1.37	390,918	4,050	416,626	998,475
Vancouver Copper Co. (38)...	12.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vancouver, Vic. & Eastern...	88.88	325,857.74	146,976.20	46	4.78	2.62	68,147	36,356	44,370	525,578
Vancouver, West. & Yukon...	19.96	91,957.47	28,818.78	68	2.16	1.48	42,504	.....	95,256	57,132
Victoria and Sydney.....	17.46	32,186.00	9,038.12	92	1.51	0.93	24,739	.....	60,800	19,103
Victoria Ter. Ry. & Fer. Co..	19.88	11,825.83	-979.24	-72	1.30	1.63	7,825	.....	66,393	27,843
Wabash Rd in Canada.....	.....	2,538,011.10	607,423.21	76	1.56	1.19	1,619,228	465,154	509,823	1,314,791
Wellington Colliery Co.....	10.75	5,160.57	-29,240.27	-666	1.27	7.63	4,504	13,459	4,283	2,801
Wel. Col. Co.Ladysmith Ex..	17.88	37,333.87	.....	100	0.99	0.99	37,334	.....	1,345	455,733
York and Carleton.....	5.75	2,584.10	-1,196.65	-146	.....	.....	6,356	.....	4,100	17,027
Totals.....	27,796.80	\$146,738,214.68	\$42,989,537.41	.....	.....	.....	75,115,765	4,152,518	32,137,319	63,866,135

Notes to Steam Railway Statistics.

With the adoption of new schedules on July 1, 1906, there has been considerable alteration and improvement in the arrangement of the statistical tables showing the operation of the steam railways in Canada for the year ended June 30, 1907. In all essential regards the information given in the tables is identical with that collected by the Interstate Commerce Commission at Washington, D.C. In presenting the report J. L. Payne, Comptroller of Railway Statistics, says: "It was not to be expected, however, that these innovations could be readily and smoothly applied. Difficulties had to be met in many directions, but the mutual value of the new work, as between the Department and the railways themselves, was heartily recognized. This brought about a commendable spirit of co-operation. Therefore, while the returns are not perfect in all respects, they are nevertheless reasonably satisfactory under the circumstances."

The statistical table which we publish contains the same information which we have hitherto given, with the exceptions that the two columns heretofore showing the train and locomotive mileage respectively, have been altered, the first now showing the "revenue train mileage," and the second the "mileage of non-revenue trains." The notes which follow are compiled from the report just issued, such necessary information being added as will enable reference to be made to the notes and statistical table for the year ended June 30, 1906, which appeared in our issue of April, 1907, pages 225, 227 and 229.

(1) The Alberta Southern Ry. is not being operated.
 (2) The Alberta Ry. and Irrigation Co. was formerly known as the Alberta Ry. and Coal Co., and includes the St. Mary's

River Valley Ry. It operates over 1.60 miles of the C.P.R. under trackage rights.

(3) The mileage of the Atlantic and Lake Superior Ry. is that of the old Baie des Chaleur Ry. only.

(4) The Atlantic, Quebec and Western Ry. is under construction.

(5) The Bay of Quinte Ry. operates 19 miles under trackage rights.

(6) The Bessemer and Barrys Bay Ry. is owned by the Mineral Range Iron Mining Co., and its traffic consists of iron ore. It connects with the Central Ontario Ry. near L'Amable, Ont.

(7) The Bruce Mines and Algoma Ry. is not being operated. It was placed in the hands of a receiver early in 1906.

(8) The Buctouche and Moncton Ry. is operated with the title of the Moncton and Buctouche Ry.

(9) The Canada Southern Ry. has 242.98 miles of second track, of which 92.51 miles was constructed during the year.

(10) The Canadian Northern Ry. mileage, earnings, etc., include those of the Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co., which was formerly operated by the C.P.R. under an agreement. It is now owned by the C.N.R.

(11) The Canadian Northern Ontario Ry. has trackage rights over 4 miles.

(12) The Canadian Northern Quebec Ry. includes the lines appearing in the returns for the year ended June 30, 1906, as the Chateauguay and Northern Ry., and the Great Northern Ry. of Canada.

(13) The C.P.R. has 125.20 miles of second track, of which 81.00 miles were completed during the year. Its mileage includes 992.20 miles of lines of proprietary companies; 3,168.50 miles of lines operated under lease; 168.50 miles of lines operated under contract; and 37.30 miles of trackage rights over other companies' lines.

(14) The Dominion Atlantic Ry. mileage includes 32 miles of line operated under lease and 14.51 miles of trackage rights.

(15) The earnings, etc., of the Edmonton, Yukon and Pacific Ry. are included in those of the Canadian Northern Ry.

(16) The G.T.R. has 667.42 miles of second track. Its mileage includes 161.30 miles of line operated under lease and 9.87 miles of trackage rights. The Canada Atlantic Ry. is operated as the Ottawa Division G.T.R.; its mileage includes 59.85 miles of trackage rights.

(17) The Gulf Shore Ry. is operated by the Carquet Ry. and no separate statistics are given.

(18) The Halifax and South-Western Ry. mileage includes 2.30 miles of trackage rights.

(19) No figures are given respecting the traffic on the Hillcrest Coal and Coke Co.'s line.

(20) The Intercolonial Ry. has 44.18 miles of second track. It has trackage rights over 40.30 miles of other lines.

(21) The International Ry. of New Brunswick is under construction; the mileage given represents the track laid to the date of the report.

(22) The figures given for the Kent Northern Ry. include any traffic over the St. Louis and Richibucto Ry., which was not operated for some years.

(23) The Kettle River Valley Ry. did not make a report. This is the title of the Canadian portion of the lines operated as the Kettle Valley Lines. The lines operated extend from Grand Forks up the north fork of the Kettle River some 15 miles, and southerly to Republic, Wash., and extensions are being constructed northerly for a further 10 miles, and southerly from Republic to Seattle.

(24) The Lake Erie and Detroit River Ry. mileage includes the London and Port

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TERRITORIES re-creation of business along the Halifax and South Western. Quebec City will have a new direct rail route to Montreal and

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Stanley Ry., 23.66 miles, which it operates under lease, and 6.75 miles of trackage rights, of which 0.78 miles is second track.

(25) The Magnetawan River Ry. is operated by the G.T.R.

(26) The Marmora Ry. and Mining Co. is operated under lease by the Central Ontario Ry., and no separate statistics of its operation are given.

(27) The Massawippi Valley has 1.38 miles of second track. It is leased to the Boston and Maine Rd.

(28) The Montreal and Atlantic Ry. has 6.40 miles of second track. Its mileage includes 60.50 miles of leased lines.

(29) The Morrissey, Fernie and Michel Ry. mileage includes 5.00 miles of leased lines. It is owned by the Crow's Nest Coal Co.

(30) The Nelson and Fort Sheppard Ry. mileage includes 4.70 miles of line operated under trackage rights

(31) The New Westminster Southern Ry. operates over 1.48 miles of line under trackage agreements. It is part of the Great Northern Ry. (U.S.A.) system.

(32) The Ottawa and New York Ry. mileage includes 1.90 miles of trackage rights. It is part of the New York Central Rd. system.

(33) The Pontiac and Renfrew Ry. is not being operated. It extends from Wyman's Station on the old Pontiac Pacific Jct. Ry. (now part of the C.P.R.) to Bristol Iron Mines, Pontiac County, Que.

(34) The Quebec Ry., Light and Power Co. has 6.00 miles of second track. It also operates over two miles of line under contract.

(35) The St. John Valley and Riviere du Loup Ry. was projected from Fredericton to Woodstock, N.B., 66 miles, and six miles have been constructed. It has never been operated.

(36) The St. Lawrence and Adirondack Ry. mileage includes 13.30 miles operated under lease, and it has trackage rights over 8.70 miles. It is part of the New York Central Rd. system.

(37) The Toronto, Hamilton and Buffalo Ry. has 2.04 miles of second track. It has trackage rights over 4.70 miles of the lines of other companies.

(38) The Vancouver Copper Co.'s Ry. was formerly known as the Lenora, Mount Sicker Ry. It was not operated during the year.

Railway Finance, Meetings, etc.

The Acadia Coal Co. owns a line of railway about six miles long, extending from New Glasgow to Thorburn, N.S. Efforts are being made locally to have the Dominion Government take over the line and operate it as a branch of the Intercolonial Ry.

Bale des Chaleurs Ry.—Another suit has been instituted in the Exchequer Court, arising out of the settlement of claims. Galendez Bros., of London, Eng., and the Royal Trust Co., of Montreal, are seeking to arrive at the amount of the privileged claims. The total amount of the claims is about \$1,000,000 and it is expected that it will take a considerable time to arrange them.

Bay of Quinte Ry.—We were advised in the middle of January that there were no negotiations pending for the acquisition of this line by the C.P.R., a report to which effect was mentioned in our Jan. issue.

Boston and Maine Rd.—A bill filed with the Massachusetts Legislature makes it unlawful for the New York, New Haven and Hartford Rd. Co. to control or attempt to control the B. and M. Rd. It directs the N.Y., N.H. and H. Rd. Co., if it now directly or indirectly owns or has financial interest in any stock of the B. and M. Rd., to terminate such ownership before July 1, 1909.

Canada Southern Ry.—An extension of five years has been arranged for the \$14,-

000,000 first mortgage 5% bonds, due Jan. 1, the new rate of interest being 6%. The Michigan Central Rd., which leases the line, is responsible for the interest. Bonds were deposited with J. P. Morgan & Co., Dec. 21, for endorsement, the holders of more than 80% of the issue agreeing to the extension.

Chicago Great Western Ry.—This U.S. company, operating 1,476 miles of line, failed to make arrangements in London, Eng., in respect to some of its financial obligations, and receivers were appointed Jan. 8, A. B. Stickney, President, and C. H. F. Smith, St. Paul, Minn., being appointed. The stock and bonds of the company are largely held in Great Britain and press reports state that some negotiations have taken place with a view of the control of the line passing to the C.P.R.

Columbia and Western Ry.—An appeal was entered Jan. 8, by F. A. Heinze, against the recent decision of Judge Clement ordering a partition of the 800,000 acres of land grant of this railway. The applicant in the action is the C.P.R.

Dominion Atlantic Ry.—The Dominion Parliament is being asked at its current session to pass an act authorizing the issue of bonds in respect of additional lines to be constructed; to increase the number of directors; to provide for the retirement of the directors by rotation, and to authorize the company to contribute to the employees' sick and benefit fund.

Grand Trunk Ry.—The Supreme Court of the U.S. has refused to order up for review the case of the G.T. Western Ry. vs. W. H. Gray, which involves a claim against the company for \$50,000 in connection with the receivership proceedings against the company. The case originated in Chicago, Ill.

Lake Superior Corporation.—The annual meeting was further adjourned from Jan. 6 to Jan. 21, pending the outcome of litigation respecting the right of the holders of certain stock, which was placed as security for loans to vote at the meeting. The case is before the New York courts, and the Vice-Chancellor suggested a settlement.

London and Port Stanley Ry.—Following are the officers and directors for the current year: President, Mayor Stevely; Vice-President, Alderman Booth; Secretary, S. Baker; other directors, A. W. White, and Aldermen Rose, Gerry, Greenlees, Saunders, Ferguson and Beattie. The directors have under consideration plans for carrying out various improvements on the company's property, and a meeting of the directors with the officials of the Pere Marquette Rd., which operates the line under lease, with respect to the same.

Michigan Central Rd.—A proposal is said to have been made by the Turbine Steamship Co., Toronto, to purchase or lease the M.C. Rd. line between Niagara on the Lake and Fort Erie, Ont., about 30 miles. The steamship company, it is stated, desire to convert the line into an electric railway. The reports respecting this matter appear to have originated in Buffalo, N.Y., about Jan. 16, but are not given much credence, especially as it is also reported that the New York Central and Hudson River Rd. interests have purchased the International Ry. of Buffalo. (See Electric Ry. Finance, Meetings, etc.)

Minneapolis, St. Paul and Sault Ste. Marie Ry.—A further issue of \$3,500,000 of first consolidated 4% mortgage bonds, making a total issue of \$41,605,000, has been listed on the New York Stock Exchange. The additional bonds were issued to cover the construction of 175 miles of line.

New Brunswick Coal and Ry. Co.—F. W. Morse, Vice-President and General Manager,

and H. A. Woods, Assistant Chief Engineer G.T. Pacific Ry., made a trip of inspection over this company's line between Norton and Minto, N.B., Jan. 13. They were accompanied over the line by the Premier of New Brunswick, as representative of the Province which is operating the line through a commission. The object of the inspection, it is understood, was to arrange for a lease or sale of the line to the G. T. Pacific Ry. Co.

Northern Securities Co.—The annual report shows that during 1907 the company acquired by subscription 2,067 additional Crow's Nest Pass Coal Co.'s shares. The aggregate holdings of these shares by the Securities company are valued in the statement at \$3,741,122, the increase in this item for the year being \$516,750. The company since its distribution of its former holdings of Northern Pacific and Great Northern shares holds \$2,858,594 of Chicago, Burlington & Quincy shares, and less than a thousand dollars of N.P., G.N. and C., B. and Q. joint bonds. The company received on its Crow's Nest Pass stock \$150,841 in dividends. The net dividend income of the Securities company was \$330,000, and, after the payment of the 5% dividend, the balance of income was applied on the payment of securities acquired during the year.

Pere Marquette Rd.—The various official acts necessary to the reorganization plan have been performed, and the arrangements for the election of officers, etc., of the new company are going forward. The plan of reorganization has been approved by Judge Lurton of the U.S. Circuit Court; the shareholders of the P.M. Rd. Co. have ratified the cancellation of the lease to the Cincinnati, Hamilton and Dayton Rd., and the arbitration agreement, and approved the consolidation of the Pere Marquette Rd. with the Pere Marquette Rd. of Indiana. Under the reorganization there will be no increase of the capital stock. The new first preferred after 1910 will be entitled and limited to a cumulative preferential dividend of 4%, and the second preferred will be entitled and limited to 4% preferential cumulative dividends, subject to prior payment of the first preferred dividends. The directors are: G. W. Perkins, H. F. Shoemaker, G. W. Young, W. R. Cross, E. H. Harriman, C. Steele, F. D. Underwood, G. A. Richardson, G. F. Baker, N. B. Ream, I. G. McCullough, W. B. Horn, A. Wardwell and T. W. Joyce, all of New York, and F. W. Stevens of Detroit. The meeting of shareholders to elect permanent directors will be held April 8.

An issue of \$5,000,000 of five year 6% debentures to pay the floating indebtedness and Receiver's Certificates is being made, and F. W. Stevens, the General Solicitor, says these debentures will be taken up by about 1,500 of the stockholders, and not by any financial institution.

Quebec Central Ry.—Application will be made next session of the Quebec Legislature for an act authorizing the company to declare and pay interim dividends on its 7% income bonds, and to obtain a redistribution of the voting power among various classes of its stock and debenture holders; to change the date of its fiscal year from Dec. 31 to June 30; and to authorize it to acquire, build, maintain, operate and dispose of hotels and hotel property.

Gross earnings for Nov., \$84,847.54; net earnings, \$25,572.47; against \$63,559.82 gross, and \$22,183.64 net for Nov. 1906. Gross earnings for 11 months ended Nov. 30, \$936,793.00; net earnings, \$302,304.73; against \$845,850.74 gross, and \$314,095.38 net for same period, 1906.

Quebec Southern Ry.—South Shore Ry.—The report of the Registrar and Referee made in pursuance of the orders of reference

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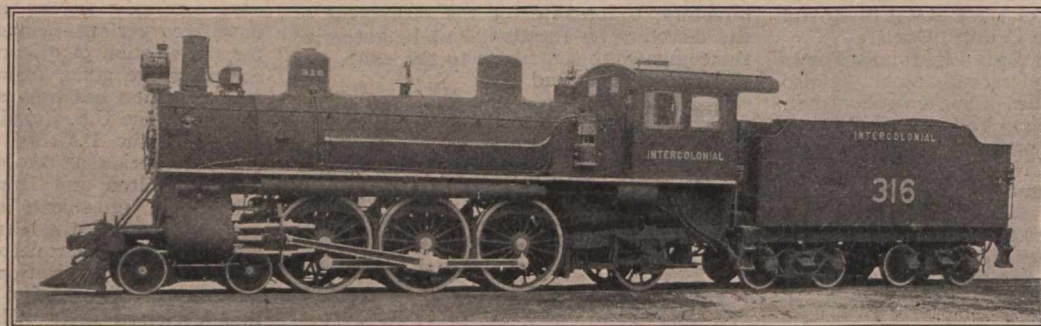
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dated Dec. 19, 1905, and June 1, 1906, recommending the payment forthwith of the claim of the East Richelieu Valley Ry. Co., with the privilege at Bailleur de Fonds, was duly filed at Ottawa, Dec. 3. The parties to the action were the Minister of Railways and Canals, plaintiff; Quebec Southern Ry., and South Shore Ry., defendants; La Banque de St. Hyacinthe, and the East Richelieu Valley Ry., intervenants, and the Rutland Rd. contesting the intervention of the E. R. V. Ry.

The report of the Registrar and Referee of the Exchequer Court approving of the accounts of G. C. Dessaulles, Receiver of the Q.S. Ry., and the S.S. Ry. balanced to Aug. 31, 1907, was filed at Ottawa Dec. 3.

Rutland Rd.—The report of the company for the year ended Dec. 31, 1907, partly estimated, shows: Earnings, \$3,080,200; expenses, \$2,227,200; net earnings, \$853,000; other income, \$47,600; gross income, \$900,000; charges and taxes, \$746,100; dividend, \$135,900; surplus, \$18,600; against a surplus of \$13,900 for 1906.

Salisbury and Harvey Ry.—At the suit of the People's Trust Co. of Brooklyn, N.Y., this railway was placed in the hands of a receiver in the fall of 1907. On Jan. 3, the line was sold by order of the receiver, and was bid in by J. D. Newman, the company's Secretary, for \$800. A. S. Swan, President of the S. and H. R. Co., is the receiver.

Temiscouata Ry.—Traffic receipts for Nov., 1907, \$16,822.85.

Temiskaming and Northern Ontario Ry.—From the net earnings for 1907, the Commissioners have paid into the Ontario Treasury \$235,000. This sum is sufficient to meet the interest on the loans raised in England for construction purposes.

Traffic receipts for Oct., 1907, \$72,507.65; operating expenses, \$63,989.77; net receipts, \$8,517.88. Approximate receipts for Nov. and Dec., 1907, are \$62,153.02; and \$56,872.18.

Toronto, Hamilton and Buffalo Ry.—Approximate earnings for Dec., 1907, \$69,426.26, against \$67,734.19 for Dec., 1906.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—An agreement has been made between this company and the Victoria Terminal Ry. and Ferry Co., for the sale by the latter of its existing line between Cloverdale and Port Guichon, on the mainland of British Columbia, and its charter rights to construct a line from near Mud Bay, on the existing line southerly to the International boundary. A duplicate of this agreement has been deposited with the Provincial Secretary, and the approval of the Government of the same is being asked.

A meeting of the shareholders of the Vancouver, Westminster and Yukon Ry. was held Jan. 8, to approve of an agreement for the sale to the V.V. and E. Ry. and N. Co., of the V.W. and Y. Ry. in Vancouver; from Vancouver to New Westminster and all lines connecting it with the bridge over the Fraser River at New Westminster, B.C.

Vancouver, Westminster and Yukon Ry.—See Vancouver, Victoria and Eastern Ry. and Navigation Co.

Victoria Terminal Ry. and Ferry Co.—See Vancouver, Victoria and Eastern Ry. and Navigation Co.

The Canadian Society of Civil Engineers has established a branch in Winnipeg. Col. H. N. Ruttan is Chairman, and Prof. E. Brydone-Jack, Secretary.

The differences between the C.N.R., and the engineers and firemen in its employ, are being investigated by a board of arbitration consisting of Prof. Adam Shortt, Chairman; F. H. Richardson, representing the company, and J. G. O'Donoghue on behalf of the men.

TRADE AND SUPPLY NOTES.

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

Mussens Limited and the Canadian Fairbanks Co., Montreal, have issued large wall calendars with very distinct figures.

The Hart-Otis Car Co., Ltd., Montreal, has issued a handsome calendar, with illustrations showing the Hart convertible and Otis dump cars with the work they do.

The Falls Hollow Staybolt Co., Cuyahoga Falls, Ohio, has issued a very artistic calendar, on which is a well-executed reproduction of Franz Charlet's painting, "First Days of Spring."

Mussens Limited, Montreal, have issued catalogue 16, for the Pulsometer steam pump, which is in extensive use in almost every branch of industry where steam pumps are employed.

The Montreal Steel Works, Ltd., declared a dividend of 1 $\frac{3}{4}$ % on its preferred stock for the quarter ended Dec. 31, 1907; and a dividend of 4 $\frac{1}{2}$ % on the common stock (making 7% for the year), for 1907.

The Washburn Steel Castings and Coupler Co., Minneapolis, Minn., has issued a well-illustrated catalogue of various couplers and kindred devices manufactured at its works. Taylor & Arnold, Montreal, are the Canadian agents.

R. W. Hunt & Co., Inspecting and Consulting Engineers, Chicago, Ill., have established a branch office and chemical laboratory at St. Louis, Mo., under the charge of C. W. Gennett, Jr., formerly of the Baldwin Locomotive Works, and of the inspecting and testing department of the Southern Ry.

The Hamilton Steel and Iron Co., Ltd., Hamilton, Ont., has issued a circular to its shareholders, announcing that pursuant to an arrangement entered into with the directors, a new company, identical with the old one, has been formed with a capital of \$5,000,000; the shareholders being entitled to shares in the new company pro rata with their previous holdings.

The Canadian Westinghouse Co., Hamilton, Ont., has issued circulars 1097, respecting Westinghouse types K and KG motors; 1107, dealing with Westinghouse Automatic Circuit-Breakers; 1147, describing and illustrating Westinghouse relays for alternating and direct current service, and a pamphlet descriptive of an electrical pipe-thawing apparatus.

The Washburn Steel Castings & Coupler Co. has issued its 1908 catalogue of couplers and other devices, which are fully described and handsomely illustrated, among the illustrations being one of Sir Thos. G. Shaughnessy's private car Killarney, which is equipped with Washburn flexible passenger couplers and Washburn friction draft rigging. The company has added to its line of goods a new car replacer. Taylor & Arnold, Montreal, are the Canadian agents.

The B. Greening Wire Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$750,000 and offices at Hamilton, Ont., to acquire the business of the B. Greening Wire Co., incorporated under the Ontario Companies Act in Feb., 1889, together with all the assets and liabilities of the company, and to continue and extend the same. The provisional directors are: S. O. Greening, R. H. Merriman, J. Maw, and H. B. Greening, of Hamilton, Ont.

MAINLY ABOUT PEOPLE.

G. Dent, for 18 years past foreman of the C.P.R. freight sheds at Port Arthur, Ont., died there recently.

Hon. Jas. Calder has been appointed acting Commissioner of Railways in the Saskatchewan Government.

Lady Shaughnessy was a passenger on the Kronprinzessin Cecilie, which sailed from New York for Great Britain, Jan. 21.

Frank Plummer, General Manager Canadian Lake and Ocean Navigation Co., left Toronto, Jan. 22, on a trip to Great Britain.

H. B. Ledyard, Chairman of the Board of Directors of the Michigan Central Rd., has been elected a director of the Pere Marquette Rd.

W. R. Jaffray, who died at Berlin, Ont., recently, was for some years from 1889 District Passenger Agent G.T.R., at St. Paul, Minn.

Hugh Sutherland, Executive Agent Canadian Northern Ry., Winnipeg, and Mrs. Sutherland, are spending the winter at Miami, Florida.

A. Price, General Superintendent C.P.R., Western Division, Calgary, Alta., was married to Miss M. Crawford at Winnipeg, Jan. 20.

Miss Van Horne returned to Montreal Jan. 11, at the conclusion of a visit to Rideau Hall, Ottawa, the guest of the Governor-General and Lady Grey.

W. Cross, who retired recently from the position of assistant to the Second Vice-President C.P.R., at Winnipeg, has gone to England for a visit.

G. M. Bosworth, Fourth Vice-President C.P.R., fell on the pavement near his residence, University St., Montreal, Jan. 6, and fractured his right arm.

A. Gobeil, I.S.O., Deputy Minister of Public Works, will, it is announced, shortly retire from that position, which he has filled since Jan. 1, 1891.

J. A. Macdonald, heretofore district agent Canadian Railway Accident Insurance Co., Toronto, has been transferred to Ottawa as Superintendent of Agencies.

T. Palos, leading machinist, was presented with a gold watch and chain by the G.T.R. shop employes at Palmerston, Ont., on his leaving that town on promotion.

J. H. Higginbottom, for over 40 years in the G.T.R. service, and latterly travelling auditor, died of pneumonia in the Victoria Hospital, London, Ont., Jan. 17.

W. W. Magee, who is interested in the ownership and management of coal carrying steamers trading to Hamilton, Ont., was married there Jan. 20, to Miss A. Dods.

Sir Wm. Young, of London, Eng., a director of the G.T.R., visited Montreal and Toronto recently, on his way home from Cuba, where he has considerable interests.

F. L. Somerville, formerly Division Engineer G.T.R., Toronto, read a paper on grain transportation by water from the Northwest, at a meeting of the Engineers' Club, Toronto, Jan. 23.

Hugh Boyd, who died at Carberry, Man., Jan. 14, aged 89, was engaged for a number of years in railway contracting, and carried out several contracts on the C.P.R. east of Winnipeg.

C. McLaughlin, Civil Engineer on the G.T.R. staff, Montreal, committed suicide by shooting himself at his residence, Ville St. Louis, Jan. 21. He had been despondent on account of a lengthened illness.

G. F. Evans, Vice-President and General Manager Maine Central Rd., and Vice-President Washington County Ry., died suddenly at Vanceboro, Me., while on a trip of inspection over the line, Jan. 10.

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Jas. Leitch, K.C., Chairman of the Ontario Railway and Municipal Board, was confined to his house for some days early in Jan., the result of an accident while boarding a street car on Church Street, Toronto.

A. B. Stickney, President Chicago and Great Western Rd., who has been appointed one of the receivers for that railway, was the first General Superintendent of the C.P.R. at Winnipeg, during a portion of 1881.

John Bibby, mate, Gravenhurst, Ont., has been awarded a silver medal by the Carnegie Hero Commission, in recognition of his having saved two men who were capsized in Muskoka Lake, during a storm, Oct. 31, 1905.

J. T. Shearer, who died at Westmount, Que., Jan. 7, was President of the Missisquoi Marble Co., which has recently entered into an agreement to purchase the Phillipsburg Ry. and Quarry Co.'s undertaking.

T. H. White, Chief Engineer of Construction, Mackenzie Mann & Co.'s Eastern lines, who has been granted extended leave of absence, has gone to Egypt, accompanied by Mrs. White, and expects to remain abroad for a year.

Lord Pirrie, who has recently been appointed Comptroller to the Viceregal Household in Ireland, by the Earl of Aberdeen, is a Canadian by birth, and Chairman of the shipbuilding firm of Harland and Wolff, Belfast, Ireland.

W. T. McCulloch, heretofore Auditor of Freight Accounts, New York Central and Hudson River Rd., has been appointed acting Manager Central Railway Clearing House, Buffalo, N.Y., succeeding W. Nicholson, resigned.

Capt. T. Donnelly, of Kingston, Ont., who has not been in good health since last spring, left at the end of Dec. for Pinehurst, North Carolina, accompanied by Mrs. Donnelly, with the intention of spending the remainder of the winter there.

P. H. Smith, Secretary to the General Manager Quebec and Lake St. John Ry., Quebec, was married at Fredericton, N.B., Jan. 8, to Miss H. Crockett. Mr. Smith was presented with a cabinet of silver by the office staff prior to the event.

Professor E. B. Jack has been presented with a silver-mounted desk clock and calendar by the Nova Scotia Society of Engineers, on the occasion of his removal from that province to take charge of the engineering department of the University of Manitoba.

J. C. S. Bennett, official photographer C.P.R., left Montreal Jan. 4, for Guatemala, where he will take a series of photographs along the Guatemala Ry., of the company owning which, Sir Wm. C. Van Horne, Chairman of the C.P.R. Board, is President.

C. H. Mitchell has been elected President Toronto branch of the Canadian Society of Civil Engineers, and together with M. J. Haney, I. Simpson, and N. McLeod, will act as the Executive Committee for the current year. T. C. Irving, Jr., has been elected Secretary of the branch.

W. Wainwright, Fourth Vice-President G.T.R., and Second Vice-President G.T. Pacific Ry., and D'Arcy Tate, of the solicitors' department, have been visiting Victoria, B.C., to interview the British Columbia Government in connection with the G.T. Pacific Ry. construction in the province.

E. A. C. Pew, who died in Toronto Jan. 16, aged 74, was one of the original promoters of the Toronto, Hamilton and Buffalo Ry. He was also interested in the Niagara Central Ry., now the Niagara, St. Catharines and Toronto Ry., and in some lines in Western Canada now forming branches of the C.P.R.

W. Whyte, Second Vice-President C.P.R., and President of the Canadian Club at Winnipeg, has been appointed chairman of

a central committee elected at a conference of Canadian clubs, for the purpose of acquiring the Quebec battlefields as a national park for a memorial to the heroes of France and Britain.

F. J. Brady, General Superintendent Lake Superior Division C.P.R., North Bay, Ont., has been granted two months' leave of absence on account of ill-health, and we were advised Jan. 24 that he would sail on Jan. 31 on the S.S. Sokoto for a trip to Nassau, Havana, Vera Cruz and the City of Mexico, expecting to reach Halifax again about Mar. 12.

Hon. G. A. Walkem, at one time Premier of British Columbia, and for some years subsequent to 1882 a judge of the Supreme Court of the Province, died at Victoria, B.C., Jan. 14. It is stated that it was owing to his efforts and perseverance while Premier that the negotiations for the construction of the C.P.R. through the province were brought to a satisfactory conclusion.

The Toronto City Council has made the following appointments for the current year: Representatives on the Harbor Commission, Aldermen Church and Bengough; director Credit Valley Ry., Controller Ward; director Toronto, Grey and Bruce Ry., Alderman Chisholm; director Ontario and Quebec Ry., Alderman Stewart; director Northern Division G.T.R., Alderman McBride.

Jas. Bain was presented with a gold locket by the members of the Quebec Transportation Club, Dec. 30, on the occasion of his leaving that city to take up his new position on the Halifax and Southwestern Ry., Bridgewater, N.S. On the same day he was presented with a gold watch and chain and an address by the employes of the Quebec and Lake St. John Ry., with which he had been connected in various capacities, latterly as Superintendent, for 21 years.

H. W. Walker, who has retired from active railway service, was born at Brantford, Ont., Feb. 12, 1839, his record of service being: 1854 to 1858, clerk Audit office Great Western Ry. of Canada, Hamilton, Ont.; 1858 to Feb., 1862, clerk Accountant's office, Detroit and Milwaukee Ry., Detroit, Mich.; Feb., 1862, to Jan., 1878, chief bookkeeper G.T.R., Montreal; Jan., 1878 to June, 1893, Accountant, same road; June, 1893, to April, 1896, Chief Accountant, same road; April, 1896, to Dec. 31, 1907, General Auditor, same road.

Wm. Cross, who has retired from active railway service, was born at Birkenhead, Cheshire, Eng., 1842, and entered railway service in Canada in 1863, his record being: 1863 to 1882, journeyman and foreman erecting shops, G.T.R., Montreal; 1882 to 1887, Master Mechanic Eastern Division C.P.R., Montreal; 1887 to April, 1900, Master Mechanic Western Division C.P.R., Winnipeg, Man.; April, 1900, to 1901, Consulting Mechanical Engineer same division, same road; 1901 to 1904, Engineer of Tests, same road, Montreal; 1904 to Dec. 31, 1907, Assistant to the Second Vice-President, C.P.R., Winnipeg.

W. H. Rosevear, who has retired from active railway service, was born at Wadebridge, Cornwall, Eng., Sept. 26, 1837, and came to Canada in April, 1854. His record of railway service is as follows: May, 1854, to 1857, mechanic in car works, Great Western Ry. of Canada, Hamilton, Ont.; 1857 to 1862, clerk mechanical department, same road; Feb., 1862, to Jan., 1890, mechanical accountant G.T.R., Montreal; Jan., 1890, to 1896, car accountant G.T.R.; 1896 to Dec. 31, 1907, General Car Accountant, same road. He was President of the Car Accountants' Association a few years ago.

N. J. Power, who has been appointed General Auditor, G.T.R., was born at Rochester, N.Y., May 19, 1843, and entered

railway service 1859, since which his record has been: 1859 to 1867, clerk Freight Department Great Western Ry., Hamilton, Ont.; 1867 to 1873, chief bookkeeper Accountant's office, same road; 1873 to 1878, Accountant, same road; 1878 to 1882, General Auditor, same road; 1882 to 1886, Assistant Accountant G.T.R., which in 1882 took over the G.W.R.; 1886 to April, 1892, Secretary of Audit Board G.T.R., Montreal; April, 1892, to April, 1896, General Passenger Agent G.T.R.; April, 1896, to Jan. 1, 1907, Auditor of Disbursements, G.T.R.

R. K. Oliver, who has recently been appointed district Master Mechanic C.P.R. at White River, Ont., was born at Aylmer, Que., Jan. 19, 1866, and entered the company's service as apprentice in the shops at Carleton Jct., remaining there until 1891, his subsequent record being: 1891 to Sept., 1895, chargehand at Schrieber, Ont.; Sept., 1895, to April, 1896, locomotive foreman at Ottawa; April, 1896, to July, 1897, locomotive foreman at Cartier, Ont.; July, 1897, to Sept., 1898, locomotive foreman at Chapleau, Ont.; Sept., 1898, to July, 1900, locomotive foreman at Hochelaga, Que.; July, 1900, to Aug., 1904, locomotive foreman, Windsor St., Montreal; Aug., 1904, to Nov., 1907, general foreman McAdam Jct., N.B.

Geo. S. MacKinnon, who has been appointed Assistant Master Mechanic Canadian Northern Ry., Winnipeg, was born at Melbourne, Que., Sept. 16, 1854, and entered railway service 1872, his record being: 1872 to 1878, apprentice and foreman Connecticut and Passumpsic River Ry., now Boston and Maine Rd.; 1878 to 1885, engineer South-Eastern Ry., now part of C.P.R.; 1885 to 1889, locomotive foreman C.P.R., Farnham, Que.; 1889 to 1891, Assistant Master Mechanic C.P.R., Farnham; 1891 to 1894, Master Mechanic C.P.R. lines east of Farnham; 1894 to 1901, Master Mechanic Ontario and Quebec Division C.P.R., Toronto; 1901 to 1904, Master Mechanic Western Division C.P.R., Winnipeg, Man.; 1904 to 1907, locomotive foreman Canadian Northern Ry., Winnipeg.

H. Hyde, whose death was recently announced at Truro, N.S., was intimately connected with early transportation in Eastern Canada, before the advent of the locomotive. He established and maintained a stage coach line between Halifax and Pictou, and was awarded the contract for carrying the mails. Part of the stage coach line was stopped when the railway was completed between Truro and Halifax in 1858, and finally ceased to run on the opening of the extension to Pictou in 1869. A short time ago some round trip tickets, issued by the old Nova Scotia Rv., were discovered, the coupons reading: Truro to Halifax, Halifax to Windsor by Nova Scotia Rv., Windsor to St. John by steamboat, St. John to Point du Chene by European and North American Ry., Charlottetown to Pictou by boat, Pictou to Truro by Hyde's Royal Mail Stage Line. It is claimed that Mr. Hyde, in conjunction with F. N. Gisborn, laid the first submarine cable and transmitted the first submarine telegraph message. The cable was laid between Cape Tormentine, N.B., and Cape Traverse, P.E.I.

Grant Hall, who has been appointed Superintendent of Motive Power, C.P.R., Winnipeg, Man., was born at Montreal, Nov., 1863, and entered the G.T.R. shops, Montreal, in 1883, as an apprentice, since when his record has been: Mar. to July, 1888, Master Mechanic Intercolonial Ry., Sherbrooke, Que.; Aug., 1888, to June, 1889, locomotive foreman, C.P.R., Megantic, Que.; July, 1889, to Mar., 1890, locomotive foreman C.P.R., Brownville Jct., Me.; April, 1890, to Feb., 1893, locomotive foreman C.P.R., Windsor St., Mon-

(Continued on page 117.)

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ADVERTISING COPY must reach the publishers by the 10th of the month preceding the date of publication, if proof is required, or by the 15th if proof is not required.

TORONTO, CANADA, FEBRUARY, 1908

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The Shipping Federation of Canada.

PRESIDENT, H. A. Allan, Montreal; MANAGER AND SECRETARY, T. Robb, 526 Board of Trade, Montreal.

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Quebec Ry., Light and Power Co.—A circular was recently issued to the shareholders asking them to subscribe for a certain amount of 7% cumulative preferred stock in the treasury by Jan. 8. It was reported on the following day that the stock had been oversubscribed.

Reid-Newfoundland Co.—The annual return of the street car system was made to the St. John's, Nfld., City Council, Jan. 10. The receipts amounted to \$31,948.38, or an average of about \$87 a day. The number of passengers carried during the year was 638,967, the largest figure yet reached.

The Windsor, Essex and Lake Shore Rapid Ry. is constructing an electric locomotive at Kingsville, Ont., for hauling freight, etc., on its lines. The locomotive will be 34 ft. long and enclosed. The electrical equipment of four no. 132-A, 100 h.p., single phase motors with unit switch control and pantograph pneumatic trolley, and combined automatic and straight brakes, is supplied by the Canadian Westinghouse Co., Ltd., Hamilton, Ont.

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MAINLY ABOUT PEOPLE.

(Continued from page 113)

treah; Mar., 1893, to Aug., 1898, general foreman Intercolonial Ry., Moncton, N.B.; Sept. to Dec., 1898, locomotive foreman C.P.R., Windsor St., Montreal; Jan., 1899, to Jan., 1901, general foreman C.P.R., McAdam Jct., N.B.; Feb. to June, 1901, general foreman, C.P.R., Winnipeg, Man.; July, 1901, to Nov., 1902, Master Mechanic C.P.R., Pacific Division, Revelstoke, B.C.; Dec., 1902, to Feb., 1904, Assistant Superintendent of Rolling Stock C.P.R., Montreal; Mar. to Sept., 1904, Assistant Superintendent of Motive Power C.P.R., Montreal; Oct., 1904, to Jan., 1908, Assistant Superintendent of Motive Power, C.P.R., Winnipeg, Man.

J. G. Sullivan, whose portrait appears on the first page of this issue, was born at Bushnell's Basin, N.Y., Jan. 11, 1863, and graduated C.E. at Cornell University, June, 1888. He entered railway service in 1888, his record being: July, 1888, to Mar., 1889, rodman, Great Northern Ry., U.S.; April, 1889, to Aug., 1890, instrumentman and assistant engineer Spokane Falls and Northern Ry.; Aug., 1890, to May, 1893, assistant engineer, Great Northern Ry. (U.S.) coast lines; July, 1893, to Feb., 1894, assistant engineer, Alberta Ry. and Coal Co.; July, 1894, to Oct., 1894, section foreman, Northern Pacific Ry.; Oct., 1894, to April, 1895, locating engineer, Butte, Anaconda and Pacific Ry.; April, 1895, to Dec., 1895, division engineer, Kaslo and Slocan Ry.; April, 1895, to Feb., 1901, locating and reconnaissance engineer and engineer in charge construction, Columbia and Western Ry.; Feb., 1901, to Sept., 1905, division engineer, construction department, Western Lines, C.P.R.; Sept., 1905, to Feb., 1907, assistant chief engineer Panama Canal, since when he has been manager of Construction C.P.R., Eastern Lines Toronto. He was elected a member of the American Society of Civil Engineers in 1899, and is also a member of the Canadian Society of Civil Engineers.

United States-Canadian Through Rates.

The following decision by the U.S. Interstate Commerce Commission was published Jan. 17: "A Canadian carrier having joint through rates from a point in the U.S. to points on its own line may not depart from these rates by the device of placing an agent at such a point in the U.S. with authority to sell tickets from the first station on its line north of the Canadian boundary to other points on its line in Canada at a rate of 1 cent a mile. They may be sold only to such persons as produce a certificate of the immigration agent of the Canadian Government. Besides being a device, tickets so limited to particular persons may operate as a discrimination, but in the absence of such joint through rates from a point in the U.S. to points on its own lines, this Commission has no jurisdiction over fares actually charged and collected for separate transportation between points in Canada."

The G.T.R. pension fund committee consists of C. M. Hays, Second Vice-President and General Manager, Chairman; W. Wainwright, Fourth Vice-President, Vice-Chairman; W. H. Biggar, K.C., General Solicitor; W. G. Brownlee, General Transportation Manager.

J. D. McArthur Co., Ltd., railway and general contractors, incorporated under the Manitoba Companies Act, has been licensed under the act respecting extra-provincial companies, to carry on its business in Ontario, using therein a capital not exceeding \$1,000,000. E. F. B. Johnston, Toronto, has been appointed the company's attorney.

TRANSPORTATION APPOINTMENTS.

Canadian Northern Ry.—J. R. Cameron, heretofore Superintendent district 1, Port Arthur, Ont., has been appointed General Superintendent, Office, Winnipeg. The position of General Superintendent has been vacant since the resignation of W. A. Brown, who has since been appointed Superintendent district 4, at Edmonton, Alberta.

A. Wilcox, heretofore Superintendent district 2, at Winnipeg, has been appointed Superintendent district 1, succeeding J. R. Cameron, promoted. Office, Port Arthur, Ont. No appointment has been made of a successor, and pending this the duties of Superintendent district 2 will be discharged by the General Superintendent.

Canadian Pacific Ry.—G. J. O'Dowd is reported to have been appointed city freight agent at Quebec.

The jurisdiction of J. R. Nelson, Superintendent district 3, Ontario Division, has been temporarily extended over district 2, owing to C. Murphy having been assigned to other duties for the present.

C. Murphy, Superintendent district 2, Ontario Division, has been appointed acting General Superintendent of the Lake Superior Division, relieving F. P. Brady, who has been granted leave of absence on account of ill-health.

Press reports from Winnipeg, to the effect that F. W. Peters, Assistant Freight Traffic Manager, has been appointed General Traffic Manager Western Lines, and which have been generally copied in our contemporaries, are incorrect. We have reason to believe that Mr. Peters is likely to receive another appointment in the near future, but that it will not be the one indicated in the reports referred to. We also think that W. B. Lanigan, now General Freight Agent at Winnipeg, will succeed him as Assistant Freight Traffic Manager.

W. Whyte, Second Vice-President, issued the following circular Jan. 1: "W. Cross, Assistant to the Second Vice-President, who has for a range of years extending from 1882 until now, in various capacities, rendered valuable services to this company, is to-day retiring from active service."

Grant Hall, heretofore Assistant Superintendent of Motive Power, Western Lines, has been appointed Superintendent of Motive Power for Western Lines. Office, Winnipeg.

G. H. Smith, heretofore Assistant General Freight Agent, Vancouver, has been appointed Assistant General Freight Agent, Central Division, succeeding W. H. Robertson, transferred. Office, Winnipeg.

C. L. White, heretofore Superintendent's Accountant, Montreal, has been transferred to the Western Lines as Travelling Accountant, reporting to J. Leslie, Auditor of Disbursements, Montreal. Press reports stated that Mr. White had been appointed Inspector of Timekeeping, Western Lines.

T. G. Armstrong has been appointed General Car Foreman, with jurisdiction over Winnipeg car shops and shop yards, vice W. C. Hodgson, promoted.

W. H. Robertson, heretofore Assistant General Freight Agent at Winnipeg, has been appointed Assistant General Freight Agent Pacific Division, succeeding G. H. Smith, transferred. Office, Vancouver, B.C.

W. C. Hodgson, heretofore General Car Foreman, Winnipeg, has been appointed Divisional Car Foreman, Pacific Division, succeeding W. Picken, deceased. Office, Vancouver, B.C.

A Vancouver, B.C., press dispatch of Jan. 28 said A. Purvis, heretofore chief clerk to the General Superintendent there, had been appointed Superintendent at Nelson, B.C. We were advised by telegraph by the management at Winnipeg, Jan. 29th, that there was absolutely no truth in this report.

D. H. Morse has been appointed Travelling Passenger Agent, C.P.R., Minneapolis, Sault Ste. Marie Ry. and Duluth, South Shore and Atlantic Ry. at Syracuse, N.Y., succeeding T. F. Madden. Office, 124 University Building, Syracuse, N.Y.

Central Vermont Ry.—W. Kennedy, heretofore Superintendent of Motive Power, has been appointed Superintendent of Motive Power and Car Department, Jas. Coleman, heretofore Master Car Builder, having resigned to take service with the G.T.R.

Chicago, Rock Island and Pacific Ry.—A. C. Turpin, heretofore Travelling Freight and Passenger Agent, Buffalo, having been assigned to other duties, the Canadian territory will in future be covered by the company's representatives at Detroit, Mich.; Buffalo, N.Y., and Boston, Mass. F. B. Gilmer, District Passenger Agent, Detroit, will cover that portion west of Guelph, Ont.; H. M. Brown, District Passenger Agent, Buffalo, will cover the central portion between Guelph and Prescott, Ont.; C. B. Sloat, New England Passenger Agent, and A. W. Gibbons, Travelling Passenger Agent, Boston, will cover the territory east of Prescott, including the Maritime Provinces.

Dominion Express Co.—H. E. Suckling, heretofore Secretary-Treasurer, Dominion Ex. Co., has been appointed Secretary. Office, Montreal. Mr. Suckling is also Assistant Treasurer, C.P.R. G. A. Newman, heretofore Assistant Treasurer, Dominion Ex. Co., has been appointed Treasurer. Office, Toronto.

Grand Trunk Ry.—The Second Vice-President and General Manager issued the following circular Dec. 30: "H. W. Walker, after more than 50 years of faithful and continuous service with the company, retires under the provisions of the company's pension scheme, Jan. 1, 1908."

N. J. Power, heretofore Auditor of Disbursements, has been appointed General Auditor, succeeding H. W. Walker, superannuated. Office, Montreal.

W. H. Ardley, heretofore Chief Clerk, has been appointed Auditor of Disbursements, succeeding N. J. Power, promoted. Office, Montreal.

J. M. Rosevear has been appointed chief clerk of the Audit Office, vice W. H. Ardley, promoted.

The Third Vice-President issued the following circulars, Dec 30: "W. H. Rosevear, General Car Accountant, after 53 years' faithful service, will retire on Jan. 1, 1908, under the provisions of the pension rules recently adopted by the company."

"Wm. McWood, Superintendent Car Department, after 52 years' faithful service, will retire on Jan. 1, 1908, under the provisions of the pension rules recently adopted by the company."

J. McCowan, heretofore chief clerk in the General Car Accountant's Department, has been appointed General Car Accountant, succeeding W. H. Rosevear, retired. Office, Montreal.

Jas. Coleman, heretofore Master Car Builder, Central Vermont Ry., has been appointed Superintendent Car Department, G.T.R., succeeding W. McWood, retired. Office, Montreal.

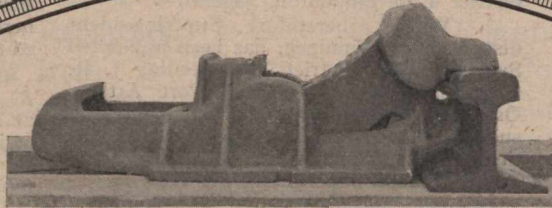
The jurisdiction of H. F. Coyle, Assistant Superintendent district 4, and Montreal Terminals, has been extended over district 5. Reports for district 5, heretofore made to the Assistant Superintendent at Belleville, Ont., will now be forwarded to the Assistant Superintendent at Montreal.

W. H. Farrell, heretofore acting Superintendent Toronto Terminals, has been appointed Superintendent Toronto Terminals. The office of acting Superintendent Toronto Terminals, to which Mr. Farrell was appointed in April, 1907, on the resignation of H. H. Brewer as Superintendent, has been abolished.



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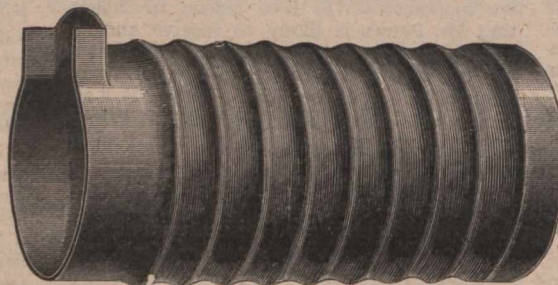
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Rev. W. P. Lyon is reported to have resigned the G.T.R.-Wabash joint agency at Black Rock, East Buffalo, Fort Erie and Bridgeburg, Ont., on his appointment as assistant rector of St. John's Church, Thorold, Ont.

G. W. Dickson, heretofore Master Mechanic Monon Route, Peru, Ind., is reported by U.S. papers to have been appointed to a similar position on the G.T.R.

Great Northern Ry. (U.S.).—G. J. Ryan, heretofore Division Freight Agent, St. Paul, Minn., has been appointed General Industrial Agent, succeeding M. J. Costello, promoted. Office, St. Paul, Minn.

M. J. Costello, heretofore General Industrial Agent, St. Paul, Minn., has been appointed Assistant Traffic Manager, succeeding H. M. Adams, resigned. Office, Seattle, Wash.

Intercolonial Ry.—C. F. Burns, heretofore acting Auditor of Disbursements, has been appointed Auditor of Disbursements, the appointment being effective from Dec. 1, 1907.

E. H. Allen, Claims Agent, is reported to have resigned to become Provincial Secretary of New Brunswick, and to contest York County in the pending elections.

J. H. Brassard, heretofore Chief Dispatcher at Riviere du Loup, Que., has been appointed Inspector of Transportation. His duty will be to travel on all parts of the railway. To supplement the Superintendent of Car Service, the superintendents of the several districts, and the dispatchers, and aid in the usual handling of the business. To prevent loss of time by trains at stations, whether such delay is caused by defective train dispatching, or by the slowness of train employes or of station employes in doing the work. To see that empty cars are supplied without unnecessary delay at the places where they are required. That cars, whether loaded or empty, which should be moved, are moved promptly. That cars are unloaded without delay. That the cars of other railways are promptly returned to them. That the hauling of empty cars is reduced as much as possible. That freight trains are fully loaded with cars. That the service in the yards at the various points is efficient and economical. To discharge such other duties as may from time to time be assigned to him. He will report from time to time to the General Manager, and will send copies of all such reports to the officials affected by them. All officials and employes are requested to co-operate with him and assist him so that an improved service may be secured.

John Stewart, heretofore locomotive engineer, has been appointed Travelling Inspector of Locomotives and Cars. His duty will be to travel on all parts of the railway. To see that the locomotives are distributed, used and handled in such a manner as to give the best service to the railway. To see that freight trains are loaded to the full capacity of the locomotives. To inspect the engine houses and repair shops and see that at each place the officials and employes use every means at their command, and their best efforts to repair and turn out the locomotives and cars without unnecessary delay. To give such instructions in each case which arises as he may consider necessary, acting promptly and using his own best judgment. To discharge such other duties as may from time to time be assigned to him. He will report from time to time to the General Manager; and will send to the Superintendent of Motive Power, to the Superintendents of districts, and to the Superintendent of Car Service copies of all such reports as affect their departments or districts. All officials and employes are requested to co-operate with him and assist him so that an improved service may be secured.

L. S. Blagden, senior train dispatcher, has been appointed acting Chief Dispatcher at Riviere du Loup, Que., vice J. H. Brassard, promoted.

G. Strubbe, heretofore assistant Ticket Agent, Montreal, has been appointed City Passenger and Ticket Agent there, succeeding J. J. McConniff.

Mackenzie, Mann & Co.'s Eastern Lines—T. H. White, Chief Engineer of Construction, has, at his own request, been granted extended leave of absence.

Napierville Junction Ry.—C. B. Hibbard, General Manager Quebec, Montreal and Southern Ry., is also acting as General Manager N.J.R., which is operated by the Delaware and Hudson Co., owning the Q.M. and S.R. See also Quebec, Montreal and Southern Ry.

New York Central and Hudson River Rd.—E. Van Etten, Vice President in charge of the Boston and Albany Rd., has resigned on his appointment as President of the Cuba Eastern Rd.

New York Central Lines.—A. S. Lyman has been appointed General Attorney, N.Y.C. and H.R.Rd., and of its leased and operated lines east of Buffalo, except the Boston and Albany Rd.

C. Brown has been appointed General Solicitor N.Y.C. and H.R.Rd. and of its leased and operated lines east of Buffalo, N.Y., and also of the Michigan Central Rd., and other lines west of Buffalo. He will have charge of legal matters relating to interstate commerce and traffic.

C. H. Paulding has been appointed Solicitor for the lines east of Buffalo, except the Boston and Albany Rd. He will have charge of legislative matters.

H. Russell has been appointed General Counsel of the Michigan Central Rd. Office, Detroit, Mich.

G. H. Haselton, heretofore Division Superintendent of Motive Power at West Albany, N.Y., has been appointed Assistant Superintendent of Motive Power. Office, New York city.

Under a further reorganization of the freight traffic department of the New York Central lines, East, the titles of General Eastern Freight Agent of the New York Central and the West Shore, and of the Merchants' Dispatch, have been abolished. With this change the Merchants' Dispatch will handle all the freight traffic of the New York Central and the West Shore, moving over the Lake Shore and the Michigan Central, including what is now known as the Red Line, White Line, West Shore Line, Blue Line and North Shore Dispatch. R. J. Menzies, with office at 350 Broadway, has been appointed New York District Agent. The fast freight line traffic of the New York Central and West Shore moving over the Nickel Plate, Grand Trunk, Wabash and Pere Marquette, to and from the New York district, will be in charge of L. M. Allen, with title of Commercial Agent, his office continuing at 350 Broadway. These last named fast freight lines are the Nickel Plate Line, Grand Trunk Dispatch, Hoosac Tunnel Line, Pere Marquette-New York Central Line, and Pere Marquette-West Shore Line. Mr. Allen will also have charge of the New York Central and West Shore freight between the New York district and points in Canada, New England and western and northern New York.—Railway World.

Pere Marquette Rd.—J. L. Cramer, heretofore Comptroller of the P.M.R. and Cincinnati, Hamilton and Dayton Rd., has been appointed Vice-President and Comptroller of the reorganized P.M. Rd.

Quebec, Montreal and Southern Ry.—W. J. Mullen, General Traffic Manager Delaware and Hudson Co., has also been appointed General Traffic Manager Q.M. and S.R., and of the Napierville Junction Ry.

D. I. Roberts, General Canadian Freight and Passenger Agent Delaware and Hudson Co., has also been appointed General Freight and Passenger Agent Q.M. and S.R., and of

the Napierville Junction Ry. Office, 160 St. James St., Montreal.

Transcontinental Ry. Commission.—A. N. McGillivray has been appointed assistant District Engineer at Kenora, Ont., succeeding A. F. Heaman, resigned. This is the position to which C. O. Foss, Assistant District Engineer at St. John, N.B., was originally reported to have been appointed.

Canadian Ticket Agents' Association.

The executive committee met in Toronto Jan. 28, those present being W. Jackson, Chairman; W. Bunton, R. J. Craig, J. F. Dolan, J. P. Hanley, W. McIlroy, M. McNamara, Lt.-Col. Piche, and E. de la Hooke, Secretary. C. R. Coleman, of Truro, N.S., President, was unable to attend. There were also present by invitation W. E. Rispin, C. E. Horning, F. W. Churchill, and Acton Burrows.

It was decided that the next annual meeting, etc., of the Association be held at Detroit, Mich., on Oct. 6, 7 and 8. Messrs. Jackson, Rispin, and the Secretary were appointed a committee to make the necessary hotel arrangements.

W. Jackson was appointed to represent the Association at the American Association of General Passenger and Ticket Agents in Toronto in September. G. T. Bell, General Passenger Agent G.T.R., is the Vice-President of the American Association this year, and is in line for the Presidency next year.

Examination of Motormen.

The Secretary of the Ontario Railway and Municipal Board has issued the following circular to electric railway companies: I have the honor to call your attention to the fact that the presentment of the grand jury at the December assizes held at Hamilton contains the following clause: 'The grand jury consider that electric railway companies should be more careful in selecting their motormen and that a longer service in training should be insisted upon before these men are put in such responsible positions where the life of the travelling public is in their care.'

"I have the honor by direction of the Board to remind you that the Board will, of course, be obliged to withdraw its approval of the appointment of any examiner of motormen who fails in any way to discharge his duties to the satisfaction of the Board, and in such a way as to insure the safety of the public using the highway and the cars. In case of criminal negligence examiners would probably be subject to criminal prosecution."

The C.P.R. Empress Hotel, Victoria, B.C., of which we published an illustration in our April, 1907, issue, was opened Jan. 22.

The Dominion Express Co.'s Pension Department rules have been amended, making the minimum monthly allowance \$20.00.

The G.T.R. carmen have applied to the Dominion Labor Department for the appointment of a board of arbitration under the Lemieux Act, to investigate the question of wages, etc.

The C.N.R. station and divisional headquarters at North Battleford, Sask., were destroyed by fire Jan. 23, and the death of H. Lang, an employe, caused thereby. The damage to buildings, etc., is estimated at \$5,000.

D. B. Hanna, Third Vice-President Canadian Northern Ry., has been appointed one of the receivers of the Chicago & Milwaukee Electric Ry. Co., the other receivers being W. I. Osborne, Vice-President Central Trust Co., Chicago, and A. C. Frost, President Chicago & Milwaukee Electric Ry. Co. A considerable portion of the company's bond issue is held in Canada.

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The use of **OUR STEEL BACK SHOE** will mean a saving in brake shoe maintenance, brake heads and brake beams.

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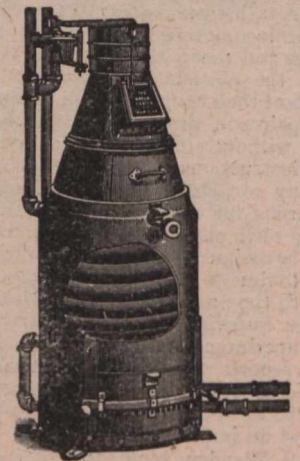
The only Fire-proof and Break-proof Heaters on the market, made of $\frac{1}{4}$ in. jointless steel casings. Single and double coils. Steam Attachments to circulate the water of the Baker Heater by steam from the locomotive; or will circulate hot water independently of any Heater. Pipe and pipe fittings for Baker Heater work. Especial attention is called to our Heater for Electric cars.

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Projects, Construction and Betterments.

Brantford and Hamilton Ry.—A car service has been placed in operation between Hamilton and Ancaster, Ont., a two-hour service being maintained. When the line is completed through to Brantford, it is said that a car will be run in each direction every hour. (Jan., pg. 47).

British Columbia Electric Ry.—A delegation representing the Point Grey Improvement Association waited on the B.C. Government recently to urge the construction of an electric line to connect it with Vancouver. Some eighteen months ago the B.C.E.R. made a survey for such a line and asked for a subsidy of 30 acres of land in the district per mile of line. This is opposed by the owners, who have recently purchased land from the Government, which owns 35,000 acres there. (Jan., pg. 47).

Calgary, Alta.—A proposition for the construction of an electric line has been submitted to the city council by Alexander & Budd. A franchise for 15 years is asked, but it is proposed that a stipulation be inserted in any agreement made providing that the city may purchase the line at a valuation at any time during the currency of the franchise. British capital is said to be interested. (Dec., 1907, pg. 927).

Fort William, Ont.—Application will be made next session of the Ontario Legislature by the Fort William City Council for an act authorizing it among other things to construct, equip, operate and maintain an electric street railway over such streets as the council, with the assent of the ratepayers, may from time to time determine, and to authorize the issue of debentures to cover the cost of such railway, such debentures to be paid off within 30 years.

The Port Arthur City Council, at a meeting held Jan. 22, passed a resolution stating that it was not in the interests of the two places that there should be two separate street railways.

Grand Valley Ry.—Contracts for grading, masonry and timber work on the renewals and construction work of this railway have been let, and it is announced that further contracts will be placed in the spring for rails, rolling stock and general equipment. The system to be adopted has not yet been conclusively decided upon, but it is anticipated that the single phase principle will be adopted and estimates are being prepared for power and equipment on this basis. The inter-urban cars to be used will be 52 ft. long, and the city cars 23 ft. The plans of the company include the following renewals and extensions: the line from Brantford to Galt to be relaid with 80-lb. rails; the Brantford St. Ry. to be reconstructed, and seven miles of additional track to be laid; the reconstruction of the Woodstock, Thames Valley and Ingersoll Ry.; an extension of the Brantford-Galt line; and from Brantford through Mount Pleasant, Boston, Waterford, Bloomsburg and Simcoe to Port Dover; from Brantford westward through Mount Vernon, Burford, Cathcart, and Eastwood to Woodstock; from Woodstock, through Embro and Beachville to Ingersoll, and from Ingersoll through Dorchester to London. Altogether, 42 miles of track will be reconstructed, and about 90 miles of new track built. On the Port Dover extension a steel trestle bridge about 1,200 ft. long will be constructed. (July, 1907, pg. 505, and Oct., 1907, pg. 759).

Guelph Radial Ry.—Application will be made next session of the Ontario Legislature for an act extending the time for the completion of the lines authorized to be constructed, and to give power to the company to increase its capital stock. D. Guthrie,

is solicitor for the company, which is owned by the city. (Jan., 1907, pg. 45).

The International Power Co. has been incorporated under the British Columbia Companies Act, with a capital of \$250,000, for the purpose of developing water-powers and supplying electric energy for industrial purposes; constructing, equipping, operating and maintaining electric, cable, or other tramways or street railways for the conveyance of passengers and freight; constructing telegraph and telephone systems or lines, and for other purposes in connection therewith.

London Street Ry.—Negotiations are proceeding between the company and the city council with a view of arriving at a definite agreement as to the extension of lines to be constructed. (Jan., pg. 47).

Montreal and Southern Counties Ry.—The Montreal City Council, Jan. 14, passed a resolution asking the Minister of Railways, in deciding upon the right of the company to operate within the city limits, to provide that the company shall be subject and liable to the conditions of a by-law to be adopted by the city prior to the construction of the lines. A meeting of the shareholders for organization and other purposes was held in Montreal, Jan. 30. H. G. Elliott is acting as Secretary-treasurer. (Jan., pg. 47).

Mount McKay and Kakabeka Falls Ry.—Application will be made next session of the Ontario Legislature for an act defining and confirming the location of the projected line of railway, and declaring that it has power to construct the line on either the north or south side of the Kaministikwia River, or as to part on the north side and as to the balance on the south side; authorizing the company to use steam power for propelling cars and other vehicles during the construction of its line of railway and other works; approving and confirming by-law 514 of the city of Fort William, and the agreement made between the city and the company, dated July 17, 1907, whereby the company is given the right to construct and operate its railway on certain streets in the city; approving and confirming a by-law passed by the township of Neebing respecting aid to the company by guaranteeing the bonds of the company to an amount equal to \$10,000 a mile for every mile of railway constructed by the company or its assigns within the municipality during five years from the date of the passing of the by-law, and by exempting the property of the company from all municipal taxation, except school taxes, for a period of 21 years commencing 1908; extending the time for the completion of the company's railway until April 30, 1912, and for such other incidental rights, powers and authorities as may be necessary. (Nov., 1907, pg. 841).

Nipissing Central Electric Ry.—A report from Ottawa states that it is expected that the company will let a contract in May or June for the projected electric railway between Cobalt and New Liskeard, Ont. J. Fitzpatrick, Ottawa, is President, and F. H. Latchford, formerly Commissioner of Public Works in the Ontario Government, is interested. (See Cobalt District, Jan., pg. 47).

North Midland Ry.—The Ontario Legislature will be asked next session for an act extending the time for the commencement and completion of certain parts of the projected railway. T. H. Luscombe, London, Ont., is solicitor for the applicants, who are also interested in the South-Western Traction Co.

A meeting of shareholders has been called to be held at the offices, 169 Dundas St., London, Feb. 3, for the purpose of electing directors; passing and confirming by-laws; issuing paid-up stock to the promoters of the company; making a contract for the construction of the line, and arranging for the payment of the contractor in bonds and paid-up stock.

Press reports state that a contract has been let to A. E. Welch, London, Ont., for the construction of 35 miles of line to connect London and Stratford, and that the line will run via Bryanstown, Devizes, Cherry Hill, Wellburn, St. Mary's, and probably Avonton. It has also power to construct lines to serve Clinton, Mitchell, Exeter and other points in Huron, Perth and Middlesex counties. (Dec., 1907, pg. 927).

Ontario West Shore Electric Ry.—The by-law guaranteeing \$150,000 of the bonds of the O. and W.S.E.Ry. Co. was passed by the ratepayers of Goderich, Ont., Jan. 6. A press despatch states that this vote brings up the guarantee of the company's bonds by the local municipalities to a total of \$400,000. The proposal of the company is to construct an electric railway between Goderich and Kincardine. (Dec., 1907, pg. 927).

Quebec and Saguenay Ry.—A syndicate of British and French capitalists is reported to have undertaken the construction of this projected railway, from the terminus of the Quebec Ry., Light and Power Co.'s line to Murray Bay, Que. Other reports state that the syndicate would construct an independent line into Quebec running nearer the residential district along the river front; and that the six electrical companies operating in Quebec were to be brought under one management and control. We are advised that no proposition having reference to any amalgamation of the Quebec Ry., Light and Power Co. with any other company, such as is indicated, has been made. (Aug., 1907, pg. 603).

Quebec Ry., Light and Power Co.—It is intended to construct a short switch at Mastai Junction for the accommodation of the traffic to the insane asylum, and it is also reported that a short branch will be constructed to connect the Kent House with the new dam at the Natural Steps. (Nov., 1907, pg. 841).

St. Vital, Man.—The by-law authorizing the municipality to construct and operate an electric railway, was carried at the recent election by a majority of 22 votes. (Jan., pg. 47).

South-Western Traction Co.—The Ontario Legislature will be asked next session for an act extending the time for the completion of certain parts of the line authorized to be constructed. (Dec., 1907, pg. 929).

Western Central Ry.—Application will be made next session of the Ontario Legislature for an act extending the time for the commencement and completion of the lines authorized to be constructed. A. T. Drummond, Toronto, is acting for the applicants. (Sept., 1906, pg. 549).

Windsor, Chatham and London Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of this projected railway. M. Wilson, Chatham, Ont., is solicitor for the applicants. (June, 1906, pg. 345).

Windsor, Essex and Lake Shore Rapid Ry.—We are advised that the line is in operation between Windsor and Kingsville, Ont., and the grading between Kingsville and Leamington has been completed. Tracklaying is in progress, and it was expected that this work would be finished by Jan. 30. The electric locomotive ordered from the Canadian Westinghouse Co., Hamilton, Ont., we were advised Jan. 7, was expected to be delivered a few days thereafter. (Oct., 1907, pg. 761).

Winnipeg, Selkirk and Lake Winnipeg Ry.—The electrical equipment of this line is expected to be installed early in the current year, the power-house having been erected, and other preliminary work completed. At present the line, which extends from Winnipeg to Selkirk, Man., is being operated by steam power. (July, 1906, pg. 415).

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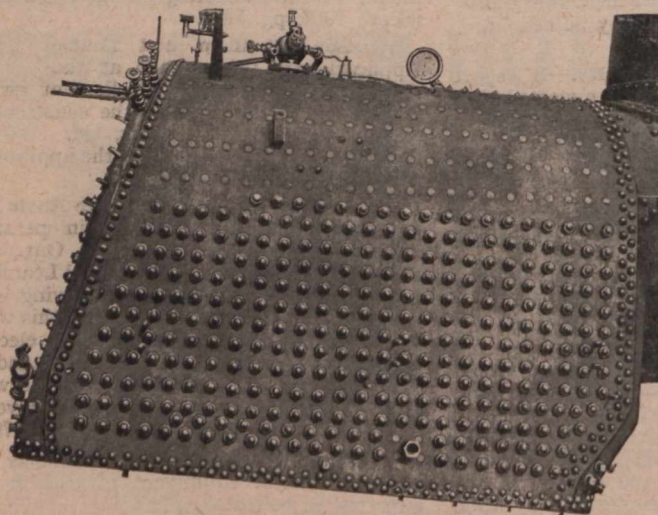
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Electric Railway Notes.

The Windsor and Tecumseh Ry. has been ordered to sell 10 tickets for 25 cents to children using its cars in going to and from school.

The Hamilton St. Ry. car barns, at the corner of Locke and Herkimer streets, Hamilton, Ont., were destroyed by fire Jan. 20. Four cars were burned. The damage is placed at \$30,000.

S. F. Kilgore, Toronto, President Huron and Ontario Ry., died in London, Eng., Jan. 23, aged 46. He had been in England for some months in connection with the financing of the construction of the railway.

Jas. Deadey, roadmaster Mimico Division Toronto and York Radial Ry., had his left leg broken while returning to Toronto on a special tool car, Jan. 23, after superintending the clearing of a snow blockade on the line.

The Winnipeg Board of Control has directed the City Solicitor to endeavor to recover from the Winnipeg Electric Ry. fines aggregating over \$12,000, imposed by the City Engineer for failure to run cars according to an approved schedule.

The Recorder of Montreal has imposed a fine of \$25 upon the Montreal Street Co. for not having extended its lines to Ville-ry, Que., according to an alleged agreement. The Recorder said the company was liable to a fine of \$25 a day from Aug. 17, 1907.

The Grand Valley Ry., Brantford, Ont., is reported to be in the market for several 23-ft. city cars, and a number of 52-ft. cars for suburban lines. It is also stated that the company is considering the desirability of placing an order for an electric locomotive.

N. M. Cantin, who, amongst other projects in connection with St. Joseph, Ont., originated the scheme of the St. Joseph and Stratford Radial Ry., to connect St. Joseph with Stratford, was arrested recently on charges of perjury and of obtaining money and shares in connection with the St. Joseph Land Improvement, Building and Manufacturing Co., Ltd.

The Ontario Railway and Municipal Board issued an interim order, Jan. 11, requiring the Toronto Ry. to run its cars over the section of line between Humberstone and Keele St., Toronto Jct., which was recently relaid by the Toronto Jct. town council, the speed not to exceed 6 miles an hour over that portion considered by the Toronto Ry. to be unsafe. It is understood that the railway company is running the cars as directed, and has postponed the question of appeal as to the jurisdiction of the Board, pending the decision of the Board on the hearing of the case.

It is understood that several amendments to the act constituting the Ontario Railway and Municipal Board will be considered during the session of the Legislature for the current year. Additional powers will be conferred upon the Board enabling it to decide upon the highways new street car lines shall be built in case of dispute between municipalities and companies, and to deal with a number of small matters in regard to which there is at present considerable differences between the companies and the municipalities, and in regard to which the Board's powers are somewhat indefinite.

A deputation from the Canadian Street Ry. Association, consisting of E. A. Evans, General Manager Quebec Railway, Light and Power Co., President of the Association; R. J. Fleming, General Manager Toronto Ry.; A. H. Royce, President Toronto Suburban Ry., and Counsel of the Association; G. E. Waller, Dominion Power and Transmission Co.; D. T. McIntosh, Niagara, St. Catharines and Toronto Ry.; and Acton Burrows, Managing Director of THE RAILWAY

AND MARINE WORLD, Secretary-Treasurer of the Association, had a conference with the Ontario Railway and Municipal Board Jan. 21, with reference to the annual returns required to be made to the Board by electric railway companies. Several of the changes and modifications which were suggested by the deputation were adopted by the Board, and others were held over for further consideration.

The Ontario Court of Appeal delivered judgment Jan. 22 on the appeal by the City of Toronto from a decision of the Ontario Railway and Municipal Board of April 23, 1907, dismissing the application of the City for an order requiring the Toronto Ry. Co. to desist from the alleged violation of its agreement with the City by throwing snow, ice, and other material upon the streets, without the permission of the City Engineer, and requiring the Company to run each of its cars conveying passengers to the end of its route. The appeal was confined to the application made by the City to the Board to compel the Railway Company to cease using an electrical snow-sweeper without the leave of the City Engineer. The Board held that the company were entitled to use the sweeper without leave, and the Court agrees with that view. Appeal dismissed with costs. No order made upon other questions.

Electric Ry. Finance, Meetings, Etc.

British Columbia Electric Ry.—Subscriptions were invited in Great Britain to Jan. 24, for an issue of £100,000 of preferred ordinary shares at £1 each, present shareholders having a preference in the allotment.

Gross earnings for Nov., \$180,851; operating expenses, \$84,054; renewal fund, \$10,750; net earnings, \$86,047; approximate income from investments, \$11,036; net income, \$97,083, against \$125,978, gross earnings; \$60,565, operating expenses; \$9,638, renewal fund; \$55,775, net earnings; \$9,536, approximate income from investments; and \$65,311 net income for Nov., 1906. Gross earnings for five months ended Nov. 30, 1907, \$814,290; net income, \$407,476; against \$579,315 gross, and \$290,308 net for same period 1906.

Halifax Electric Tramway Co.—Traffic receipts for Dec., \$14,383.55, against \$13,751.41 for Dec., 1906.

Hamilton, Grimsby and Beamsville Electric Ry.—The annual meeting of shareholders was announced to be held at Hamilton, Jan. 27. This line is one of the suburban electric railways controlled by the Dominion Power and Traction Co., Hamilton.

International Traction Co.—A Buffalo, N.Y., press report, Jan. 17, stated that the Andrews-Vanderbilt Trolley Syndicate had acquired the property and franchises of the International Traction Co., of Buffalo, to add to the New York Central Lines system of electric railways. The Buffalo Co. has a capital of \$16,320,500, besides having a funded debt of \$10,378,000. The total cost of the road and equipment to date is \$30,500,000. It operates 158 miles of tracks and covers the cities of Buffalo, Lockport, Niagara Falls, and Tonawanda, and includes the Niagara Falls Park and River Ry. in Canada and the bridges connecting the scenic points in Ontario and the State of New York, in and around the Niagara Gorge. In this connection reference may also be made to a press report that the Turbine Steamship Co. of Toronto had made an offer to the Michigan Central Rd., to purchase or lease its line from Niagara-on-the-Lake to Fort Erie, Ont., for the purpose of converting it into an electric line. If the purchase of the International Traction Co. be made by N.Y.C. interests, it is hardly likely that the M.C. Rd., which is controlled by N.Y.C. Rd.

interests, would sell or lease any of its lines for electrification by an opposing interest. It would be more likely that the M.C. Rd. to Niagara-on-the-Lake would be electrified by N.Y.C. interests, which would then control the entire system of electric railways along both sides of the Niagara River.

London Street Ry.—At the annual meeting of shareholders to be held in London, Ont., Feb. 5, a resolution will be submitted authorizing the issue of debentures to an amount not exceeding \$750,000.

The question of the purchase of the line and franchises of the company by the city council is again under consideration. The franchise does not expire until 1925, and it is stated that the principal shareholders will not sell unless the city is willing to pay a premium of about 50% on the par value of the stock.

Montreal Street Ry.—A special general meeting was held at Montreal Jan. 29, for the purpose of authorizing the directors to issue about \$1,000,000 of new stock at a premium of 25%, and to make an issue of debenture bonds. The debentures will be 14-year debenture bonds, bearing interest at 4½%. It is reported that these bonds have been sold in London, Eng., at 92½%.

Passenger earnings for Dec., \$291,681.43; miscellaneous, \$2,958.74; total earnings, \$294,640.17; operating expenses, \$192,310.26; net earnings, \$102,329.91; city percentage on earnings, \$11,275.50; interest on bonds and loans, \$16,719.31; contingent for renewals, \$14,584.22; rent leased lines, \$339.93; surplus, \$59,410.95; against, \$262,334.37, passenger earnings; \$4,618.96, miscellaneous; \$266,953.33, total earnings; \$185,571.22, operating expenses; \$81,382.11, net earnings; \$9,189.93, city percentage on earnings; \$16,615.07, interest on bonds and loans; \$13,316.95, contingent for renewals; no rent, leased lines; and \$42,260.16 surplus for Dec., 1906. Total earnings for three months ended Dec. 31, \$902,723.02; operating expenses, \$539,522.94; city percentage on earnings, \$32,337.70; standing charges, \$95,625.17; surplus, \$235,337.21; against, \$812,036.02 total earnings; \$516,433.00 operating expenses; \$27,866.58 city percentage on earnings; \$91,141.65 standing charges; and \$176,594.79, surplus for same period, 1906.

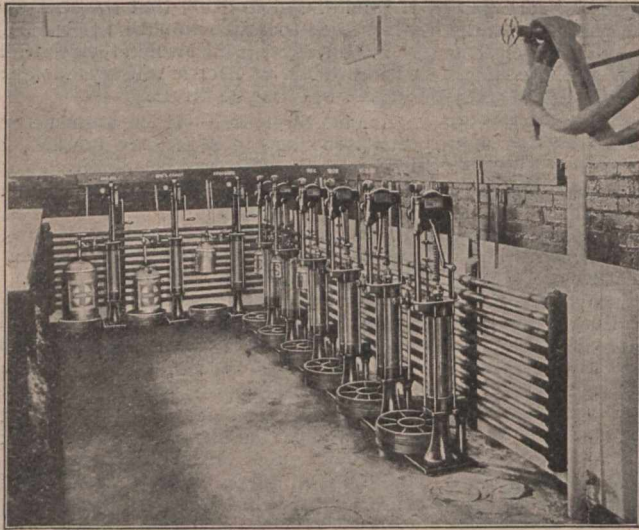
Ottawa Electric Ry.—Total receipts for 1907 were \$574,278, against \$525,747 for 1906. A dividend of 12% for the year has been declared.

Port Arthur Electric Railway.—An offer has been made to the Port Arthur City Council by the Fort William City Council of \$75,000 for that portion of the Port Arthur electric railway within the city of Fort William, Ont., together with all the franchises connected therewith and one-half of the rolling stock and equipment. As an alternative arbitration is suggested. The matter is under consideration.

Windsor, Essex and Lake Shore Rapid Ry.—A deed of mortgage to the Union Trust Co., Toronto, dated Oct. 22, 1907, securing an issue of bonds, not exceeding \$20,000 a mile, and not exceeding on the whole \$2,500,000, was, on Jan. 8, deposited with the Secretary of State at Ottawa.

Winnipeg Electric Ry.—Reports are current in Winnipeg that negotiations are in progress for the sale to the city council of the whole of the undertaking of the Winnipeg Electric Ry., including electric street railway, electric lighting and power systems. It is hardly likely that there is anything in this. The shareholders are not considered to be desirous of selling and the present state of the city's finances is not such as to make it possible for the city to find the money that would be required for such a purpose.

Total car earnings for 1907, \$861,857.42. The percentage paid to the city was \$43,092.87, being 5% of the receipts.



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ELECTRIC RAILWAY STATISTICS FOR YEAR ENDED JUNE 30, 1907.

The following abbreviations are used in the names of railways—E., electric; E. R., electric railway; E. S. R., electric street railway; Ry., railway; S. R., street railway. The minus mark (—) in the column for net earnings shows that there was a deficit in the operations of the line to the extent of the figures given. The numbers in brackets—thus (1)—after the name of a railway refer to notes below.

Name of Railway	Mil'ge	Gross Earnings	Net Earnings	Proportion of earnings to working expenses	Earnings per car mile	Operating per car mile	Freight Mileage	Total Car Mileage	Locomotive Mileage	Passengers Carried	Freight Carried
				p.c.	cts.	cts.					Tons
Berlin and Waterloo S. R. (1)	3.12	\$ 33,285.24	\$ 8,217.84	75.3	40.0	0.3		81,800		733,864	
Leased Berlin & Brid'port Ry. (1)	2.40	3,285.31	1,873.87		42.6						
Brantford S. R. (2)	7.00	31,294.10	6,743.97	78.4	25.8	0.5		120,867		402,090	
British Columbia E. R. (3)	59.13	914,157.11	380,633.46	58.3	29.7	0.2	86,350	3,076,787		16,281,766	31,162
Cape Breton Electric Co. (4)	12.73	88,772.21	26,876.85	69.7	0.3	0.2		314,079		1,563,316	
Cornwall S. R. (5)	6.00	25,813.92	5,211.65	79.8			13,828	207,840		375,064	
Egerton Tramway Co. (6)	8.10	45,672.66	10,724.07	56.6	0.3	0.2	7,065	130,259		888,722	
Galt, Preston & Hespeler S. R. (7)	9.00	107,093.36	42,453.39	51.0	49.0	25.1	17,452	216,922		594,815	84,871
Leased Preston & Berlin E.R. (7)	10.75										
Grand Valley Ry. (8)	21.00	41,064.27	9,367.75	77.1	23.6			173,764		219,038	
Guelph Radial Ry. (9)	6.00	28,509.65	8,340.62	29.2	15.6	11.0	2,500	182,500		616,046	12,600
Halifax E. Tramway Co. (10)	12.13	168,781.41	55,139.89	67.3	22.1	14.8		760,599		3,783,801	
Hamilton and Dundas S. R. (11)	7.25	41,922.23	19,497.21	53.4	46.3	24.7		90,550		407,880	1,650
Hamilton, Grimsby & Beam.E.R.(12)	23.00	85,256.75	24,094.99	71.7		21.9	27,900	278,625		432,997	21,600
Hamilton Radial E. R. (13)	24.75	106,364.94	38,916.25	63.4	28.2	17.8		377,006		941,767	3,600
Hamilton S. R. (14)	22.00	281,830.96	63,271.29	77.5	19.9	15.4		1,414,941		7,201,908	
Hull Electric Co. (15)	14.50	101,904.60	15,304.30	84.9			17,195	566,589		1,026,939	15,559
International Transit Co. (16)	3.30	43,743.74	10,439.55	76.1	15.2	11.6		286,696		1,076,417	
Kingston, Ports. & Catarqui E.R.(17)	8.00	30,692.87	2,744.07	91.0		0.1		199,680		847,559	
Levis County Ry. (18)	10.25	56,986.61	-1,931.77	103.1	17.6	18.2	5,725	323,632		1,477,005	
London S. R. (19)	26.46	218,853.96	45,757.33	79.0	15.2	12.3		1,400,931		6,420,807	
Montreal Park & Island Ry. (20)	22.41	250,164.13	73,446.01	70.6	29.2	20.9	11,011	854,125		3,176,587	
Montreal S. R. (21)	67.04	3,401,589.81	1,332,464.58	60.8	22.8	14.1		14,606,712		83,747,540	
Montreal Terminal Ry. (22)	18.23	95,526.09	-15,159.11	115.1	13.1	20.8	21,823	531,301		923,139	86,633
Nelson Tramway Co. (23)	3.00	7,966.00	-6,257.11	178.1	19.0	0.3		40,800		155,136	
Niagara Falls P. & R. Ry. (24)	11.75	155,320.67	68,396.33	55.9	41.4	23.2	2,769	374,417		1,414,021	
Niagara, St. Cath. & Tor. Ry. (25)	26.50	155,889.50	50,478.32	66.9	30.7	20.8	242,785	506,418	242,785	920,048	92,381
Niagara Falls, Wesley Pk.&Cl.Ry.(26)	4.50	34,055.09	17,165.36	50.3				184,180		755,585	
Oshawa Ry. (27)	8.02	63,031.50	15,261.13	75.7	1.2	0.9	15,471	51,982	51,982	166,000	101,931
Ottawa E. R. (28)	22.87	544,451.90	198,798.22	63.4				3,009,280		12,048,531	
Peterborough Radial Ry. (29)	6.00	33,597.46	5,934.26	82.3		0.1		264,802		722,497	
Port Arthur S. R. (30)	9.00	69,181.29	24,414.53	64.7	33.4			207,209		1,442,991	
Pt.Dalhousie, St.C.& Tho.E.S.R.(31)	8.17	19,602.70	6,561.11	33.4		10.5		123,903		392,554	
Quebec Ry., Light and Power Co.											
Citadel Division (32)	17.22	233,770.33	67,626.50	71.0	18.2	12.8		1,280,603	6,408	5,515,128	
Montmorency Division (32)	25.00	127,362.25	46,822.98	63.2	49.6	0.3		256,510		1,114,456	
Sandwich, Wind. & Amherst.Ry.(33)	34.63	135,517.39	67,565.77	52.2	24.0			540,390		2,607,122	
Sarnia S. R. (34)	7.00	36,919.54	5,739.88	54.2				136,396		621,678	
Sherbrooke S. R. (35)	7.00	32,899.25						285,451		811,501	
Southwestern Traction Co. (36)	18.25	29,189.01	-642.30					143,148		172,199	
St. John Ry. (37)	12.50	140,230.22	8,076.18	94.2	17.4	16.4		802,542		3,120,031	
St. Stephen S. R. (38)	3.00	28,466.00	-3,922.17	113.1	15.4	14.6		183,960		583,614	
St. Thomas S. R. (39)	7.50	20,063.14	1,759.54	75.4				338,040		551,280	
Sydney & Glace Bay Ry. (40)	18.80	113,613.71	49,173.63	56.7	3.7	20.9		307,782		2,143,000	
Toronto Ry. (41)	51.05	3,271,192.97	1,576,160.23	51.8				14,328,942		81,290,847	
Toronto Suburban Ry. (42)	9.81	36,257.03	8,407.14	76.8		13.2		187,975		774,366	
Toronto & York Radial Ry. (43)	50.44	241,385.77	80,412.92	66.6	24.6	16.4	64,963	978,673		2,708,782	
Winnipeg E. S. R. (44)	34.33	863,990.20	437,347.28	49.3	30.1	14.9		2,864,704		20,224,239	
Woodstock, T.V. & I. E. R. (45)	11.50	26,766.43	12,376.38	53.7	14.2			114,816		397,937	
Yarmouth S. R. (46)	2.13	12,620.07	2,044.41	83.8	28.0	23.4		45,046		206,794	
Totals	814.52	\$12,635,905.35	\$4,898,653.58				536,837	53,361,227	301,121	273,999,404	479,731

Notes to Electric Railway Statistics.

(1) The Berlin and Waterloo S.R. has a capital of \$97,674.39, made up of common stock paid up, \$30,950; bonds sold, \$30,000; other sources, \$36,724.39. Cost of railway and rolling stock, \$102,189.09. The Berlin and Bridgeport Ry. has a capital of \$31,557.37, made up of common stock paid up, \$17,000; from other sources, \$14,559.37. Cost of railway and rolling stock, \$31,557.37.

The returns of the Berlin and Bridgeport E. Ry. are for three months only, prior to which period it was being operated under lease by the Berlin and Waterloo S.R. The B. and W.S.R. was acquired under arbitration proceedings by the Berlin Town Council.

(2) The Brantford St. Ry. has a total capital of \$325,000, made up of common stock paid up, \$200,000; bonds sold, \$125,000. The cost of the railway and equipment is not ascertainable.

(3) The British Columbia E.R. has a total capital of \$8,472,599.76, made up of ordinary shares, \$1,946,666.00; preference shares, \$2,920,000; bonds, \$3,318,479; other sources, \$287,454.76; and there is a floating debt of \$287,454.76. The cost of lines and equipment is not given by the present company, it being the result of five amalgamations.

(4) The Cape Breton Electric Co. has a capital of \$2,099,000, made up of ordinary shares, \$1,000,000; preference shares, \$234,000; bonds sold, \$865,000; floating debt,

\$10,000 at 6%. Cost of railway and rolling stock, \$2,145,112.19.

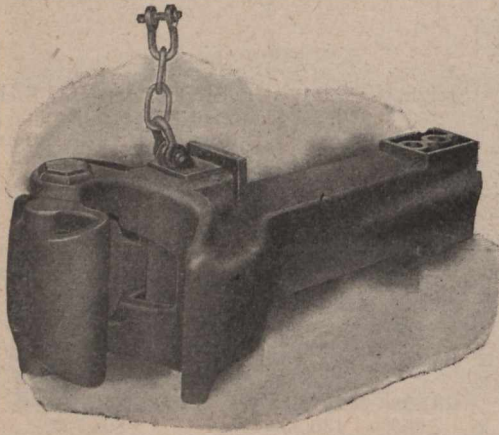
(5) The Cornwall S.R. has a total capital of \$200,000, made up one-half of common and one-half of preferred stock; and its railway and rolling stock is reported to have cost \$201,204.22.

(6) The Egerton Tramway Co. has a total capital of \$425,000, made up of ordinary shares, \$250,000; bonds sold, \$175,000. It has a floating debt of \$6,000 at 6%. Cost of railway and equipment was \$430,000.

(7) The Galt, Preston and Hespeler Ry., has a total paid-up capital of \$31,310, entirely of common stock, and a floating debt of \$100,000 at 5%. The cost of its line and rolling stock is returned at \$114,169.14. The Galt, Preston

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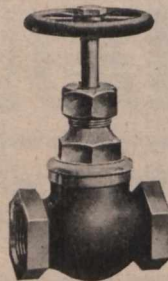
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and Hespeler Ry. earnings, etc., include those of the Preston and Berlin Ry. which is operated under lease. The P. and B.R. is reported to have a paid-up capital of \$1,000, and its line and rolling stock are reported to have cost \$423,814.11.

(8) The Grand Valley Ry. has a total paid-up capital of \$1,150,000, made up of \$700,000 common stock and \$450,000 of bonds. The cost of its line and rolling stock is not given.

(9) The Guelph Radial Ry. has a paid-up capital of \$108,000, entirely of common stock, and this amount is given as the cost of its line and rolling stock.

(10) The Halifax Electric Tramway has a paid-up capital of \$800,000, made up of \$500,000 common stock and \$300,000 of bonds. It has a floating debt of \$85,000 at 6%; and its line and rolling stock cost \$740,000.

(11) The Hamilton and Dundas S.R. has a paid-up capital of \$450,000, made up of \$100,000 common stock; \$100,000 bonds; other sources, \$350,000. Its line and rolling stock are reported to have cost \$345,647.36.

(12) The Hamilton, Grimsby and Beamsville E.R. has a paid-up capital of \$413,000, made up of common stock, \$235,000; bonds, \$150,000; municipal aid, \$28,000. Its line and equipment is reported to have cost \$326,790.

(13) The Hamilton Radial E.R. has a paid-up capital of \$2,271,150, made up of common stock, \$36,250; preferred stock, \$74,900; bonds, \$160,000; other capital, \$2,000,000. The cost of the railway and its rolling stock is reported to have been \$1,269,043.08.

(14) The Hamilton St. Ry. has a capital of \$705,000, made up of common stock, \$205,000; bonds, \$500,000; and there is a floating debt of \$113,756.30. The cost of the line and rolling stock was \$711,534.08.

(15) The Hull Electric Co. has a capital of \$292,000, made up of common stock; and the cost of the line and rolling stock is given as \$632,563.30.

(16) The International Transit Co. (Sault Ste. Marie, Ont.) has a paid-up capital of \$450,000, consisting of \$150,000 of common stock and \$300,000 of bonds. It has a floating debt of \$138,366.03, and its line and equipment are reported to have cost \$318,804.15.

(17) The Kingston, Portsmouth and Cataragui E.R. has a paid-up capital of \$183,100, consisting of \$40,000 of common stock, \$43,100 of preferred stock, and \$100,000 of bonds. The cost of the line and rolling stock is placed at \$200,000.

(18) The Levis County Ry. was reported to have been sold at Sheriff's sale for \$50,000. No stock has been issued.

(19) The London S.R. has a paid-up capital of \$1,040,024, made up of common stock \$540,024; bonds, \$500,000. There is a floating debt of \$33,901 at 6%. Cost of railway and rolling stock, \$1,078,197.36.

(20) The Montreal Park and Island Ry. has a paid-up capital of \$2,060,900, made up of common stock, \$720,900; preferred stock, \$315,000, and \$1,025,000 of bonds. It has a floating debt of \$1,095,060.73 at 6%. The cost of the line and its equipment was reported to have been \$2,319,839.04. It has been acquired by the Montreal St. Ry. Co.

(21) The Montreal S.R. has a paid-up capital of \$10,850,233, made up of common stock, \$8,376,900; and bonds, \$2,473,333; it has a floating debt of \$3,282,645.05 at 6%. The cost of the line and rolling stock was returned at \$11,078,858.58.

(22) The Montreal Terminal Ry. has a paid-up capital of \$1,613,000, made up of common stock, \$1,000,000; bonds, \$613,000; and it has a floating debt of \$43,624.01. Cost of line and rolling stock, \$1,656,509.43.

(23) The Nelson Tramway has a paid-up capital of \$285,000, entirely of common stock,

and the cost of the railway and equipment is reported to have been \$96,394.81.

(24) The Niagara Falls Park and River Ry. has a capital of \$1,200,000, of which \$600,000 is in common stock and \$600,000 in bonds. The line and rolling stock cost \$1,153,563.97.

(25) The Niagara, St. Catharines and Toronto Ry. has a paid-up capital of \$2,013,400, made up of common stock, \$925,000; bonds, \$910,000; Dominion Government subsidy, \$38,400; municipal subsidies, \$140,000. The line and rolling stock cost \$1,239,490.09.

(26) The Niagara Falls, Wesley Park and Clifton Ry. has a paid-up capital of \$150,000, of which \$50,000 is ordinary stock, and \$100,000 is bonds sold. The line was purchased for \$100,000 by the Niagara, St. Catharines and Toronto Ry.

(27) The Oshawa Ry. has a paid-up capital of \$155,862.16, made up of common stock, \$40,000; bonds, \$88,452.16; Dominion Government subsidy, \$22,400; municipal aid, \$5,000. There is a floating debt of \$10,288.35 at 6%. The cost of the railway and rolling stock was \$208,181.01.

(28) The Ottawa E.R. has a paid-up capital of \$1,498,200, made up of common stock, \$998,200; bonds, \$500,000; and there is a floating debt of \$190,000 at 5½%. The cost of the line and equipment was \$1,961,488.59.

(29) The Peterborough Radial Ry. has a paid-up capital of \$150,000, of which \$100,000 is common stock and \$50,000 bonds; and it has a floating indebtedness of \$26,315.74 at 5%. The cost of the line and rolling stock was \$176,731.34.

(30) The Port Arthur S.R. has a total capital of \$167,000, entirely of bonds issued by the city council. The line and rolling stock cost \$187,106.68.

(31) The Port Dalhousie, St. Catharines and Thorold E.S.R. has a paid-up capital of \$137,500, made up of common stock, \$77,500; bonds, \$60,000. The line was purchased for \$90,000 by the Niagara, St. Catharines and Toronto Ry.

(32) The Quebec Ry., Light and Power Co. has a capital of \$5,855,945.50, made up of common stock, \$2,500,000; preferred stock, \$453,000; bonds, \$2,500,000; Dominion Government subsidies, \$96,000; Quebec Government subsidies, \$306,945.50. It has a floating debt of \$137,660.98 at 7%. The cost of the line and its rolling stock for steam and electric operation is given as \$1,163,786.70.

(33) The Sandwich, Windsor and Amherstburg Ry. statistics includes all figures relating to mileage and operation of the Windsor and Tecumseh Electric Ry. The company's paid-up capital is \$697,000, made up of common stock, \$297,000; bonds, \$400,000. There is a floating debt of \$282,281.91 at 6%. The cost of the line and rolling stock is returned at \$1,041,338.13.

(34) The Sarnia S.R. has a paid-up capital of \$132,180, made up of common stock, \$75,280; bonds, \$56,900. Cost of line and rolling stock, \$149,751.88.

(35) The Sherbrooke S.R. has a paid-up capital of \$350,000, of which \$200,000 is common stock and \$150,000 bonds; it has a floating indebtedness of \$7,800 at 5%. The line and rolling stock cost \$350,000.

(36) The South-Western Traction Co. has a paid-up capital of \$1,105,226, consisting of common stock, \$437,726; bonds, \$667,500. The line is still under construction.

(37) The St. John (N.B.) Ry. has a paid-up capital of \$1,500,000, consisting of common stock, \$800,000; bonds, \$700,000. There is a floating debt of \$215,649.36 at 6½%. The cost of the line and rolling stock is not given, a note being appended that the line was acquired by the present company at a mortgage sale.

(38) The St. Stephen (N.B.) S.R. has a paid-up capital of \$200,000, consisting of one-

half of common stock and the remaining half of bonds. There is a floating debt of \$13,766.80. Cost of line and rolling stock, \$200,000.

(39) The St. Thomas (Ont.) S.R. was taken over by the city under mortgage. It has a capital of \$50,000 bonds issued by the city.

(40) The Sydney and Glace Bay Ry. has a capital of \$900,000, consisting of \$500,000 of common stock and \$400,000 of bonds. The cost of the line and rolling stock is returned at \$963,585.39.

(41) The Toronto Ry. has a paid-up capital of \$11,598,913.33, made up of common stock, \$7,985,540; bonds, \$3,613,373.33. There is also a floating debt of \$500,235.15 at 4½%. The cost of the line and rolling stock was \$13,104,631.94.

(42) The Toronto Suburban Ry. has a paid-up capital of \$80,000, entirely of common stock, and there is a floating debt of \$100,000 at 6%. The line and rolling stock cost \$132,113.38.

(43) The Toronto and York Radial Ry. has a paid-up capital of \$3,000,000, made up of \$2,000,000 of common stock and \$1,000,000 of bonds. It has a floating debt of \$887,093.49 at 6%. The cost of the lines and rolling stock was \$3,206,738.40.

(44) The Winnipeg E.S.R. has a paid-up capital of \$9,000,000, made up of \$4,500,000 of common stock, and \$5,000,000 of bonds. The cost of the lines and rolling stock were \$2,577,527.63.

(45) The Woodstock, Thames Valley and Ingersoll E.R. has a paid-up capital of \$332,500, made up of \$100,000 of common stock, \$100,000 of preferred stock, and \$113,800 of bonds sold. It has a floating debt of \$1,125.24. The cost of the line and rolling stock was not reported.

(46) The Yarmouth (N.S.) S.R. has a paid-up capital of \$67,200, made up of \$54,500 of common stock and \$12,700 of bonds. The cost of the line and rolling stock was reported to have been \$63,555.74.

Jurisdiction Over Electric Railways.

The Chairman of the Ontario Railway and Municipal Board, J. Leitch, K.C., has addressed the following letter to Premier Whitney: "I enclose a newspaper cutting from which it appears that the Dominion Railway Act is to be amended so as to make it clear that no railway operated by electricity shall have the right to run on the highways in Ontario without the consent of the municipality. This is all right as far as it goes, but if it rests here the provision will be useless to the municipalities. The prohibition against building an electric railway on a highway without the consent of the municipality will necessarily lead to an agreement with the municipality, wherein the rights of the railway and of the municipality will no doubt be defined. The municipality's difficulties will not end here, and this is where the proposed amendment will turn out to be a failure. There is no provision in the Dominion Railway Act for the enforcement of an agreement between a railway and a municipality. There cannot be, because the enforcement of agreements is a civil right which is within the exclusive jurisdiction of the province. The Ontario Railway and Municipal Board Act, 1906, has the provision which the Dominion Railway Act has not, and cannot have, giving the board power and jurisdiction to construe agreements between railways and municipalities and enforce them to the extent of taking possession of and running the railway.

"With the proposed amendment to the Dominion Railway Act, a municipality will find it is in a position of having an agreement with the railway company, which it cannot enforce, and which the company may break with impunity. In fact, as soon

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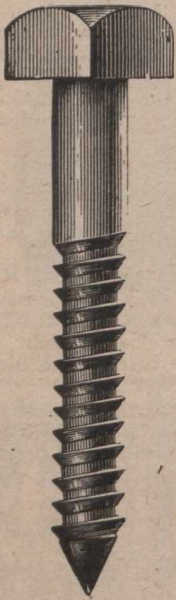
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as such an agreement is made the municipality will be powerless.

"The only remedy for this is for the Dominion Parliament to provide that agreements between the railways and the municipalities should be subject to the jurisdiction of the Ontario Railway and Municipal Board. It may be said, why not leave the enforcement of these agreements to the High Courts? The answer to this is that the courts have no machinery to enforce these agreements. They might give damages, but giving damages is not an effective remedy. The fact is that no electric railway should be declared for the general advantage of Canada and taken away from local jurisdiction.

"In a conference upon this subject with a prominent Dominion official some time ago, he agreed that the situation was difficult and unsatisfactory; that the Dominion Railway Act was not intended to apply to electric railways at all; that it has no machinery for the regulation of electric railways, and that it contains no power or authority, nor could power be given to the Dominion Board of Railway Commissioners for the enforcement of agreements with the municipalities. His opinion was that there should be a conference.

"It has been suggested that legislation should be procured putting all electric railways under the jurisdiction of the Ontario Board, and all steam railways under the jurisdiction of the Dominion Board. The reason why, perhaps, all steam railways should be under the jurisdiction of the Dominion Board is obvious. The cars of steam roads run from the Atlantic to the Pacific, and being under Dominion jurisdiction, uniformity of regulations and of appliances is secured. However, this is a point which would require to be well considered.

"I enclose a list of the railways which have been incorporated by the Legislature of Ontario, and which have been declared for the general advantage of Canada. In this list I have marked the electric railways which have either been incorporated or have been declared by the Dominion Parliament for the general advantage of Canada. No reason existed for their incorporation by Dominion authority or for the declaration of general advantage. The roads were not inter-provincial or international in any sense, but railways of purely local concern. The declaration of general advantage leads to peculiar results. A railway is incorporated by the Provincial Legislature. Immediately agreements have been entered into with the municipalities and the road is in operation for some time, on one pretence or another the company gets a declaration from the Dominion of general advantage. This has not the effect of repealing the local legislation. It prevents further provincial legislation and it removes the road from the jurisdiction of the Ontario Railway Board. The consequence is that we have provincial legislation on the statute books and agreements with the municipalities in full force, but incapable of enforcement for the reason that the Dominion Act provides no machinery, and the Ontario Railway Board has no power, because the railway has been taken from under their jurisdiction by the declaration of general advantage.

"Further, by the Ontario Railway Act, 1906, an electric railway may only charge a rate of 2c. per mile. Under Dominion legislation they are entitled to charge 3c. By getting Dominion legislation the company can evade the fixed and settled policy of the Provincial Legislature that a 2c. per mile rate should prevail.

"These questions have, as you are aware, been brought to my notice by the Hamilton Radial Railway Bill, which is now before the Dominion Parliament, and in response to your request I give you my views as above."

List of railways incorporated by acts of the Parliament of Ontario declared by Parliament of Canada "works for the general advantage of Canada":

Algoma Central Ry. Co., afterwards Algoma Central and Hudson Bay Ry.

Amherstburg, Lake Shore and Blenheim, afterwards Lake Erie and Detroit River Ry. Co.

Brighton, Warkworth and Norwood Ry. Brockville and Ottawa Ry.

*Brockville and Westport Ry.

*Chatham Street Ry. Co.

Credit Valley Ry. Co.

Erie and Huron Ry. Co.

Erie and Niagara Extension Ry.

Fenelon Falls Ry. Co., afterwards Victoria Ry. Co., finally Midland Ry. Co.; operated by G.T.R.

Gananoque and Rideau Ry. Co., afterwards Thousand Islands Ry. Co.

Georgian Bay and Wellington Ry. Co.

Grand Valley Ry. Co., formerly Port Dover, Brantford, Berlin and Goderich Ry.

Hamilton, Ancaster and Brantford Ry. Co. formerly Chedoke and Ancaster Electric St. Ry. Co.; now operated under Brantford and Hamilton Electric Ry. Co.

Hamilton and North-Western Ry. Co.

Huron and Ontario Ry. Co.

Leamington, Comber and Lake St. Clair.

London, Huron and Bruce Ry. Co.

London and Port Stanley Railway Co.

*Niagara and St. Catharines Rd. and Steamboat Co.

*Niagara and St. Catharines St. Ry. Co.

Norfolk Ry. Co.

Northern Extension Ry. Co.

Northern and North-Western Jct. Ry. Co.

Ontario, Belmont and Northern Ry. Co.

Ontario and Rainy River Ry. Co.

Ontario and Sault Ste. Marie Ry. Co.

Ottawa, Arnprior and Renfrew Ry. Co.

Ottawa Electric St. Ry. Co. (partially).

*Oshawa Street Ry. Co.

Pembroke Southern Ry. Co.

Port Arthur, Duluth and Western Ry. Co.

*Port Dalhousie, St. Catharines and Thorold Electric St. Ry. Co. (parts of this railway).

Port Dover and Lake Huron Ry. Co.

Prince Edward County Ry. Co.

Sault Ste. Marie Ry. Co., afterwards Sault Ste. Marie and Hudson Bay Ry. Co.; now the Ontario, Hudson Bay and Western Ry. Co.

St. Catharines and Niagara Central Ry. Co. (name changed to Niagara, Hamilton and Pacific Ry. Co.).

Thousand Islands Ry. Co.

Thunder Bay Colonization Ry. Co. (name changed to Port Arthur, Duluth and Western Ry. Co.).

Toronto, Grey and Bruce Ry. Co.

Toronto, Hamilton and Buffalo Ry. Co.

Toronto and Nipissing Ry. Co.

Windsor, Essex and Lake Shore Rapid Ry. Co.

Roads marked with an asterisk are electric roads.

Grain Elevator Notes.

The Western Canadian Mills Co.'s elevator and warehouse at Vonda, Sask., were recently destroyed by fire.

During the year 1907 the quantity of grain passed through the elevator at St. John, N.B., was 610,000 bush., against 347,226 in 1906, and 75,214 in 1905.

At a recent meeting in Moosomin, Sask., a resolution was passed to the effect that the time had arrived when the Dominion Government should own and control all terminal elevators and drying plants.

The Vancouver B.C., Board of Trade recently revived the question of the erection of a public elevator there, and passed a

resolution calling upon the city to reopen negotiations with the Dominion Government.

J. A. Jamieson, speaking at Montreal recently, said that the Dominion Government elevator at Port Colborne, Ont., which was being constructed from his designs and under his supervision, would be ready to receive grain soon after the opening of navigation.

J. H. McQueen, Superintendent C.P.R. elevators at Owen Sound, Ont., died there Jan. 11, after a short illness. Prior to his last appointment, which he held for 20 years, he was Superintendent of the elevators at Queen's wharf, Toronto and at Portland, Me.

The total receipts of wheat at the Fort William and Port Arthur elevators for Dec. was 7,317,888 bush., against 4,093,820 in Dec., 1906. The amount shipped was 6,941,490 bush., against 5,616,672 in the previous year. Of the quantity shipped in Dec., 5,302,267 bush. were carried by water, and the remainder by rail.

The Saskatoon Milling and Elevator Co., it is reported, will erect three, and possibly four, elevators in Saskatchewan during this year. One is to be built at Delisle, one at Zealandia, and one at or near Lanigan. If the fourth one is decided on, it will probably be erected on the line of the Grand Trunk Pacific Ry. at or near French.

The Maple Leaf Flour Mills Co. recently erected a 5,000 barrel mill at Kenora, Ont., with elevator and storage for 450,000 bush. of grain. The whole plant was put into operation recently, and on Jan. 14 the flour mill was completely destroyed by fire, the damage being estimated at about \$1,000,000. D. C. Cameron, Winnipeg, is President of the company.

At a special meeting of the Milling and Elevator Co.'s shareholders at Saskatoon, Sask., recently, a resolution passed at a previous meeting, authorizing the directors to mortgage the property of the company, was confirmed, and at a subsequent meeting the future plans of the company were discussed, as a result of which it is probable that an application will be made to increase the capital.

The Wilson-Leslie Co. is being organized at Saskatoon, Sask., for the purpose of building and operating grain elevators and flour mills throughout the province. It has been decided to erect an elevator and flour mill at Saskatoon, and other elevators at various points in the district, building operations to be commenced in the spring. J. Wilson, Mayor of Saskatoon, is President of the provisional organization.

The following officers and directors were elected at the recent annual meeting of the Brandon, Man., branch of the Grain Growers' Association: President, W. Nichol; Vice-President, W. E. Lawson; directors, J. F. Valens, J. Campbell, S. C. Doran, J. M. Roddick, J. M. Allen and I. Hunter. R. Mackenzie, who had been Secretary of the branch since its inception, resigned and J. Campbell was appointed to succeed him.

The Western Farmers Elevator Companies' Association is about to be formed "for the purpose of handling the crops of the Northwest for the best interests of the producer." This decision was arrived at at a meeting held in Brandon, Man., Jan. 14, and a committee was appointed to draft a constitution and by-laws for the purpose of organizing and combining all the farmers' elevators in Manitoba and Saskatchewan. The following have been elected directors: A. Shepherd, A. Morrison, P. Wright, A. R. Wells, R. M. Wilson, G. Christie, and O. Sutherland.

C.P.R. Elevator at Fort William, Ont.

Following are particulars of elevator D, at Fort William, contract for the re-construction of which has been let to the Barnett and McQueen Co. The handling house will be 56 ft. wide by 154 ft. long, with shed 10 ft. wide and of the same length as the handling house, the height of which will be 165 ft. from base of rail to the eave. The track shed will be 66 by 182 ft., with four railway tracks and four receiving hoppers on each track. The shed will rest on a pile and concrete foundation, and have a steel frame enclosed with corrugated galvanized sheets on the sides, with fireproof roof. The work house, shed and stair tower will have pile and concrete foundation, the first story frame of work house up to and including the bin bottoms to be reinforced concrete, the bins themselves being of reinforced fire clay tile. The cupola frame is to be of steel and enclosed in two thicknesses of fire clay tile, with fireproof roofs and floors. A drainage system will be arranged to keep the basement free of water. A complete dust collecting system, including floor sweeps, garner exhausts, and all other appliances, will be supplied to make the plant complete to receive, store, and clean grain up to its full capacity. It is estimated that the average receiving capacity will be upwards of 24 cars of grain per hour, and the cleaning capacity, with medium sieves, will be equal to that.

The following are the chief items of equipment: 4 stands receiving elevators with two lines of 14 in. by 7 1/2 in. buckets; 4 stands shipping elevators with two lines of 14 in. by 7 1/2 in. buckets; 5 stands cleaning elevators, one line of 16 in. by 7 in. buckets; 1 stand screening elevator of one line of 16 in. by 7 in. buckets; 20 receiving separators on first floor; 6 wild oat separators in cupola; 2 screening separators in cupola; all cleaning machines of iron-covered wood; 1 4-drum car puller, with 4 back haul drums; 16 pairs car shovels; 2 lines of 12 in. screw conveyors in basement; 4 receiving belt conveyors from track hoppers; 8-1,600 bushel standard hopper scales; 8-1,600 bushel garnerers; 2 special garnerers serving cupola cleaning machines; 1 passenger elevator in stair tower; 1 ticket elevator between first and scale floors; and a full equipment of electric motors, lights and signals. In our Jan issue the approximate cost of the construction was given as \$600,000, but we are advised that it will be in the neighborhood of \$400,000.

The Grain Commission and the Elevators.

The Grain Commission's report was brought before the Dominion Parliament Jan. 8. As a result of prolonged enquiry the Commissioners have come to the conclusion regarding elevators, that any system of public or Government weighing would be impracticable. They could suggest no plan which would be just as between the elevator and the farmer, other than the rights given under the Grain Act, and the protection given by the law as to weights and measures. They recommend that where a warehouse commissioner has investigated a complaint under sec. 37 of the Grain Act, and has found that the complaint be true, he should be given power to direct the owner of such elevator to make proper redress to the person injured, and to order the discharge of the offending operator. On the question of Government owned elevators, the Commissioners cannot accept the suggestions that the Government should build and operate large interior storage elevators, on the grounds that it would involve extra expense in handling, and the payment of stop-over charges to railway companies;

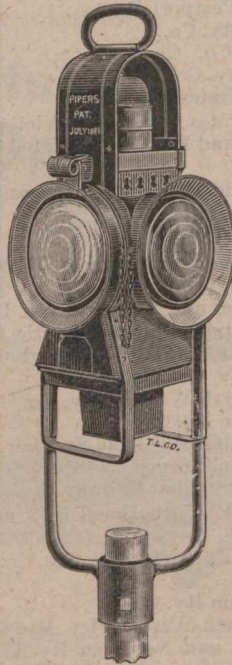
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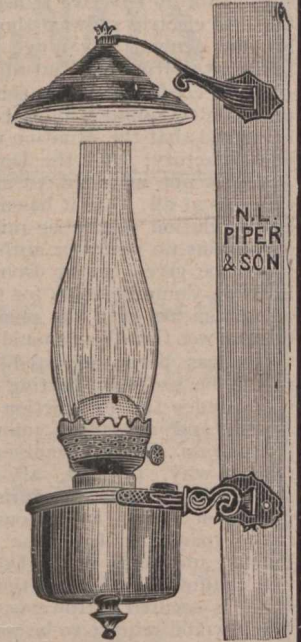
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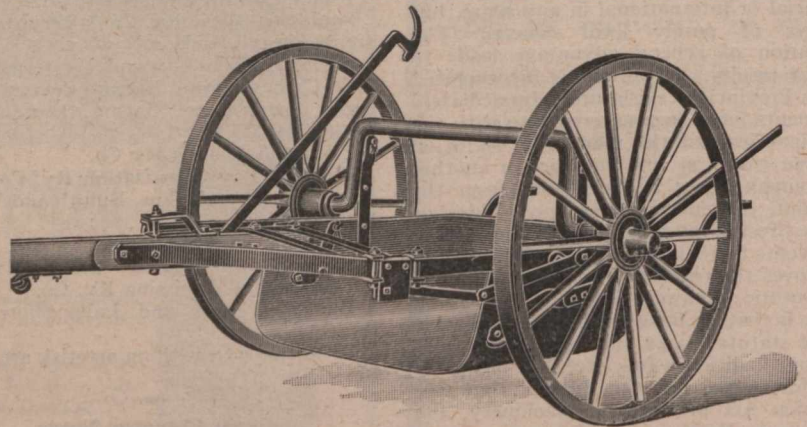
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extra loss to grain in re-handling; when the railways would be able to supply a larger number of cars for moving grain, these elevators would be useless; the grain stored would not be available for market, and would still have to be forwarded to the lakes at the opening of navigation, and because of the difficulty of persuading shippers to send their grain to such interior elevators. Recommendations are also made that no grain be allowed to leave the elevators without being officially weighed and cleaned, and the Commissioners state that it is clear there is not sufficient supervision of the

cleaning of the grain at Fort William, and suggest that cleaning machines of greater capacity than those now in use be installed. It is also recommended that the warehouse commissioner be given power to order cars to elevators which appear to be in danger of collapse, or where it is apparent that the grain stored in them is heating. In the course of their investigations it was found from the out-turns of vessels carrying grain from Fort William and Port Arthur, that there were considerable individual shortages, and over-rates, they therefore consider it advisable that the inspection department

should be put in full control of cleaning or binning all grain passing through the terminal elevators at Fort William and Port Arthur, and that the weighing be taken out of the inspection department, and a new department be created, with a chief weighmaster to weigh all grain where necessary at public elevators. The Commissioners think that as there is a possibility of the grain trade being developed with the Orient, and no facilities for handling grain westward, and cost of transportation being too heavy, the Government would be justified in assisting such development.

MARINE DEPARTMENT

Atlantic and Pacific Ocean Marine.

The Allan Steamship Line is reported to have ordered eight of its vessels to be equipped with the Submarine Signal Co.'s equipment.

The C.P.R. Atlantic Steamship Line will, it is understood, shortly put on a first-class service with Antwerp, and make calls at one of the French ports.

The Allan Steamship Line is reported to be arranging for a weekly service between Canada and France, instead of as at present a sailing once every three weeks.

A. S. Mihara, of the Nippon Yusen Kaisha, has been transferred from Hong Kong to New York, as agent for the company, with territory covering the United States and Canada.

The British steamship Port Patrick was towed into Victoria, Jan. 7, for repairs, she having collided with the Columbia bar lightship, and subsequently ran into the breakers and struck a rock near Grey's harbor on the Washington coast.

At the recent opening of the final session of the present Newfoundland Legislature, the Governor announced that construction would be commenced next summer in preparation for the establishing of a fast service between Canada and Great Britain, via Newfoundland.

Electric submarine bell stations have been installed by the Submarine Signal Co. at St. John, N.B.; Yarmouth and Louisburg, N.S., making, with Chebucto Head at Halifax, N.S., four electric stations in Canadian waters. Three experimental bell-buoys are being placed near Halifax.

The English Post Office authorities have decided that the mails are still to be dealt with at Queenstown, Ireland. It was stated recently that on account of the delay, and of alleged danger in the harbor there, the Cunard steamships Lusitania and Mauretania would take the mails at Liverpool.

A working agreement has been arrived at between W. Thomson & Co., Leith, Scotland; W. Thomson & Co., St. John, N.B.; W. Thomson & Sons, Dundee, Scotland, and Carin, Noble & Co., Newcastle, Eng., for the placing of their separate fleets under one management. The total fleets comprise about 60 vessels. The Canadian service will still be carried on in the same name as at present.

The contract for the floating of the C.P.R. steamship Mount Temple, which ran ashore near Bridgewater, N.S., in Dec., has been placed with the Halifax Salvage Association. The cargo has all been removed, and operations will be commenced as early as possible and continued as long as the weather allows. For the first time on the Atlantic coast, an attempt will be made to float the vessel by means of compressed air.

The Australian Government has entered into an agreement for a continuation of the present steamship service between Australia and Great Britain, for 10 years, dating from 1910. The terms include a fortnightly service as at present, but the boats to be provided are to be larger and faster than those now in service. The subsidy grant under the new arrangement is to be \$850,000, an increase of \$250,000 over that granted under the present agreement.

The representatives of various steamship companies operating between Great Britain and Canada, held a meeting in Montreal recently, and decided to send a memorial to the Government protesting against the new immigrant rule, which provides that every European immigrant to Canada must have at least \$30 in his possession, or he will be returned to his point of embarkation. It is claimed that the companies have suffered financially on account of this rule.

The Mexican Pacific Co. is reported to be about to establish a steamship line between Acapulco, Manzanillo and Mazatin, and other Mexican and American ports on the Pacific coast, and British Columbia. The company will operate five vessels, and it was expected that the line would be inaugurated during January. The principal members of the company are: M. Thomsen, J. D. Trenholme, T. F. Ryan, F. M. Connell, Seattle, Wash.; T. C. Greenough, Butte, Mont.; O. Weiler, Victoria, B.C., and F. T. Warren, Toronto, Ont.

The Cunard Steamship Line announced, Jan. 15, a reduction of a further ten shillings in the second and third-class Atlantic rates. The White Star, Allan, Dominion, and C.P.R. steamship lines have also reduced their rates. The rates on the Canadian companies' vessels were, at a conference held at Montreal, reduced from \$42.50 to \$30 for second-class, and from \$28.75 to \$17.50 for steerage passengers, on the better class boats, and on the other class vessels the steerage rate was reduced from \$27.50 to \$16.25, between Canada and Great Britain.

The wreckage which has been washed ashore on the Vancouver Island west coast appears to indicate that a steamship named Hartfield has been wrecked. Lifebuoys and fittings have been discovered bearing the name "Hartfield, Liverpool." The British steamship Hartfield was en route from Liverpool to Port Townsend, and it is stated that there were 30 persons on board. No news of any kind has been received. The Hartfield was built at Whitehaven, Eng., in 1884, her dimensions being: length, 261.7 ft.; breadth, 39.3 ft.; depth, 24.1 ft., and tonnage 1,815 register.

The report that the Canadian subsidy of \$180,000 a year, to the Union Steamship Line for the service between Vancouver, B.C., and Australia and New Zealand ports was

omitted from the estimates, appears to be unfounded. The amount for mail subsidies for the ensuing financial year has been voted as formerly, with an increase of \$50,000 for service with Great Britain. In this connection the Premier, replying to a question in the House of Commons recently, said that the old contract had been entered into by Canada, and had been sent to New Zealand for signature. A press report states that the contract has been returned to the Dominion Government, the Union Steamship Co. of New Zealand having declined to accept the conditions named therein.

The Allan Line steamship Hesperian was launched at the Linthouse yards of Alex. Stephen & Sons, Glasgow, Scotland, recently. The new vessel, which is a sister ship of the Grampian, has been built to the highest class of the British Corporation for the survey and registry of shipping, and is on the cellular double bottom principle, and specially strengthened for the North Atlantic trade. Her dimensions are: length, 502 ft.; breadth, 60 ft.; depth, to shelter deck, 41½ ft. She is a twin-screw steamer, with a double set of triple expansion engines, supplied with steam from boilers fitted with a forced draught. It is estimated that she will be able to maintain a speed sufficiently high to complete the voyage from Glasgow to Canada under seven days. A full description of the Grampian was given in our Sept., 1907, issue.

The C.P.R. steamship Mount Royal, which in our last issue was reported as considerably overdue at St. John, N.B., from Antwerp, and for which grave fears were entertained, arrived at Queenstown, Ireland, Jan. 7, thirty days after leaving Antwerp. The captain reported that after leaving the Lizard strong gales were met with, and the boilers began to leak. As it was only possible to make temporary repairs, it was decided, when about 1,100 miles from land, to turn eastward, and proceed slowly for Queenstown, the nearest port. The passengers were transferred at Queenstown to the C.P.R. steamship Montrose, and renewed their voyage, while the Mount Royal was towed to Liverpool by the Lake Manitoba, also a C.P.R. vessel. The Montrose arrived at St. John, N.B., Jan. 26, about five days overdue being delayed by heavy weather.

Maritime Provinces and Newfoundland.

J. J. Ewing, Superintendent Engineer of the Pickford and Black Steamship Line, and formerly in the Cunard Co.'s service, died at Halifax, N.S., Jan. 7, aged 70.

During the 1907 season the Reid-Newfoundland Co.'s steamship Bruce made 140 round trips between Port aux Basques, Nfld., and Sydney, N.S., carrying about 16,000 passengers.

The Pickford and Black Steamship Line

agency at St. John, N.B., recently held by Schofield and Co., local agents of the Robert Reford Co., Montreal, has been transferred to W. Thomson and Co.

The Dominion Atlantic Ry. Co.'s steamship Yarmouth, which was recently severely damaged by running aground at Black Point, has been fitted with a false bottom, and taken to New York for thorough repair.

The Dominion Government has decided to build a wharf at St. John, N.B., extending from the end of the wharf now being built by the city to the harbor line, and north-west along the harbor, at an estimated cost of \$300,000. Tenders will be invited for the work at an early date.

The schooner *Baden Powell*, which left Halifax, N.S., Sept. 7, for the Antarctic ocean, has been wrecked at Falkland islands, and become a total loss. She was built at Lunenburg, N.S., in 1900, her dimensions being: length, 90.6 ft.; breadth, 24.0 ft.; depth, 9.6 ft.; tonnage, 94 register.

The schooner *Oceanic*, bound from New York to Halifax, N.S., struck on the Half Moons recently, and became a total loss. She was built at Lunenburg, N.S., in 1904, and owned in LaHave, N.S. Her dimensions were: length, 95.5 ft.; breadth, 25.5 ft.; depth, 10 ft.; tonnage, 99 register.

The St. John, N.B., harbor commission committee is to prepare a report of work done on the harbor works, and also a scheme of harbor improvements, which it is proposed to lay before the Dominion Government. The City Council recently refused the request of the committee for the allocation of funds with which to engage the services of a competent engineer and accountant for the preparation of such a scheme, but promised to supply all necessary information.

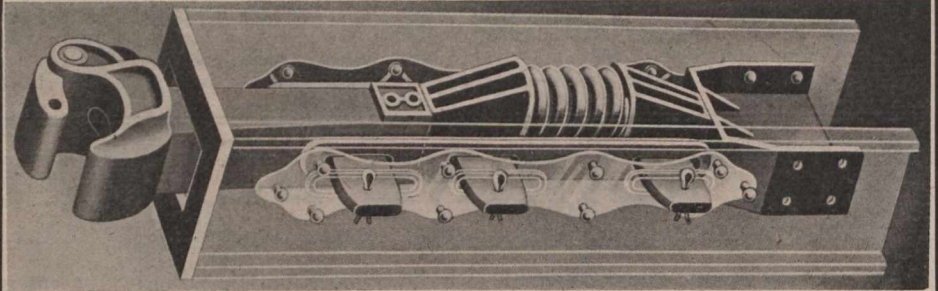
A press report states that a proposal is on foot to form a company with a capital of \$250,000 and a directorate composed of Nova Scotia and Boston, Mass., capitalists, to inaugurate an additional steamship service between some point in Nova Scotia, not yet decided upon, and Boston. The management of the Halifax and South-western Ry. has been approached on the subject, and it is anticipated that arrangements will be made with that company. It is announced that \$150,000 has already been subscribed.

The Charlottetown, P.E.I., Board of Trade, at a meeting held Jan. 8, passed a resolution asking that the ferry service across Northumberland strait, winter and summer, be owned and managed by the Department of Railways. The President, in his address, said that Brule, N.S., would be a more suitable winter terminus than Pictou. Brule at present is without railway accommodation, but it is the terminus of a line which the Midland Ry. of Nova Scotia (now owned by the Dominion Atlantic Ry.) proposed to construct from Truro.

The Dominion Government has passed an order-in-council, annulling the existing coasting privileges of foreign vessels. The order provides that after Jan. 1, 1909, no goods nor passengers shall be carried by water from one part of Canada to another, except in British vessels. In this connection a press report recently stated that the result of this order would shortly be seen in the transfer en bloc of about 50,000 tons of Norwegian shipping, at present engaged in coasting, mostly with coal, to the Canadian register.

The Magdalen Island Steamship Co. is having a steamship built in England, to be named *Evangeline*. Her chief dimensions will be: length, 175 ft.; breadth, 28 ft.; with a draft of 11 ft., carrying 500 tons

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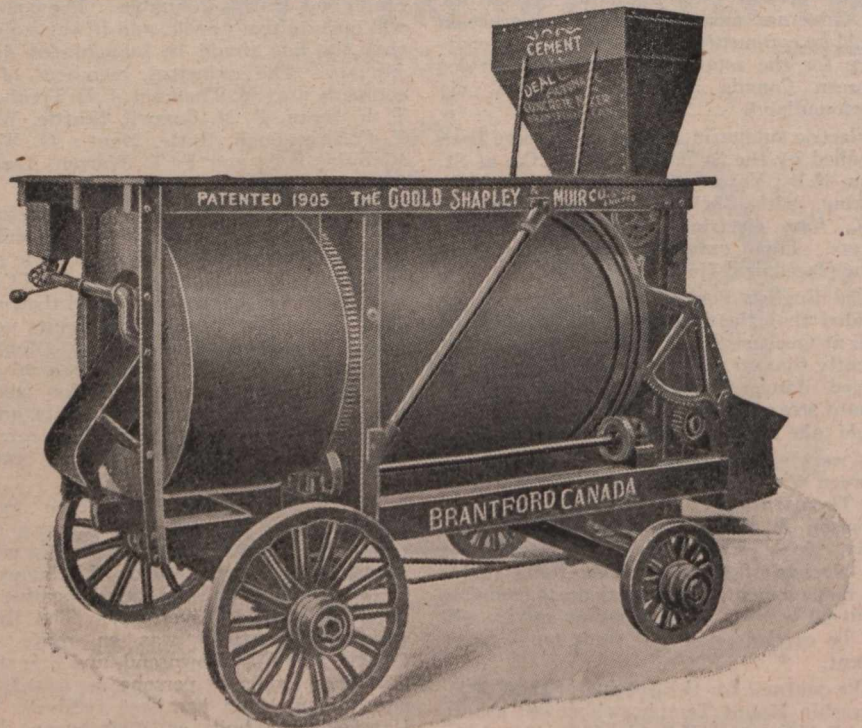
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of cargo. She will be fitted with all the latest improvements, side port, elevator, derrick, etc., and 37 staterooms. The vessel was recently launched, and it is expected she will be completed in time to reach Halifax, N.S., by the end of March. She will run between the Magdalen islands, and Pictou and Souris, in charge of Capt. R. D. Burns.

Sir R. G. Reid and the Reid-Newfoundland Co. have entered actions against the Newfoundland Government for \$1,250,000 damages in respect to alleged breaches of contract respecting the operation of steamship lines. Several years ago the Newfoundland Government entered into a contract with Sir R. G. Reid to operate a number of steamship lines round the coast of the Island and along the Newfoundland-Labrador coast, and a service between Port Aux Basques and Sydney, N.S. On the accession of the Bond Government the railway contract was revised, which resulted in lengthened arbitration proceedings. In 1904 the Government entered into a contract with Bowering Bros. of St. John's, by which subsidies were provided for the operation of two steamers on different routes on the coast of the island in competition with the Reid steamers.

The Chignecto Marine Transport Ry. Co. in 1890 made an agreement with the National Safe Deposit Co., respecting the disposal of certain funds placed in the hands of trustees. Notice is given that the National Safe Deposit Co. will on Feb. 10 pay out such money to the holders of the mortgage bonds as are entitled thereto under the terms of the deed. The C.M.T.R. Co. was incorporated by the Dominion Parliament in 1882 for the purpose of constructing a railway across the narrow neck of land separating the Bay of Fundy from Northumberland strait, for the purpose of hauling vessels out of the water, transporting them across the isthmus and placing them in the water again. The company secured the grant of an annual subsidy for 25 years, in the same year, and acts respecting the subsidy were passed in 1886, 1888 and 1891, while acts respecting the company's bond issue were passed in 1883 and 1892. The capital invested in the undertaking was almost entirely British, but difficulties of construction and finance could not be overcome as readily as the promoters expected, and very little construction was done. The Dominion Parliament subsequently refused to grant extensions of the subsidy contracts, and the work was abandoned. Efforts on the part of the bondholders to secure some compensation for the work done were fruitless, and the final steps for closing out the company's affairs are now being taken.

Province of Quebec Marine.

F. Carbray, a member of the Quebec Harbor Commission, died at that city recently, aged 72.

L. C. Webster was elected Jan. 10 to fill the vacancy caused by the death of F. Carbray on the Quebec Harbor Commission, for the balance of the term for which Mr. Carbray was elected.

The following officers of the Montreal Pilots' Association for the current year have been elected: President, W. Gauthier, Deschambault; Secretary-Treasurer, L. Z. Bouille, Deschambault; Committee, C. Anger, Levis; T. Hamelin, Grondines; A. Angers, Ste. Anne-de-la-Parade.

The Department of Marine records, dating from 1852, only show two occasions when the St. Lawrence river was free of ice after Jan. 1. This year will probably

establish a record in this respect, as with the exception of the shallower portion of Lake St. Peter, there was a clear channel to the sea well on into January.

G. W. Stephens and F. W. Cowie, President and Engineer respectively of the Montreal Harbor Commission, were passengers on the C.P.R. steamship Empress of Britain, sailing from St. John, N.B., Jan. 11. Visits are to be paid to the principal maritime ports of Europe, for the purpose of studying harbor construction, and the various methods of dealing with cargoes, with a view to carrying out several improvements in the Montreal harbor.

Ontario and the Great Lakes.

Capt. A. Craigie, harbormaster at Goderich, died there Jan. 10.

R. Maw, who for several years owned and sailed schooners on the lakes, died at Toronto Jan. 5, aged 70.

The Windsor Dredging Co., Ltd., has passed a by-law decreasing the number of directors from eight to five.

R. W. Perks will, it is expected, visit Canada during the present month in regard to the Georgian Bay canal project.

The steamboat Florence B., owned in Detroit, Mich., which has been purchased by the Great Lakes Dredging Co., Port Arthur, Ont., is a small vessel, built in 1892, 24 tons gross, 20 tons net; length, 50 ft.; breadth, 11 ft.

At a meeting of the Public Accounts Committee of the Dominion Parliament, Jan. 10, a motion was made for the calling of A. F. Bowman, M.P.P., for examination in connection with the dredging works at Fort William and Port Arthur.

W. M. German, M.P., recently assured the Stamford, Ont., Council that Parliament would this session make an appropriation for the survey of the Welland river, with a view to making it navigable for vessels of the Welland canal type.

The Dominion Government has called for a report from the International Waterways Commission, on the proposal of the Long Sault Development Co., to dam the St. Lawrence river, at the foot of the Long Sault rapids, above Cornwall, Ont.

The steam tug Escort, which was sunk recently near Port Dalhousie in a race for the last tow of the season, has been raised and taken into port, where some temporary repairs will have to be made prior to her being taken to the drydock for an overhauling.

The U.S. lake survey reports levels on the Great Lakes for Dec. as follows: Superior, 602.55; Michigan and Huron, 580.58; Erie, 572.24; Ontario, 246.28 ft., above tide water. Since the previous month the levels have fallen, in Superior 4 ins., Michigan and Huron 2½ ins., Erie 1½ ins., while Ontario remained the same.

The tug Beatrice M., owned by the James Bowman Fish Co., Port Arthur, was seized recently by order of the Dominion Government on a charge of carrying passengers without a license. The tug had been chartered by the Northern Islands Pulp Wood Co., and was taking a gang of the company's men to Simpson Island.

The Dominion Ministers of Railways and of Public Works, received a deputation Jan. 10, which urged that the Government undertakes, as soon as possible, the dredging of Tiffin and Victoria harbors, in Georgian bay. It was stated that these places would be made the chief terminals for the lake grain traffic, by the G.T.R. and C.P.R. respectively.

A press report states that a company is being formed for the purpose of building and operating a modern drydock at Owen Sound. W. P. Telford, M.P., is interested in the project and, it is stated, will visit England in the spring for the purpose of raising additional capital to that obtained locally, on which it is said the Dominion Government will guarantee 3% interest.

Three actions against the Richelieu and Ontario Navigation Co., brought by the Ogilvie Flour Mills Co., the Northern Elevator Co., and the Canada Atlantic Ry. Co., for damages for the grounding of the barge Huron in the Soulanges canal last May by the Navigation Co.'s steamboat Hamilton, were dismissed, the judgment holding that the Hamilton passed the barge in a proper manner.

The Donnelly Salvage and Wrecking Co., of Kingston, Ont., which bought the steamboat Saquia at Buffalo, N.Y., in the spring of 1907, has rebuilt her in the Kingston drydock, thoroughly overhauled her engines and boilers, and fitted her with special appliances for wrecking purposes. She has accommodation for 800 tons of lighterage, and has been sent to Cobourg, Ont., to keep the harbor open during the winter for the Ontario Car Ferry No. 1.

The Farrar Transportation Co.'s annual meeting was held at Collingwood, Jan. 9, when the directors' report for the year, which is said to have shown a satisfactory working, was adopted. The following officers and directors were elected for the current year: President, C. A. Farrar; Vice-President, W. R. Rowland; Secretary-Treasurer, G. E. Fair; Directors, D. D. Lewis, E. R. Whalen, J. M. Smith, G. E. Fair, G. P. Pearsall, T. I. Thomson, H. Cleland, and W. J. Smith.

The Kingston Shipping Co., recently incorporated, is having built at Dumbarton, Scotland, a steamboat, to be named Catarqui. She will be a full size Welland canal bulk freight steamer, with triple expansion engines, cylinders 18 ins., 30 ins., and 40 ins. diam., by 33 ins. stroke. Her general dimensions will be: length, over all, 256 ft.; beam, 43 ft.; depth, moulded, 22 ft. The officers of the company are: President, H. A. Calvin; Vice-President, H. H. Richardson; Secretary-Treasurer, S. C. Calvin.

The Pere Marquette Rd. Co.'s car ferry steamer No. 16 on Lake Michigan was caught in a storm recently and severely damaged. The cars, numbering 28, came unfastened, tearing up the tracks, breaking up the deck fixtures, and smokestacks. Two of the cars loaded with pig iron broke through the deck, one going into the firehold, and the other falling on the engine. The boat put in at Milwaukee, Wis., where it is possible she may be rebuilt. The damage is estimated at between \$30,000 and \$50,000.

The Fort Erie Ferry Co. and Fort Erie Ferry Ry. Co. have decided to begin the construction, as soon as the weather will permit, of a dock at Fort Erie Grove, Ont. In connection with this dock it is proposed to run a steamboat during the summer months from the foot of Main St., Buffalo, N.Y. Following are the officers and directors for the current year: President and Treasurer, F. J. Weber; Secretary, L. D. Woodruff; Superintendent, W. Wharton; other directors: W. E. Will, H. M. Gear, P. Will, A. G. Bartholomew.

Some complaint seems to have arisen amongst marine captains at Kingston, as to the non-receipt of qualification certificates from the Department of Marine. It is stated that they wrote on their examinations and paid their fees two years ago, since when they have been in command

on permits only, which permits the Customs Department has recently refused to accept. The matter has been taken in hand by the Government, and an official sent to Kingston to see that the necessary certificates are issued to the qualified men.

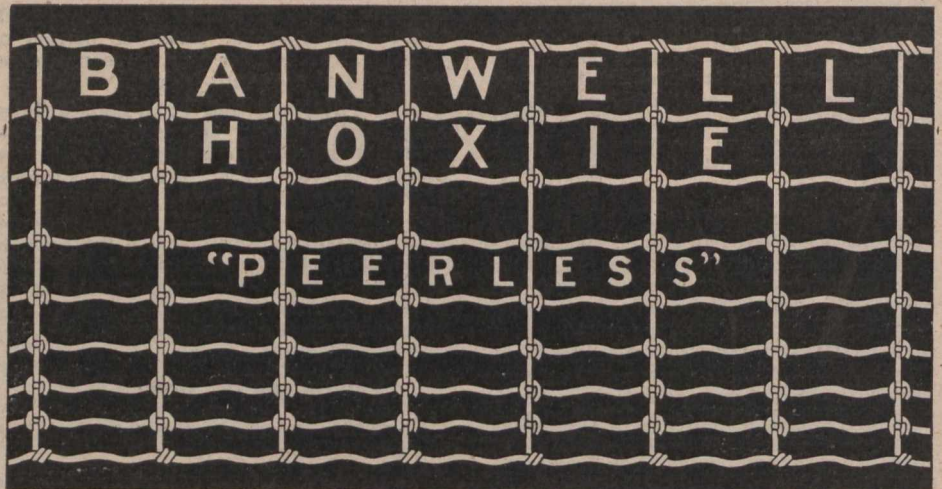
The annual meeting of the Muskoka Lakes Navigation and Hotel Co. was held in Toronto, Jan. 10. The report, which recorded a successful season, indicated that with the addition of the new steamer Cherokee, the transportation department would next season be in a better position to deal with the passenger traffic. The following officers and directors were elected for the current year: President, J. S. Playfair; Vice-President, F. J. Phillips; Directors, H. C. Maclean, R. A. Lucas, J. Playfair, and M. S. Wilson; W. S. Wasley was re-appointed Manager and Treasurer.

The question of constructing a new and improved western entrance to Toronto harbor from the lake has been the subject of considerable negotiation between the Department of Public Works and the local authorities, including the City Council, the Board of Trade, the Harbor Board, and the Board of Control. The Dominion Minister of Public Works recently stated that the Government had, subject to Parliament granting the necessary appropriation, decided to construct the proposed entrance. The cost of the work would be about \$400,000, and it would take about three years to carry it out.

The Ottawa River Navigation Co.'s annual meeting was held in Montreal Jan. 8, when the report as to the season's work was adopted. Notwithstanding the drawbacks of late spring and generally broken weather, the company's operations, which are chiefly concerned with excursion traffic are stated to have been successful. Various improvements, such as providing more modern equipment for a number of the company's vessels, were authorized. The retiring officers and directors were re-elected for the current year, as follows: President, H. W. Shepherd; Vice-President, H. Wallace; Directors, R. W. Shepherd, and R. Bolton.

The Toronto harbormaster reported to the Harbor Commissioners, Jan. 10, that there had been an increase of tonnage of vessels entering the harbor during the past season, and that 88 vessels were wintering in the harbor. The receipts for the year were about \$11,000, while the expenses were considerably reduced. The board granted the harbormaster six weeks' leave of absence, and an honorarium of \$200. The Toronto Harbor Commission consists of two members appointed by the city, two by the Board of Trade, and one by the Dominion Government. Salaries are paid of \$250 for the chairman, \$150 for the vice-chairman, and \$50 each for the others.

The St. Clair and Erie Ship Canal Co. is applying at the current session of the Dominion Parliament for an act to revive and amend the act incorporating the company, and to extend the time for constructing the works thereby authorized. The company was originally incorporated in 1899, the provisional directors being H. C. Boulton, Toronto; Hon. D. Tisdale, Simcoe, Ont.; H. A. Olney, Saltash, Cornwall, Eng.; D. F. Henry, Detroit, Mich.; C. A. Yeomans, Neillsville, Wis., and power was given to construct a canal from the St. Clair flats canal through Lake St. Clair to Lake Erie. The time for starting construction was extended in 1900, 1902, 1904 and 1906, but in 1907 the Dominion Parliament refused to grant a further extension of time. The act of 1906, which was assented to May 11, however, granted two years from that day



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THE CANADIAN PACIFIC RAILWAY COMPANY have 9,000,000 acres of selected lands for sale in Manitoba, Saskatchewan and Alberta.

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

Map No. 1—Winnipeg to Second Meridian.....	\$ 8.00 to \$15.00 per acre.
Map No. 2—South-Eastern Saskatchewan, 2nd to 3rd Meridians.....	10.00 to 25.00 per acre.
Map No. 3—Main Line, 3rd Meridian to Range 10 W., 4th Meridian(generally)	8.00 " "
Map No. 5—Calgary District.....	8.00 to 10.00 per acre.
Map No. 6—Part of Alberta—Edmonton, Battle and Saskatchewan Rivers Districts—Range 11 West, 4th Meridian to Range 7, West 5th Meridian.....	10.00 to 25.00 per acre.
Map No. 7—Part of Western Saskatchewan and Eastern Alberta, 3rd Meridian to Range 10 West, 4th Meridian.....	10.00 to 25.00 per acre.

All prices are subject to change without notice.

TERMS OF PAYMENT

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

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

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

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

F. T. GRIFFIN, Land Commissioner, Winnipeg

CANADA NORTH-WEST LAND CO.

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F. T. GRIFFIN, Land Commissioner, Winnipeg.

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for the commencement of construction and five years for its completion.

There is at present about eight miles of river frontage in use at Fort William, Ont., and the works now in progress will make about 20 miles more available. The Dominion Government has voted \$500,000 towards this work. During 1907 considerable progress was made in straightening the Kaministikwia River, the greatest improvement being opposite the grain elevators and the upper freight sheds. At the opening of navigation last year, the width of the river at that point was 230 ft., and during the year it increased to 385 ft. The dredging of the Mission River was another work which progressed during the year. A channel permitting the passage of 12 ft. vessels was opened from the mouth of the river to the bay, and it is hoped that during the coming season this will be dredged to a depth of 21 ft. From four to six dredges, with tugs and scows, were engaged in the work, which was undertaken by the Great Lakes Dredging Co.

The Merchants Steamship Co., recently incorporated, is having built at Hebburnon-Tyne, Eng., a lake steamer, to be named Beaverton. The principal dimensions will be: length, 256 ft.; breadth, 42½ ft.; depth, 23½ ft., with a carrying capacity of about 3,300 tons. She will be provided with triple expansion engines, with cylinders 17, 28 and 46 ins. diam., by 33 ins. stroke, supplied with steam from two Scotch boilers, each 12 by 11 ft., at 185 lbs. pressure. The vessel is being specially built for the lake trade of grain and package freight, with 'tween decks, electric lighting, steam heating, and all the most modern and up-to-date appliances for the expeditious handling of

cargo. It is expected that delivery will be made by April 15, and on arrival on the lakes she will be placed on the Montreal-Fort William route carrying package freight up and grain down, under the management of J. T. Mathews of the Mathews Steamship Line, Toronto. The officers and directors of the company are: President, J. T. Mathews; Vice-President, W. H. Moore; Secretary-Treasurer, A. E. Mathews; Directors, F. H. Richardson and F. B. Osler, Toronto.

A deputation representing navigation, lumbering, power and other interests on the Ottawa river, waited on the Dominion Government Jan. 8, to ask for an appropriation for the construction of a system of dams to conserve the flow of water. The total cost of the works suggested is estimated at \$500,000, and the amount asked for is \$160,000, so that the work may be started at once. The matter has been under discussion for several years, and the difficulties which had previously been encountered, it was stated, had been overcome. The chief difficulties concerned the power interests, and it had been arranged as a condition of the construction of a new dam at the Chaudiere, that the Government should carry out its impounding scheme on the upper waters of the river and its tributaries. The work would begin at the foot of Lake Temiskaming, and also be carried on at other points. It was pointed out that there was a sufficient supply of water for raising the levels in the different stretches of navigable waters in time of scarcity. The benefits of this scheme to the projected Georgian Bay canal, it was contended, fully justified the outlay. The Premier promised that the proposals would be given careful consideration by the Government.

Manitoba, Saskatchewan, Alberta, Etc.

Two piers of the bridge at Redwood, Winnipeg, have to be removed owing to the city not complying with the Dominion Government's regulations as to the width of spans over navigable waters. The work of changing the piers has been let to Kelly & Sons, Kenora, Ont.

The W. Pearson Co., replying to some complaints as to the running of its steamboat Qu'Appelle on the Last Mountain Lake, state that the Qu'Appelle made her trial trips Aug. 6, and after some needed readjustments of her machinery, was placed on the route Aug. 16. Between that date and the closing of navigation, two trips were missed, and four times the trips were not completed, through stress of weather, out of a total of 36 trips according to schedule. The season was shorter than that of the previous year, the Qu'Appelle being frozen up at her wharf on Nov. 10 in 1907, while in 1906 boats were running much later.

The snag boat, built on the Red River, near Selkirk, Man., was not, during 1907, used for the purpose for which it was constructed, and is being converted into a combined suction and clam-shell dredge. This information was given in the House of Commons, Jan. 8, by the Minister of Public Works, who further stated that the amount spent on the boat was \$32,338.34; that the work was done under contract by the Polson Iron Works, Toronto; and that the vessel was built upon the recommendation of the Winnipeg Board of Trade, the Selkirk Board of Trade, and the Public Works Department's resident engineer of the district.

LIST OF STEAM VESSELS REGISTERED IN CANADA FROM DEC. 15, 1907, TO JAN. 15, 1908.

Name.	No.	Where and When Built.	Engines, etc.	Length	B'dth.	Depth.	Gross tons.	Reg. tons.	Home Port.	Owners.
Alfreda.....	122,578	Tusket Wedge, N.S., 1907.	Screw 6 N.H.P.	44.0	12.3	6.0	15	10	Yarmouth, N.S.	L. A. Leblanc, Tusket Wedge, N.S.
Anticosti II.	122,030	Liverpool, N.S., 1907.	" 8 "	59.4	13.5	5.8	35	21	Liverpool, N.S.	R. Neville, Halifax, N.S.
Armoco.....	122,537	Vancouver, B.C., 1907.	" 10 "	56.5	14.5	7.2	46	32	Vancouver, B.C.	W. H. Armstrong, Vancouver, B.C.
Beaumont.....	124,160	Kirkintilloch, Scot., 1907.	" 60 "	69.0	16.6	8.5	58		Midland, Ont.	J. Stewart & W. Felton, Glasgow, Scot.
Beaver.....	122,479	Simcoe, Ont., 1907.	Pad. 2 "	49.6	18.3	3.3	31	14	Ottawa, Ont.	Upper Ottawa Improvement Co., Ottawa
Celtic.....	122,538	Vancouver, B.C., 1907.	Screw 16 "	89.4	24.5	8.6	239	163	Vancouver, B.C.	Coast Steamship Co., Vancouver, B.C.
Curlew.....	122,178	Port Arthur, Ont., 1907.	" 10 "	77.0	16.5	8.0	85	58	Port Arthur, Ont.	
Evergreen.....	122,544	Ballard, Wash., U.S., 1901.	" 8 "	49.0	13.5	9.0	39	27	Vancouver, B.C.	J. S. Emerson, Vancouver, B.C.
Ivanhoe.....	122,547	Vancouver, B.C., 1907.	" 26 "	99.7	22.5	10.9	182	123	"	G. I. Wilson, Vancouver, B.C.
Jessie B.....	126,043	Rosport, Ont., 1905.	" 1 "	29.0	8.0	4.0	5	3	Port Arthur, Ont.	W. Dampier, Port Coldwell, Ont.
J. D. Morrison	122,179	Collingwood, Ont., 1907.	" 32 "	78.0	20.0	11.6	116	79	"	
Kathleen.....	126,031	Liverpool, N.S., 1907.	" 16 "	75.1	16.4	7.1	63	38	Liverpool, N.S.	R. Neville, Halifax, N.S.
Naiad.....	122,539	Vancouver, B.C., 1907.	" 8 "	58.0	12.9	7.5	46	31	Vancouver, B.C.	L. & J. Benoit, Albert Bay, B.C.
Pewabec.....	122,176	Lake Nepigon, Ont., 1906.	" 8 "	48.0	12.0	5.0	29	20	Port Arthur, Ont.	H. E. Knoble, Port Arthur, Ont.
Sea Gull.....	126,042	Heron Bay, Ont., 1907.	" 5 "	42.0	13.0	6.0	15	10	"	F. Dampier, Port Coldwell, Ont.
Tory.....	122,540	Vancouver, B.C., 1907.	" 5 "	22.3	7.6	2.0	8	5	Vancouver, B.C.	J. R. Joliffe, Vancouver, B.C.
Tulalip.....	122,386	Seattle, Wash., U.S., 1904.	" 5 "	33.5	9.0	3.6	12	6	Victoria, B.C.	J. A. Sayward, Victoria, B.C.
Undan.....	122,546	Vancouver, B.C., 1906.	" 5 "	31.1	10.0	4.9	14	9	Vancouver, B.C.	F. M. Richardson, Vancouver, B.C.
Vadso.....	124,077	Gothenburg, Sweden, 1881.	" 110 "	191.2	28.7	21.7	908	698	Victoria, B.C.	Boscowitz Steamship Co., Victoria, B.C.
We Two.....	122,541	Vancouver, B.C., 1907.	" 9 "	50.9	13.5	6.4	32	22	Vancouver, B.C.	J. Pennygrasse, Vancouver, B.C.
William D.....	121,593	Erie, Pa., U.S., 1899.	" 1 "	35.6	9.5	3.4	10	7	Port Stanley, Ont.	J. Griffin, St. Thomas, Ont.
Yeba.....	122,545	Steveston, B.C.	" 2 "	33.4	9.0	3.0	9	6	Vancouver, B.C.	M. Suwa, Vancouver, B.C.

LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA FROM DEC. 15, 1907, TO JAN. 15, 1908.

Name.	No.	Where and When Built.	Rig.	Length	B'dth.	Depth.	Gross tons.	Reg. tons.	Home Port.	Owners.
Amerite.....	122,579	Stoney Island, N.S., 1907.	Sloop	34.0	12.5	7.0	12	12	Yarmouth, N.S.	F. Swim, M.O., Deep Cove, N.S.
Dannie Goodwin	117,058	Dartmouth, N.S., 1907.	Schr.	48.8	14.9	6.0	21	21	Canso, N.S.	Fish Ltd., Canso, N.S.
Dorothy Aleta..	117,060	Whitehaven, N.S., 1907.	"	36.0	11.2	5.6	11	11	"	W. Munroe, Whitehaven, N.S.
Fortuna.....	117,059	Tancook, N.S., 1907.	"	43.0	11.9	5.7	14	14	"	J. H. Cousins, Canso, N.S.
Hazard.....	122,577	Yarmouth, N.S., 1907.	"	65.5	20.4	7.8	63	63	Yarmouth, N.S.	H. B. Cann, M.O., Yarmouth, N.S.
I. K. L.....	126,041	Welland, Ont., 1893.	Dred.	103.0	34.5	9.0	321	321	Port Arthur, Ont.	R. & R. G. Weddell, Trenton Ont.
Mermaid.....	111,797	Cheticamp, N.S., 1907.	Schr.	35.6	11.4	6.4	13	13	Pt. Hawkesb'y, N.S.	J. J. Manley, Merritt, Ont.
Rose.....	125,995	Montmagny, Que., 1907.	"	94.8	26.3	5.4	79	79	Quebec, Que.	T. Harris, Cheticamp, N.S.
Shamrock.....	125,996	"	"	94.8	26.3	5.4	81	81	"	Price Bros. & Co., Ltd., Quebec, Que.
The Gay Gordon	122,286	Shelburne, N.S., 1907.	"	103.0	25.2	10.5	161	161	Shelburne, N.S.	J. Marshall, Carbonar, Nfld.
Thistle.....	125,994	Montmagny, Que., 1907.	"	94.8	26.3	5.4	79	79	Quebec, Que.	Price Bros. & Co., Ltd., Quebec, Que.
V. T. B., 4.....	122,542	Vancouver, B.C., 1907.	Scow	86.5	32.0	9.1	224	224	Vancouver, B.C.	Vancouver Tow. & Barge Co., Ltd., Vancouver, B.C.
V. T. B., 5.....	122,543	" " 1907.	"	86.4	32.0	9.1	224	224	"	Vancouver Tow. & Barge Co., Ltd., Vancouver, B.C.



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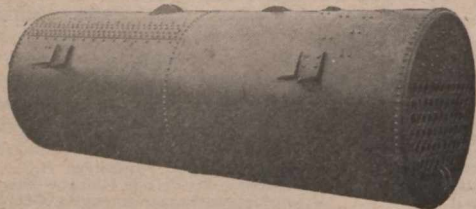
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B.C. and Pacific Coast Marine.

The Alaskan Co.'s steamship Alaskan, formerly Mischief, owned in British Columbia, went ashore at Cape Mudge recently in a dangerous position.

The boiler of the Hudson Bay Co.'s steamboat Beaver, the first steam vessel to trade on the Pacific coast, is to be set up on the esplanade at North Vancouver as a memorial.

During the season of 1907 fifteen schooners were engaged in the Pacific sealing fleet operated from British Columbia ports, the total catch being 5,240 seals, the smallest on record.

The C.P.R. steamship Kuskanook ran ashore recently, about 15 miles east of Nelson, but was got off without sustaining material damage. One of the passengers jumped overboard and was drowned.

The lifeboat which the Dominion Government purchased in the U.S., and which was fully described in our Jan. issue, has arrived at Banfield Creek, Vancouver Island, and has been placed in commission.

The Pacific Whaling Co. is arranging for the purchase of a freight steamer to act as a tender to its whaling stations on the coast. It is expected that the vessel will be purchased in England and taken to Vancouver in the spring.

Bernard Purvis and Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$30,000, to carry on the business of dealers in coal, coke and other fuels; to build, charter, or otherwise acquire and operate steam and other vessels, and to act as carriers by land and water.

The U.S. Lighthouse Board has been asked to establish a fog alarm station on Kellet bluff, at the south-east end of Henry island, near San Juan. Kellet bluff is the nearest land to the boundary line in the Gulf of Georgia, and vessels pass within a short distance of it. A number of casualties have occurred there.

The Queen Charlotte Lumber and Manufacturing Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$150,000, to carry on the business of lumbermen, and to build, charter, purchase or otherwise acquire and operate steam and other vessels, and to act as general carriers by land and water.

The Provincial Land Development Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$35,000, to take over, manage, and develop lands in the province, and in connection therewith to construct bridges, roads, wharves, etc., and to build and operate steam and other vessels for the carriage of freight and passengers.

The Boscowitz Steamship Co.'s steamship Vadso ran ashore at Cape Lazo, on the east coast of Vancouver Island, Jan. 16, and it was feared she would become a total wreck. This vessel was brought to the Pacific coast subsequent to the wreck of the Boscowitz in 1903, and has recently been placed on the Canadian register. The particulars are given in the list of vessels registered in this issue.

The Bayard Timber Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$250,000, to carry on the business of loggers, timber merchants, etc., and to construct, maintain and operate logging railways, aqueducts, wharves, piers, docks, etc.; to build, charter, purchase or otherwise acquire steam and other vessels, and to carry on the businesses of ship and barge owners, lightermen, forwarding agents, and general carriers by land and water.

The steam yacht building on the Clyde, Scotland, for Hon. J. Dunsmuir, Lieut.-Governor of British Columbia, was expected to be launched Jan. 31. She has twin screws, and is a steel shelter deck type of steamer of 1,000 tons register, her dimensions being: length, 218 ft.; breadth, 32 ft.; depth, 22.9 ft. The engines are to be of the triple expansion type, and capable of giving a speed of 15 knots an hour. Cabin accommodation will be provided for 25 persons, in addition to officers and crew.

The Inner Harbor Association's annual meeting was held at Victoria, Jan. 9, when the report of the work done during the year was discussed. It was remarked that there was only one Government dredge at work on the coast, and as it was almost solely employed in maintaining a clear channel at New Westminster, it was decided to lay all the facts before the Government at an early date. The retiring officers were re-elected for the current year as follows: Chairman, G. A. Kirk; Secretary-Treasurer, T. C. Sorby; Board of Management, Capt. W. Grant, J. A. Sayward, A. J. Bechtel, Capt. Cox and Capt. Troup.

The Puget Sound Navigation Co., the International Steamship Co., and the Straits Steamship Co., subsidiary companies of the Alaska Steamship Co., have been merged, and will in future be operated under one management. The new schedule shows that the Chippewa will be operated on the Seattle-Victoria route, the other vessels being operated entirely in U.S. territory. The officers of the new company are: President and General Manager, J. Green; Vice-President, C. E. Peabody; Secretary-Treasurer, C. H. J. Stoltenberg; Assistant General Manager, C. G. Cocker; Superintendent, W. J. Cochrane; Port Engineer, C. F. Bishop.

Arrangements are under consideration for the sale of the North Vancouver ferry service to the corporation at a price of about \$175,000. In the event of the proposition being carried through, it is understood that a new steamer, with a speed of 16 miles an hour, will be ordered, and a schedule of three round trips an hour adopted. The present steamer, North Vancouver, will be used as an alternate one, and the St. George will be altered and utilized as a freight carrier. The service is operated by the North Vancouver Ferry and Power Co., and a description, with plans of the steamer North Vancouver, was given in our April, 1904, issue.

The Union Steamship Co. of British Columbia's new steamship Cariboo, which is now nearing completion at Troon, Scotland, is a steel, twin-screw vessel of 1,500 tons, and is specially designed and constructed for the B.C. coasting trade. She is constructed under Lloyd's special survey, and all the requirements of the British Board of Trade and Canadian Steamboat acts. She is divided into four distinct watertight compartments, and the bunkers are so designed that they can be converted into tanks, should it subsequently be decided to utilize oil, instead of coal, as a fuel. The passenger accommodation is arranged as follows: on the boat deck, first-class smoke room, with captain's and chart rooms, and pilot house forward; ladies' music room, aft; also main cabin, 130 ft. long, 40 state-rooms, lavatories, bathrooms, and card-rooms, with purser's quarters; on the main deck, dining saloon to seat 60, with cook's galley, and engineers' quarters, aft; on the orlop deck, accommodation for logger and Indian passengers, with crew's quarters. The principal dimensions are: length, over all, 175 ft.; breadth, 36 ft.; draft, light, 7 ft. 9 ins., loaded, 11 ft. 3 ins.; with triple expansion engines, having a speed of 13 knots an hour.

Northern Navigation Company of Ontario.

Following are extracts from the 9th annual report for 1907 presented at the shareholders' meeting in Toronto Jan. 28:

"Navigation opened on Lake Superior on April 22 and on Georgian Bay on April 29, which was about one week later than in 1906, with fair prospects for the season's business, although we were one passenger steamer short, and had to take the steamer Majestic off the Mackinac route, and put her in place of the steamer Monarch on the Lake Superior route, which it was thought would materially reduce the gross earnings, and there was a falling off in the passenger business of about \$6,000, but this was overcome by having the new freight steamer Doric, and an increase in freight business of about \$33,000, or an actual increase of about \$27,000 in gross earnings, while our total expenses increased about \$20,000, leaving a net increase in earnings of about \$7,000. We are pleased to report that we did not have any serious accidents during the past year.

"In 1906 nine steamers appeared in our balance sheet, valued at \$750,000. In 1907 it shows a fleet of 10 steamers valued at \$905,696. This difference is made by the purchase of the Doric and some improvements to the Ionic. The gross earnings of the steamers is \$633,870.58, and the expenditure \$492,089.27, leaving a net balance of \$141,781.31, which with the balance at credit of profit and loss account in 1906, dividend on stocks and bonds, and the amount collected for claims written off, makes a total of \$184,489.54. This account was charged during 1907, with claims for 1906, \$6,628.36; interest on overdraft in bank caused by the purchase of the Doric, \$2,560; balance of the linen and freight carriers, \$2,000, which closes this account; and written off Soo coal bin and piano account, \$659.98, leaving a balance at credit of profit and loss of \$172,641.20. Out of this amount your directors have appropriated \$1,295 for interest on renewal and insurance funds set aside a year ago; renewal fund, \$26,600; marine insurance fund on Georgian Bay steamers, \$7,000; repairs and maintenance, \$14,550, and dividend at the rate of 8%, \$67,200, which leaves a balance to be carried forward at credit of profit and loss, \$55,996.20. The reserve funds are as follows:

Renewal account	\$ 52,475.00
Marine insurance fund	14,420.00
At credit profit and loss account	55,996.20

A total of.....\$122,891.20

"The percentage of expenses to gross earnings, not including claims paid for previous years, are as follows: 1903, 94.16%; 1904, 89.71%; 1905, 80.73%; 1906, 77.73%; 1907, 77.63%.

"The steel steamer Doric, formerly Tadousac, which was purchased to put on the route between Midland, Collingwood, Owen Sound and Lake Superior ports, has proved a valuable acquisition to our fleet, she having taken care of a large amount of freight and shown a very satisfactory profit on the investment. At different times during the past six years outside steamers had to be called into service to take care of the extra tonnage which accrued to the different ports, which indicates the advisability of our considering the acquiring of another freight steamer in the near future.

"Your directors are pleased to report that a satisfactory agreement between this company and the G.T.R. and the G.T. Pacific Ry. Co. has been entered into, covering a period of years from Jan. 1, 1909, whereby the railways agree to deliver to the Northern Navigation Co. their entire passenger and freight lake and rail traffic between Sarnia and Port Arthur, Fort Wil-

liam and Duluth, and the navigation company has contracted to build a steamer of the Huronic's type, to take care of this business, which is sure to grow as soon as the G.T. Pacific Ry. has its western lines built. The new ship when completed will be the largest, fastest and best appointed vessel on the Great Lakes; and should the railway company require another ship of the same class, the term contract between the railway company and the navigation company is to be extended for another period of years from the putting into commission of the second ship. This agreement with the railway company is what your directors have been looking forward to, and what has been mentioned in our reports

for the last two years, and with it the stockholders of the Northern Navigation Co. become assured of the permanency of their investment. A satisfactory arrangement for the building of the new steamer has been completed. It was considered by your directors that a ship better adapted for the lake trade could be constructed in this country. It was also considered that a closer supervision during construction could be made at a minimum of expense.

ASSETS.

Ten steamers.....	\$905,696.12	
Buildings, furniture, etc.	13,821.36	\$919,517.48
Fuel and supplies.....	23,566.23	
Insurance unexpired.....	12,318.00	
Insurance receivable.....	27,351.17	
Accounts receivable.....	44,079.33	

Stocks and bonds.....	\$ 1,500.00	
Bank of Toronto.....	14,507.49	\$ 123,322.22
		<u>\$1,042,839.70</u>

LIABILITIES.

To Shareholders:		
Capital stock.....	\$840,000.00	
Steamers renewal fund....	52,475.00	
Marine insurance fund....	14,420.00	
Repairs and maintenance..	8,321.11	
Dividend payable.....	67,200.00	
Profit and loss.....	55,996.20	1,038,412.31
To the Public:		
Accounts payable.....		4,427.39
		<u>\$1,042,839.70</u>

PROFIT AND LOSS ACCOUNT.

Balance from 1906.....	\$ 42,099.41
Less appropriation for Directors, \$380.00, and to Secretary-Treasurer's	


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salary, \$500.00.....	\$ 880.00	\$ 41,219.41
Dividend on stocks and bonds.....		85.00
Claims written off 1905, since collected.....		1,403.82
Gross earnings of steamers	633,870.58	
Less total expenditure....	492,089.27	141,781.31
		\$184,489.54
Less claims 1906, paid 1907 \$	6,628.39	
Less interest on overdraft on account purchase of Doric.....	2,560.00	
Less written off, balance of special linen and freight carriers.....	2,000.00	
Less written off Soo coal bin and balance piano account.....	659.98	11,848.34
		\$172,641.20

APPROPRIATIONS.

Interest one year on renewal fund of \$25,000 at 3½%.....	\$ 875.00	
Steamers renewal fund....	26,600.00	
Interest one year on marine insurance fund, \$7,000, at 6%.....	420.00	
Marine insurance, Georgian Bay.....	7,000.00	
Repair and maintenance....	14,550.00	
Dividend at 8% per annum on paid-up capital	67,200.00	116,645.00
		\$ 55,996.20

In the absence of H. C. Hammond, President, in Europe, Vice-President W. J. Sheppard took the chair at the annual meeting. The report was adopted with very little discussion. General Manager Gildersleeve gave some particulars as to the vessel to be built, as published in our Jan. issue. The Vice-President stated the company still had \$160,000 of stock in the treasury out of the \$1,000,000 of authorized capital, and that this would probably be issued in connection with the building of the additional vessel. It was not likely that the capital would require to be further increased in the near future. Acton Burrows suggested that the directors consider the question of paying dividends semi-annually instead of annually in future. The directors and officers for the current year, all of whom were re-elected, are: President, H. C. Hammond; Vice-President, W. J. Sheppard; other directors, Lt.-Col. Hon. J. S. Hendrie, F. A. Lett, W. D. Matthews, H. B. Smith, C. E. Stephens, H. Y. Telfer, and C. D. Warren.

The Hudson's Bay Co. is reported to be having two stern-wheel steamboats built at Victoria, B.C.

Capt. G. C. Coles, Examiner for masters and mates, Collingwood, Ont., is delivering a series of marine lectures in Collingwood, under the authority of the Dominion Marine Department.

The Magdalen Islands Steamship Co. is offering its freight and passenger steamboat Amelia for sale. The Amelia carries about 400 tons dead weight, and has accommodation for 20 passengers.

The Montreal, Ottawa and Georgian Bay Canal Co.'s bill was brought before the House of Commons Railway Committee Jan. 23, but consideration was postponed on account of the Government not being ready to announce its policy in regard to the matter.

A press report states that the fleet and business of the Star Line Steamship Co., Ltd., which operates steam vessels on the St. John River, is being offered for sale. J. W. Smith, President of the company, recently said that there was no truth in the report that the C.P.R. was negotiating for the line.

The Mutual Transit Co., Buffalo, N.Y., it is reported, is arranging to run a line of steamers during the coming navigation season between Lake Michigan ports and Goderich, Ont. The steamers will be used almost entirely to carry export flour for transshipment. The Goderich town council has been asked to grant facilities for the construction of wharves, etc.

The Lurline Wreck.

Following is the judgment of Commander Spain, Dominion Wreck Commissioner, and Captains W. A. Wiggins and S. Crangle: "The steamship Lurline was a vessel of 78 ft. 8 in. long, 16 ft. 3 ins. beam, depth 7 ft. 8 ins., with a gross tonnage of 66 tons; she was owned by the Ontario Government and commanded by Capt. J. B. Forest, who holds a service certificate as master of a steamer on the inland waters. It appears from the evidence adduced that the Lurline left Sarnia, Ont., on the morning of Sept. 26, 1907, and arrived off the port of Goderich about 5 p.m. the same day, the whole run being made in daylight, and the obstruction which caused the casualty was also struck during daylight. The obstruction was a breakwater which was built by the Federal Government several years ago, and had been partly washed away and became submerged. It was, however, marked by a stake at each end, and in addition to this a gas buoy was at the south-west end. This buoy was red, and was placed on the wrong side of the channel; the fact of the buoy being in this position, however, did not in any way affect this particular casualty, as by the evidence the Captain himself gave, he was proceeding in the harbor on the old ranges. These ranges have been in operation for more than 20 years, are misleading, and lead a vessel immediately over the submerged breakwater. The court recommends that they should be immediately discontinued. New range lights were put in operation in 1905, and on June 13 of that year mariners were all advised as to the work being done; on Sept. 2, 1905, a further notice was sent out advising all mariners that new range lights had been established, and at the same time giving explicit directions as to entering the harbor; again on Sept. 20 of the same year mariners were advised that a portion of the breakwater had been carried away, and warning them to enter on the new ranges referred to above. These notices to mariners are sent to all Canadian Collectors of Customs, whenever any new aids to navigation are established, or when any danger is reported, and masters of vessels should enquire at the Customs House for these notices. Capt. Forest did not take the necessary precautions to possess himself of the latest information in regard to Goderich harbor, which could have been easily obtained from the last port the ship left, and the same information could also have been ascertained from the Coast Pilot Book, which book was actually on board the steamer at the time of the disaster. This officer was under the very mistaken impression that the aids to navigation at the entrance to Goderich harbor were exactly the same as they were when he last was there, between 15 and 20 years ago, and the casualty to the Lurline was caused by the indifference and negligence of the master in not supplying himself with the necessary information in regard to the aids to navigation which have been established in recent years, and which might have been so easily obtained. As far as the court has been able to ascertain, the previous record of Capt. J. B. Forest is a good one, but the court is unable to overlook the carelessness of this officer in not providing himself with the information above mentioned, and therefore feels constrained (more especially as at the time of the accident the weather was clear, and there was practically a calm sea), to suspend the service certificate as master of a steamer on the inland waters held by Capt. Forest for six months from Sept. 26, 1907, the date of the disaster."

The Dominion Canal Systems.

The expenditure on canals for the nine months ended Mar. 31, 1907, aggregated \$1,835,061.27, of which \$887,830.61 was chargeable to capital, \$264,110.73 to income, \$383,845.74 for staff, and \$299,266.19 for repairs, the last two items being charged to revenue. The revenue derived from canals was \$106,644.71, of which \$92,310.51 was from hydraulic and other rents. By an order-in-council 1905, the system of toll collection was definitely abandoned in respect of all the canals, after having been experimentally abandoned during 1903 and 1904. A sufficient staff was retained to carry on the essential work of recording the traffic and for the collection of such other revenues as are derivable from the leasing of canal lands, water powers, etc. The Government expenditure on canals prior to and since Confederation on capital account amounts to \$91,734,718.21, of which \$20,593,866.13 was expended prior to Confederation; and from the consolidated fund to \$24,495,624.73, making a total expenditure of \$166,230,342.94. The total revenue derived from canals since Confederation amounts to \$13,620,228.03.

The total traffic through the several canals during 1906 was 10,523,185 tons, an increase of 1,154,441 compared with 1905. The amount of tolls that would have accrued had they been in force is \$360,673.05. The tonnage passing through the several canals was:

	1906	1905	
Sault Ste. Marie Canal....	6,574,039	5,473,406	tons.
Welland Canal.....	1,201,967	1,092,050	"
St. Lawrence Canals.....	1,637,017	1,752,855	"
Trent Valley Canal.....	28,495	45,231	"
Ottawa River Canals.....	397,415	371,341	"
Rideau Canal.....	82,159	59,864	"
Murray Canal.....	27,727	29,421	"
Chambly Canal.....	498,939	447,069	"
St. Peter's Canal.....	76,327	81,077	"

The work of deepening the Sault Ste. Marie canal approaches to 31 ft. 5 in. below extreme low water mark is nearing completion. When finished a channel way 500 ft. wide at the upper entrance and 315 ft. wide at the lower entrance will be available. The approaches at the lower entrance are completed to that depth. An extension of 800 ft. with concrete superstructure at the south upper entrance pier is now completed.

The extensive improvement works being carried on at Port Colborne, the Lake Erie entrance of the Welland Canal, comprise the deepening of the approach to the canal to 22 ft., and the construction of two docks, with piers 200 ft. wide, upon which grain elevators will be erected for the transference of grain to vessels adapted to the canal navigation when required. In addition to the works undertaken by the Department of Railways and Canals, a breakwater, about a mile long has been built, and another is being constructed across the entrance to the harbor by the Department of Public Works, which will also dredge out the area so contained, thus greatly increasing the accommodation and insuring safety at this important point.

The channelway through the Galops rapids, commenced ten years ago, has now, though not carried to the full depth of 17 ft. of navigable water originally projected, reached a point beyond which it is not proposed to go, and the work may be regarded as completed. A channelway has been excavated, 3,000 ft. long, 300 ft. wide, except at one point where the width is 248 ft., and it is expected that from 13 to 15 ft. of water, varying with the season, will be afforded by the works now executed.

On the Trent Canal the section, 9½ miles, comprising the new hydraulic lift lock at Ashburnham (Peterborough), was formally opened for traffic in June, 1904. A second hydraulic lift lock to overcome a rise and

fall of 54 ft. is comprised in the Balsam-Simcoe Lake division of the canal, which has now been completed and taken over from the contractors. A 6-ft. navigation is thus afforded from Lake Simcoe to Heely's Falls, a distance of 160 miles, leaving the portion between Heely's Falls and Lake Ontario, and the portion from Lake Simcoe to Georgian Bay, still to be dealt with. The total distance between the Bay of Quinte, Lake Ontario and Georgian Bay, is about 192 miles. During the year 1905-6 the surveys carried on with a view to determining the most desirable route for those portions of the projected work that still remain to be constructed in order to give communication between Lake Ontario and Georgian Bay were completed. The surveys covered the northerly district between Lake Couchiching and Georgian Bay, also the district to the south between Rice Lake and Ontario, having in view as the possible terminal point on the latter lake either Trenton, Cobourg or Port Hope, all three places having urged claims for that distinction. The final report of the engineer,

with plans and estimates, was sent in Dec. 20, 1906, and after full consideration of the several important features of the case demanding attention before coming to a decision, the principal cost both of construction and maintenance (which included liability for unknown damages in the event of a diversion of the waters of the River Trent to meet the requirements of a new

outlet at Cobourg or Port Hope), the needs of navigation embracing water supply and harbour facilities, and the potential water powers to be created—the all-river route by the River Trent, with outlet at Trenton, was finally adopted by an order-in-council of Feb. 19, 1907; the canal to be of such depth as to give 8 ft. 4 in. of water on the mitre sills of the locks. Plans of the east

CANADIAN PACIFIC RAILWAY CO.

ISSUE OF NEW ORDINARY CAPITAL STOCK

NOTICE is hereby given that pursuant to Resolutions passed at the Special General Meeting of Shareholders on 30th December, instant, an issue of \$24,336,000 additional Ordinary Capital Stock of the Company, or 243,360 shares of \$100 each, has been ordered by the Board of Directors.

The stock will be offered to the Shareholders of record at the closing of the books for the purpose, at par, on the basis of twenty per cent. (or one share in five), of their respective holdings.

The books of the Company will be closed for this purpose in London, New York and Montreal at 3 p.m. on Monday, Jan. 13th, and reopened on Monday, 27th January, 1908.

The right to subscribe will expire at 3 p.m. on Wednesday, Feb. 19th, 1908.

Payments will be received at the Bank of Montreal, London, New York or Montreal as follows:

20 per cent. or \$20 per share on subscription, on or before Feb. 19th, 1908.

20 per cent. or \$20 per share April 21st, 1908.

20 per cent. or \$20 per share June 19th, 1908.

20 per cent. or \$20 per share Aug. 19th, 1908.

20 per cent. or \$20 per share Oct. 19th, 1908.

An interest payment of one and one-quarter per cent. will be made in October, 1908, on instalments up to and including that of June 19th, 1908, which have been paid on the due dates, in accordance with the terms of the circular herein referred to. All shares of the issue on which instalments have been paid in full on the due dates will rank for the full dividend accruing for the half-year ending Dec. 31st, 1908.

Shareholders may, as a matter of convenience to themselves, pay any or all of the instalments before the due dates, and interest at the rate of five per cent. per annum will be allowed on amounts so paid in advance.

A circular containing the terms of subscription and payment and enclosing warrants of subscription will be mailed to the Shareholders after the closing of the books as above stated.

By Order of the Board,

CHARLES DRINKWATER,
Secretary.

Dated at Montreal, 31st December, 1907.

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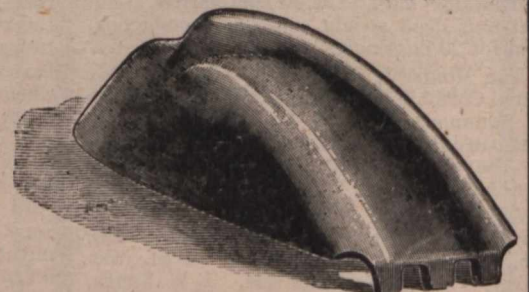
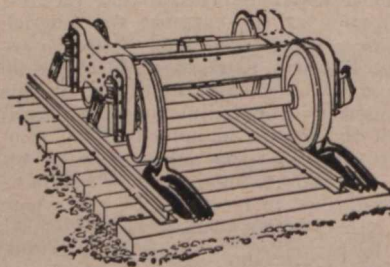


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branch of the Holland River from Holland Landing to Newmarket have been furnished by E. J. Walsh, with a view to the improvement of navigation, together with estimates of cost; also plans, profiles and estimates both for a 6-ft. and a 9-ft. navigation for the section between Georgian Bay and Lake Couchiching via Coldwater and the River Severn. Surveys are also being conducted for a route to the Georgian Bay via Kempenfeldt Bay, at the southwestern end of Lake Simcoe, and the River Nottawasaga.

Notices to Mariners.

No. 125. Nov. 25.—Quebec—328. River St. Lawrence below Quebec, changes in pilotage regulations. 329. River St. Lawrence, Trois Pistoles, light established.

No. 127. Dec. 3.—Ontario—338. Lake Huron, north channel, Manitoulin island, Little Current, change in site of back range light. 339. Georgian Bay, south side, Lockerbie rock, gas buoy changed. 340. Georgian Bay, east side, Waubuno channel, Lone rock, gas and bell buoy replaced by gas and whistling buoy. 341. Georgian Bay, east side, approach to Parry Sound, Three Star shoal, gas buoy changed. 343. Georgian Bay, east side, approach to Parry Sound, middle ground between Hall reef and Twin rock, gas buoy changed.

No. 128. Dec. 5.—British Columbia—344. Vancouver Island, east coast, Hammond bay, light established. 345. Queen Charlotte islands, Hecate strait, Skincuttle inlet, New England rock, gas and whistling buoy established. 346. Queen Charlotte islands, Hecate strait, Skidegate inlet, off Lawn point, gas and bell buoy established. Alaska—347. Revillagigedo channel, Spire island reef, beacon established.

No. 129. Dec. 10.—Nova Scotia—349. Cape Breton island, east coast, Glace bay, range lights established. Newfoundland—350. East coast, Fogo island, positions and particulars of shoals northeastward of.

No. 130. Dec. 12.—Nova Scotia—351. South coast, Island harbor, Harbor island, lighthouse established. 352. Cape Breton island, Gut of Canso, McMillan point, light improved. 353. Cape Breton island, south coast, Fourchu head, lighthouse established. Newfoundland—354. Southwest coast, Cape Ray, change in character of light postponed.

No. 131. Dec. 13.—Nova Scotia—355. North Atlantic Ocean, Sable island, characteristic of east end light.

No. 132. Dec. 14.—Ontario—356. River St. Lawrence, Prescott, gas-lighted beacon established. 357. Lake Superior, Jackfish bay, light established.

No. 133. Dec. 17.—New Brunswick—358. Bay of Fundy, change in character of light shown from Old Proprietor gas and whistling buoy. Prince Edward Island—359. East coast, Souris east, change in character of light.

No. 134. Dec. 17.—British Columbia—360. Vancouver island, west coast, Estevan point, temporary gas light established.

No. 135. Dec. 21.—Nova Scotia—361. Bay of Fundy, Minas Basin, Cobequid bay, Bass river, lighthouse established. 362. Cape Breton Island, south coast, off entrance to Louisburg harbor, submarine fog bells established eastward of harbor shoal.

No. 136. Dec. 27.—British Columbia—363. Vancouver Island, west coast, Pachena point, fog alarm established. 364. Cardero channel, Yuculta rapids, Gillard island, gas, lighted beacon established. 365. North Pacific ocean, Queen Charlotte islands, west coast, reef northward of Frederick island.

No. 137. Dec. 31.—New Brunswick—366. Bay of Fundy, Gannet rock, change in

fog alarm. Newfoundland, Labrador—367. Belle Isle, south end, explosive fog signals to be used temporarily whenever fog alarm is inoperative. Quebec—368. Gulf of St. Lawrence, Magdalen islands, Bird rocks, explosive fog signals to be used temporarily whenever fog alarm is inoperative.

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

No. 51. Dec. 21.—2317. Detroit river, Limekiln crossing, east channel buoys discontinued.

No. 52. Dec. 28.—2360. Lake Erie, Buffalo, Niagara river range point light station, light moved. 2376. British Columbia, Queen Charlotte islands, Parry passage, hydrographic information, directions.

St. Lawrence and Chicago Steam Navigation Company.

The following report was presented at the 17th annual meeting in Toronto, Jan. 14: The season of 1907 on the lakes was, on the whole, a fairly good one. The new steamer E. B. Osler, which was to have been delivered last spring, will not be completed until about April 1 next. Your directors deemed it advisable to accept an offer received for the company's steamer Rosedale, and replaced her by building, in Scotland, the steamer G. R. Crowe, of larger capacity, which went into commission on the lakes early in October. In consequence of the delay in delivery of the E. B. Osler, and sale of the Rosedale, but little over half of the tonnage capacity, and the capital stock, was on an earning basis during the season of navigation. To meet the balance of the capital expended in building the E. B. Osler, it has been decided to issue \$109,000 of new capital stock, and to offer same to shareholders at par.

Your directors, from the earnings of the season, have paid a dividend of 10%, and have carried forward \$8,671.63 to the credit of profit and loss, and have written off the steamers, \$22,700, leaving a balance at the credit of that account of \$101,968.23.

ASSETS.

Four steamers, Algonquin, Iroquois, W. D. Matthews and G. R. Crowe	\$600,000.00
Steamer E. B. Osler (building) expended to date	242,908.66
Insurance unexpired	7,500.00
Accounts receivable	36,313.74
	<u>\$886,722.40</u>

LIABILITIES.

Capital	\$751,000.00
Dominion Bank	33,754.17
Balance of profit carried forward	101,968.23
	<u>\$886,722.40</u>

PROFIT AND LOSS.

Balance forward, Jan. 2, 1907	\$115,996.60
Steamships earnings	108,369.77
Interest	5,559.15
	<u>113,928.92</u>
	<u>\$229,925.52</u>

Insurance	\$19,765.25
Cost of management, viz.: Directors' and auditors' fees, salaries, taxes, office rent, etc.	10,392.04
	<u>\$ 30,157.29</u>
Amount written off steamers	22,700.00
Dividend, 10%, payable Jan. 2, 1908	75,100.00
Balance carried forward	101,968.23
	<u>\$229,925.52</u>

In the discussion on the report it was stated that the company's tonnage for 1908 will be 13,000 tons more than in 1907, and the total grain capacity of its vessels will be 850,000 bush.

The officers and directors for the current year are: President, W. D. Matthews; other directors, E. B. Osler, J. H. G. Hagarty, S. Crangle, C. S. Gzowski, G. F. Hagarty, G. R. Crowe, Jas. Carruthers.

For 1907 the net earnings were 15.17% on

capital, against 21.31 in 1906, 22.17 in 1905, 14.31 in 1904, and 14.84 in 1903.

The 1,090 shares of new stock are being offered to shareholders at par, one share of new stock for each seven shares of old stock, to be paid in four instalments of 25% each, on the 1st of Feb., Mar., Apl. and May.

Niagara Navigation Co., Limited.

The following report for the year ended Nov. 30, 1907, was presented at the annual meeting in Toronto, Jan. 14: The new steamer Cayuga has been added to the company's fleet, and proved satisfactory. While the traffic has exceeded that of the previous season, the net earnings have been less owing to the cost of operating an extra steamer. Public appreciation of the improved service has been reflected in the gross receipts. Although the directors consider that the vessels and property are already upon the company's books at a conservative valuation, they have decided to write off an additional \$25,000 from the profits of the year. After providing for the dividend, interest on debentures, writing off vessel property, etc., the balance to credit of profit and loss account stands at \$129,692.16.

ASSETS.

Steamers	\$909,725.33	
Less written off	25,000.00	
		<u>\$884,725.33</u>
Real estate, wharves, etc.		50,000.00
Stores		1,698.96
Accounts receivable		812.75
Cash on hand and in bank		54,084.55
		<u>\$991,321.59</u>

LIABILITIES.

Capital stock authorized	\$1,000,000.00	
Subscribed and paid		\$701,700.00
Debentures outstanding		
4 1/2%	125,000.00	
Accrued interest on same	2,343.75	
		<u>127,343.75</u>
Accounts payable		4,517.68
Dividend 4% payable Jan. 2, 1908		28,068.00
Balance at credit of profit and loss		129,692.16
		<u>\$991,321.59</u>

PROFIT AND LOSS.

Balance Dec. 1, 1906	\$123,953.79
Net earnings for year	100,325.99
	<u>\$224,279.78</u>
Interest on debentures	5,572.50
Written off steamers, etc.	25,526.16
Discount and charges on debentures issued	4,835.21
Interest on special bank account used for construction of steamer Cayuga	2,517.75
Dividend 4% paid July 2, '07	\$28,068.00
" 4% payable Jan. 2, 1908	28,068.00
	<u>56,136.00</u>
Balance carried forward	129,692.16
	<u>\$224,279.78</u>

The officers and directors for the current year, all of whom were re-elected, are: President, E. B. Osler; Vice-President, F. Barlow Cumberland; other directors, Hon. J. J. Foy, J. Bruce Macdonald, C. Cockshutt, W. D. Matthews, Col. J. S. Hendrie.

Following is a comparison of the profit and loss account with the previous year:

	1906	1907
Balance from previous year	\$98,002.16	\$123,953.79
Net earnings	123,724.63	100,325.99
Interest on debentures	4,995.00	5,572.50
Written off steamers	33,606.25	25,526.16
Written off real estate, etc.	3,035.75	
Dividends	56,136.00	56,136.00
Balance forward	123,953.79	129,692.16

Following is a comparison of earnings: 1907, 14.29%; 1906, 16.95%; 1905, 13.91%; 1904, 10.37%; 1903, 11.68%; 1902, 7.29%; 1901, 15.75%.

The G. T. Pacific Ry. is arranging for the construction at Victoria, B.C., of a large stern-wheel steamboat to run between Essington and Hazleton on the Skeena River. The engines and boilers, it is reported, are to be constructed at the Polson Iron Works, Toronto.

Montreal Harbor Statistics.

The reports of trade passing through Montreal harbor, which were placed before the Harbor Commission recently, showed that though there were increases in both imports and exports, there was a decrease in the number of vessels trading with the port. There was also a considerable increase in revenue, chiefly due to imports, the total increase over the previous year being \$25,830, of which \$20,000 was due to the increased imports. The totals for the year from the opening of navigation to Dec. 31 were:

	1907	1906
Imports	\$225,000.00	\$209,000.00
Exports	95,500.00	91,500.00
Local traffic	51,330.60	48,500.71
Total	\$374,830.60	\$349,000.71

Number of steam and sailing vessels arriving in port, with tonnage, during 1907, compared with 1906:

	1907		1906	
	No.	Tonnage.	No.	Tonnage
Steam	742	1,925,986	787	1,961,859
Sailing .....	.....	.....	33	11,364
Total	742	1,925,986	820	1,973,223

That no ocean-going sailing vessels used the port during the year is explained by the fact that the cargoes of sugar, etc., inward and lumber outward shipped under sail in former years are now monopolized entirely by steamers. Of oversea vessels arriving during the year there was a decrease of 18, as compared with the previous year. The business of the lower ports was: entered, 321 vessels, all classes, 531,189 tons; cleared, 93

vessels, all classes, 61,350 tons; against 376 vessels, 590,935 tons, entered, and 101 vessels, 72,967 tons, cleared, during 1906. The total importation of coal by the St. Lawrence route was 1,555,504 tons, compared with 1,655,454 tons in the previous year. During December there was an average depth of water in the 30 ft. harbor channel of 33 ft., and in the 27½ ft. channel of 29 ft. 10 ins., as compared with a depth of

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40 ft. 1 in. in the 27½-ft channel in 1906. The opening of navigation was unusually late owing to ice conditions, and it was not until May 2, that the first vessels arrived in the harbor. The first vessel to enter the Gulf for the season was the Pelican from Great Britain, en route to the lakes, and the last to enter was the Dunelm, also from Great Britain for the lakes.

Dominion Aids to Navigation.

The total number of light stations and lightships in the Dominion, according to the recently issued report of the Department of Marine, is 901, and lights shown 1,145; the number of steam whistles, fog horns, bells and guns, 122; the number of lightkeepers and engineers of fog alarms with masters of lightships is 908. During the period covered by the report—nine months ended Mar. 31, 1907—62 light stations were established in all, and nine fog alarm stations; 29 buildings were erected at existing light stations, and four fog-alarm buildings were erected at existing stations. The districts provided with buoys and beacons number 375 with about 4,250 buoys of various kinds. In most cases the buoys are looked after by contractors, and there are 210 such contracts. In places where there is no contract the buoys are looked after by the harbormaster. The number of gas buoys maintained in the Dominion, showing in general occulting lights, are: In the Quebec agency, 24; on the St. Lawrence River, between Platon and Montreal 57; between Montreal and Kingston, 39; Lake Erie, 2; Georgian Bay, 14; Goderich, 1; River Thames, 1; Southampton, 1; Lake Nipissing, 1; Port Arthur and Fort William, 3; in Nova Scotia, 17; New Brunswick, 25; Prince Edward Island, 5; British Columbia 8. The coast buoy service maintained by the Dominion steamers covers:

- NOVA SCOTIA:—Whistling buoys, 18; gas buoys, 3; bell buoys, 29; steel can and conical buoys, 182; combined gas and whistling buoys, 12; combined gas and bell buoys, 2.
- NEW BRUNSWICK:—Whistling buoys, 5; gas buoys, 25; bell buoys, 15; steel can and conical buoys, 110.
- PRINCE EDWARD ISLAND:—Whistling buoys, 3; gas buoys, 5; bell buoy, 1; steel can and conical buoys, 4.
- QUEBEC:—Whistling buoy, 1; gas buoys, 81; bell buoy, 1; unlighted buoys, 245.
- BRITISH COLUMBIA:—Whistling buoys, 3; gas buoys, 8; steel can and conical buoys, 37.

Sick Mariners' Fund.

Under the provisions of chap. 76 of the Revised Statutes of Canada, dues of 2 cents per ton register are levied on every vessel entering any port of the Province of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, the money thus collected forming the Sick Mariners' Fund. Vessels of 100 tons register and less pay the duty once in each calendar year, and vessels of more than 100 tons register, three times in each year. By an amendment passed in 1887, chap. 40, it was provided that no vessel not registered in Canada, and which is employed exclusively in fishing or on a fishing voyage, shall be subject to the payment of this duty. The Sick Mariners' Act does not apply in Ontario. The fund is administered by the Department of Marine. The receipts for the fiscal year ended Mar. 31, 1907, were: Nova Scotia, \$13,560.63; New Brunswick, \$9,999.40; Quebec, \$8,825.30; British Columbia, \$12,372.40; Prince Edward Island, \$137.08. Total, \$44,894.81; less refunds, \$190.22; net \$44,704.59. The expenditures were: Nova Scotia, \$13,926.07; New Brunswick, \$5,319.67; Quebec, \$9,009.70; British Columbia, \$5,792.99; Prince Edward Island, \$1,576.78; shipwrecked and distressed seamen, \$793.56; and expenses for printing and stationery brought the total up to \$37,362.11.

In Nova Scotia marine hospitals are maintained at Louisburg, Yarmouth, Pictou, Sydney, Lunenburg, and Point Tupper. At Halifax, provision is made for the care of sick seamen at the Victoria General Hospital under arrangement made with the managers, by which \$1.20 per day is allowed for board and medical attendance. Marine hospitals are maintained at Douglastown and Bathurst, N.B. At St. John, sick seamen are cared for at the General Public Commissioners' Hospital under an arrangement made by the Department by which \$1.20 a day is paid for board and medical attendance on each seaman. Sick seamen are cared for at the Charlottetown and Prince Edward Island hospitals under arrangements made with the managers. At the port of Quebec sick seamen are cared for at the Jeffrey Hale and the Hotel Dieu hospitals, an allowance of \$1.20 per day being made; a similar allowance is made for sick seamen cared for at the General and Notre Dame hospitals, Montreal. The Marine Hospital at Victoria, B.C., has in attendance a medical superintendent with a salary of \$300 a year, and a keeper whose salary is \$500; there is also an allowance of \$5 a week for the board and attendance of each seaman. At the ports in these five provinces where no hospitals are established sick seamen are cared for under the chief officer of customs, when the vessel to which the seamen belong has paid dues according to law.

Department of Marine and Fisheries.

The Department of Marine and Fisheries issues its report in two sections, one dealing with marine interests and the second with the development and protection of the fishery interests of the Dominion. The Marine Branch of the Department undertakes a great variety of public service, including the construction of lighthouses and fog alarms; the maintenance of lights, gas buoys and other buoys; the Lighthouse Board, which decides the necessity for aids to navigation; the hydrographic surveys; the tidal surveys; the ship channel, St. Lawrence River, and Sorel works; meteorological and magnetic service; investigation into wrecks; board of steamboat inspection; cattle shipments inspection; wireless telegraph service; signal service; life saving service; marine hospitals; submarine signalling; shipping under the Merchants' Shipping Act; legislation and administration of laws relating to the Department of Marine and Fisheries; humane service in connection with seamen; wrecking plant subsidized; winter communication; removal of obstructions to navigation; examination of masters and mates and issuing certificates; naval militia; pilotage; government of ports and proclaiming of harbors in the Dominion; control of Government wharves; Dominion steamers, Marine and Fisheries; Hudson Bay navigation.

For the nine months ended Mar. 31, 1907, the total expenditure of the Department was \$4,331,255.47, of which \$693,685.65 was on account of the Fisheries Branch. The \$3,637,569.82 expended by the Marine Branch was distributed over the following services:

Maintenance of lights.....	\$ 842,820.66
Construction of lights.....	1,159,906.40
Ocean and river service.....	669,717.04
Hydrographic surveys, scientific institutions and St. Lawrence River ship channel.....	785,698.02
Marine hospitals, steamboat inspection, civil government.....	154,427.70
Reorganizing system of bookkeeping.....	25,000.00
	\$3,637,569.82
Total appropriations.....	4,029,482.25
Expenditure less than appropriation.....	\$ 391,912.43

The Canadian Northern Telegraph Co. has completed the construction of its line into Regina, Sask.

Among the Express Companies.

B. S. Murray, Inspector Canadian Ex. Co., London, Ont., was presented with a club bag recently by the members of the Canadian Express Mutual Benefit Society in the city.

Mrs. Fishwick, widow of F. W. Fishwick, the founder of Fishwick's Express, and one of the pioneers of express business in the Dominion, died at Halifax, N.S., Jan. 13. After the death of her husband, Mrs. Fishwick continued the express business, which was absorbed by the Eastern Express Co., that, by the Intercolonial Express, and the last, in turn, by the Canadian Express Co.

Replying to a question in the House of Commons recently the Minister of Railways said the Government had received complaints from Charlottetown, P.E.I., respecting the rates charged by the Canadian Ex. Co.; from the North Queens and Caledonia Boards of Trade respecting the rates charged by the Maritime Ex. Co.; from a merchant at Sydney, N.S., respecting express rates on lobsters; from a merchant at St. John, N.B., respecting express rates on fruit, and from the Sackville, N.B., Board of Trade respecting express rates generally. The Government had also received a copy of resolutions passed at the last meeting of the Maritime Boards of Trade asking for relief from the charges imposed by the express companies. The question of tolls charged by these companies, added the Minister, comes under the Board of Railway Commissioners.

Telegraph and Cable Matters.

The Dominion Telegraph Co. recently declared its usual quarterly dividend at the rate of 6% per annum.

The Dominion Wireless Telegraph Co. is reported to have recently exchanged messages between its station at Victoria, B.C., and steamships off Point Arena on the California coast, a distance of over 600 miles.

The U.S. Government has arranged to erect a second wire on the telegraph line between Valdez and Fairbanks, Alaska, and to reconstruct the Yukon Valley line, which extends to Eagle City, on the International Boundary.

The Edmonton, Alta., Board of Trade has forwarded a petition to the Dominion Minister of Public Works, asking for the extension of the Government telegraph line from Athabasca Landing to the Lesser Slave Lake and Peace River crossing.

A German wireless telegraph company claims to have transmitted messages between Nauen, near Berlin, Germany, and Cap Blanco, Canary Islands, a distance of about 2,290 miles. This is about 300 miles farther than the distance between the Marconi stations at Glace Bay and Ireland.

The Dominion steamer Petrel has returned to New Westminster, B.C., after laying seven stretches of cable to connect Vancouver Island with some of the smaller islands. The islands connected by means of these cables are Salt Spring Island, Pender Island, Denman Island and Hornby Island, each stretch of cable being about two miles long.

G. Marconi sailed for England by the Allan Line steamship Tunisian, Jan. 4. On leaving Canada he stated that on his return in March he would make an announcement regarding the trans-continent project. At present, the idea is to erect stations at Winnipeg and Vancouver, and later, one at Hong Kong, as an additional step to the encircling of the world.

G. Marconi stated recently that the wireless telegraph system between Canada and Great Britain was now on a commercial basis and could be counted as a success. Press messages only were being dealt with

at present, and the operators were transmitting about 2,000 words daily for a dozen newspapers. The system would, he believed, be open for public use by February.

The policy of adopting wireless telegraphy on passenger steamers was strongly advocated by J. Thom, Manager of the Dominion Steamship Line, in an interview recently. He stated that it had been of great assistance to vessels navigating the St. Lawrence under adverse weather conditions, and that only one or two minor accidents had

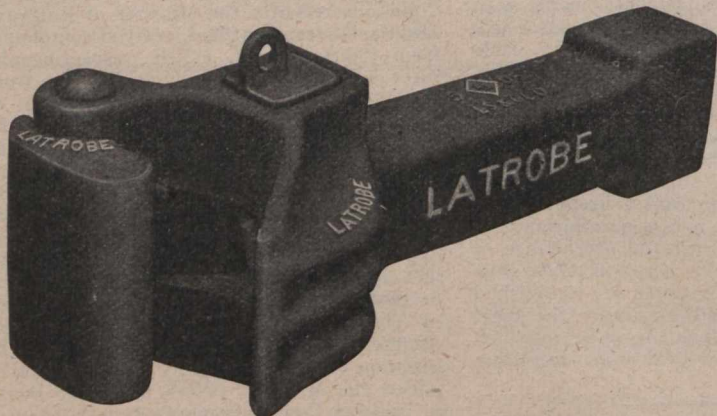
occurred to vessels coming up to Montreal during the season.

The Dominion Government wireless telegraph station at Pachena, B.C., has been completed, and the stations at Cape Lazo and Estevan are being equipped with apparatus. Stations at Victoria and Point Grey were previously completed. The whole five stations were expected to be opened for business Jan. 30. The C.P.R. steamships Empress of India, Empress of China, Empress of Japan and Monteagle, and the

B.C. Salvage Co.'s tugs Salvor and William Joliffe are being equipped with wireless telegraph apparatus.

The Board of Arbitration, consisting of Prof. Adam Shortt, Chairman; Wallace Nesbitt, K.C., on behalf of the company, and J. G. O'Donoghue, representing the operators, appointed at the instance of the G.T.R. to enquire into the telegraph operators'

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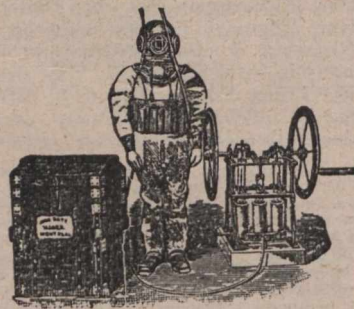
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grievances, has recently issued its award. By it the operators on the lower grade, as to salaries, will receive an increase of 10%, involving an extra expenditure of \$27,000 annually, and men on the higher rate of pay will benefit by the company setting aside \$10,000 a year, to be distributed amongst them at certain stations. An allowance will be made for those who may be required to work on Sundays at any station where Sunday work is not the rule, but in no case can an operator earn more in the aggregate than those who must in any case work on a Sunday. The new arrangement will not apply to train dispatchers, but only to operators, and to those who fill the positions of operators and station masters.

The report of the Department of Public Works for the nine months ended Mar. 31, 1907, gives the latest figures to hand showing the extent of the telegraph lines in operation in the Dominion as follows:

Company.	Length of Lines, miles.	Length of Conductors, miles.	Offices.
G.N.W. Telegraph Co.	11,775	48,652	1,360
C.P.R. Telegraphs	10,294	51,009	1,150
Western Union Telegraph Co.	2,638	9,849	219
Dominion Government	6,829	6,829	382

The C.P.R. telegraph's figures include two miles of underground lines with 57 miles of conductors, and the Western Union figures 28 miles of underground lines with 44 miles of conductors.

The Dominion Telegraph Lines.

The Department of Public Works expended during the nine months ended Mar. 31, 1907, upon the Government telegraph lines \$376,605.48. The revenue from the lines during the same period was \$91,760.84. The Department at present controls over 7,000 miles of telegraphs, both inland lines and cables. Few land lines were constructed during the period under review. Some stretches of wire were strung in the Chicoutimi district and in some parts of Saskatchewan and Alberta, but the main work was the keeping in repair of the several lines, and their management, in order to serve the public, for the benefit of whom they were constructed, at points remote from the centre of business, and where private companies did not think the remuneration would be in direct ratio to the amount required for construction and operation. The cables have been kept in good condition by the officers and crew of the cable ship Tyrian. The duty of collecting the returns from these several telegraph lines, says the Deputy Minister in his report, is in some cases very arduous. Many of these lines are located in out-of-the-way places, where the amounts paid in are very small. On some stretches, especially on the coast of the lower St. Lawrence, where the lines are more for the purpose of signalling, etc., the operators receiving only very small pay, the returns are also very small.

The details in connection with the telegraph lines are contained in the report of D. H. Keeley, General Superintendent. The lengths of the lines in the different provinces, with number of offices and the number of messages sent during the nine months, is given below. The land lines are given in statute miles, and the cable in knots, but the Department in recording the total length of the lines treats a knot as a statute mile.

	Land Lines.	Cables.	Offices.	Mes- sages.
Newfoundland	14	2	2	9,776
Nova Scotia	586½	24½	16	3,220
New Brunswick	76	11	125	20,145
Quebec	1,886	324½	10	1,217
Ontario	25½	17	33	17,782
Saskatchewan and Al- berta	994	2½	68	20,191
British Columbia	813½	2½	68	31,856
Yukon	2,467½	68	68	104,187
	6,862¾	379¾	382	

The line from Port au Basque to Cape Ray, Nfld., is operated as heretofore under an arrangement with the Anglo-American Telegraph Co. The Barrington-Cape Sable line, 16 miles and 1¾ knots of cables, is leased to the Barrington Telephone Co., the lease being terminable at any time. In connection with the signal service a land line of 208 miles was erected in 1881 between Canso and Halifax, N.S., for a bonus of \$16,000, and is maintained and operated by the Western Union Telegraph Co. without further cost to the Government. The Pelee Island line in Ontario is operated by telephone. About 65½ miles of branch lines with Edmonton, Alta., as a centre are operated by the Edmonton District Telephone Co. The Beuff Telephone system, 25 miles, is looked after by the Superintendent of the Banff National Park. The Vernon-Kelowna, B.C., line, 35 miles, is operated both as a telephone and a telegraph line. The repairs of the line to Cape Beale, on Vancouver Island, has been done jointly with the C.P.R. Telegraph Department since 1902 in connection with the work of the all-British Trans-Pacific Cable. The Vancouver-Salt Springs, B.C., line, 24¾ miles, is worked by telephone for the present merely for general convenience and is looked after by persons directly interested.

New lines constructed on Cape Breton Island, N.S., included one from Little Bras d'Or to Kempt Head, 31 miles of pole line and 36 miles of wire; one to Eskasoni, 31¼ miles of pole line and 37½ miles of wire; and a stretch of six miles along the previously existing line between Ball's Creek and North Sydney. Offices were opened for business on these lines at Little Bras d'Or, East Bay, Castle Bay, North Side East Bay, Alder Point, Hillside, South Side Boularderie, Point Clear, Grove's Point, Boularderie West, Little Bras d'Or Bridge, and Eskasoni. To relieve the pressure on the Meat Cove, N.S., wire a new wire was strung from North Sydney to Big Bras d'Or, with a loop to Alder Point, and crossing Little Bras d'Or with 400 ft. of cable. The office at Strathlorn was closed, and new offices opened on old lines at Laframboise Intervale, and Breton Cove, N.S. The main line between Mahou and Chitcamp has been completed, and the line between Gaberous and North Sydney overhauled and put in good repair. For the accommodation of the local telephone company on Grand Manan Island, N.B., a permit has been given by the Department for the stringing of a telephone wire, subject to the usual conditions, on the poles of the telegraph line throughout the whole length of the island. A cable has been laid from St. Francois, Isle of Orleans, to Baie St. Paul, 30 knots, with a view of a through connection to Quebec without having to lease a wire.

The officers of the Department in charge of telegraphs are: General Superintendent, D. H. Keeley; technical assistant, M. W. Crean; accountant, J. P. Demartigny; Ottawa. General Inspectors: A. B. McDonald, Meat Cove, N.S., lines in Nova Scotia and New Brunswick; J. S. Macdonald, Kamloops, B.C., lines in Saskatchewan, Alberta and South British Columbia; J. E. Gobeil, lines in Yukon Division. Superintendencies: E. Pope, Quebec, district superintendent, North Shore and G.N.W. traffic. J. C. Taché, district superintendent, Chicoutimi district and North Shore to Bersimis. E. H. Tetu, Long Point of Mingan, district superintendent, North Shore, East Bersimis. P. Pouliot, district superintendent, Quarantine line, etc., to Grosse Isle. A. Malouin, district superintendent, West Point, Anticosti Island. A. Le Bourdais, Grindstone, district superintendent, Magdalen Islands. D. C. Dawson, St. John, N.B., district superintendent, Cape Breton system. Mrs. C. C. Seely, Grand Manan, N.B., district superintendent, Bay of Fundy system. J. McR. Selkirk, Leam-

ington, Ont., district superintendent, Pelee Island system. R. C. Macdonald, Qu'Appelle, district superintendent, Northwest Territories. W. Henderson, Victoria, district superintendent, British Columbia, south. C. S. Stevens, Kamloops, B.C., superintendent Penticton line. J. T. Phelan, Vancouver, B.C., acting superintendent, Yukon system. H. Gilchen, Whitehorse, Y.T., acting district superintendent, Atlin-Boundary.

A Newfoundland Telegraph Dispute.

Judgment was recently delivered in the case of the Anglo-American Telegraph Co. vs. the Reid-Newfoundland Co., in which the plaintiff company claimed an account of commercial messages over the telegraph line between St. John's and Whitbourne, Nfld., under an agreement with the Newfoundland Ry. Co., dated Aug. 11, 1888, and of which it claims the Reid-Newfoundland Co. is the assign. The defendant company held that it was not an assign of the Newfoundland Ry. Co. in so far as this agreement was concerned.

The judgment states: "The defendant company, however, took the special wire from the Government under the contract of 1898, which conveyed an estate comprising the whole of the unexpired term of 27½ years, which the agreement gave in the special wire. If the special wire has not been conveyed by this contract, then the defendant company's occupation of it must be wholly wrongful, and it would be liable for every use made of it. The conduct of the defendant company, as well as its contract, shows it to be in the position of an assign. It conformed to the terms of the agreement of 1888 and took its benefits. From April 1, 1898, it held the special wire with the owner's consent and must be presumed to have done so on the terms set forth in the agreement."

The original agreement with the Newfoundland Ry. Co. provided that the special wire referred to was for the special and exclusive use of the Ry. Co., and to be so constructed and maintained as to afford the Ry. Co. constant communication between each of the railway stations, between St. John's and Harbor Grace, and Harbor Grace and Carbonear. Commercial messages were held to be all business messages paying toll, or contributing to the earnings of the company. It was ordered that account be taken before the Registrar of all messages transmitted over the special wire by Sir R. G. Reid, and the defendant company, other than messages connected with, or for purposes incidental to the management, operation or control of the line of railway between St. John's and Harbor Grace, via Whitbourne, and between Harbor Grace and Carbonear.

Telephone and Telegraph Crossings.

The Railway Act, sec. 246, provides that no wires for telegraphs, telephones or the conveyance of light, heat, power or electricity shall be erected, placed or maintained across a railway without leave of the Board of Railway Commissioners. Subsections provide for the submission of plans to the Board; the making of an order by the Board authorizing the work on such terms and conditions as may be expedient, and for the carrying out of the work under the order. Replying to a question in the House of Commons recently the Minister of Railways said the total number of applications made to the Board of Railway Commissioners for leave to cross railway tracks with telephone wires from Feb. 1, 1904, to Dec. 1, 1907, was 1,384, and the total number of applications granted was 1,365. No applications had been refused within that period. Provided the applicant complied with the requirements of sec. 246 of the Railway Act, and the rules and regulations of the Board, and provided a public

hearing was not asked for, and the applicant be ready to accept an order in accordance with the standard conditions and specifications for telephone crossings approved by the Board (see pg. 529, Sept., 1906), and provided the Board's Engineer approves of the plan, and profile filed, the application should be granted within three weeks of its being received by the Secretary of the Board. Should, however, a written consent to the crossing be filed on behalf of the railway company whose lines are to be crossed, then an order might issue within a shorter period, and in cases of urgency the order would be issued forthwith.

J. Barr, M.P., who asked the question in the House, subsequently introduced a bill to amend the section referred to, by authorizing the Board to make general regulations respecting the construction of telegraph,

telephone, power transmission or other wires across, or watermains under, railways. Sub-sections provide that any person desiring to do work under the regulations shall give notice in writing to the railway company, and in the event of the railway company not serving a restraining order from the Board of Railway Commissioners within ten days the work may be proceeded with. If a restraining order be obtained, plans must be submitted to the Board, which shall determine the terms and conditions under which the work may be done. The notice will be deemed to be properly served by delivery to any station agent of the railway company in the municipality in which it is proposed to undertake the work, or upon the nearest station agent. No fee for the supervision of the work shall be payable by any municipal corporation, telegraph or telephone company,

but \$3 a day shall be payable to the railway by any person or corporation carrying a watermain under the tracks for supervision by the company's engineer.

The Brotherhood of Railway Trainmen elected the following officers for the current year at a meeting held Jan. 14, at Montreal: Chairman, G. McGovern; Vice-Chairman, C. Anderson, Brownville, Me.; Secretary, H. Dart, Smith's Falls, Ont.

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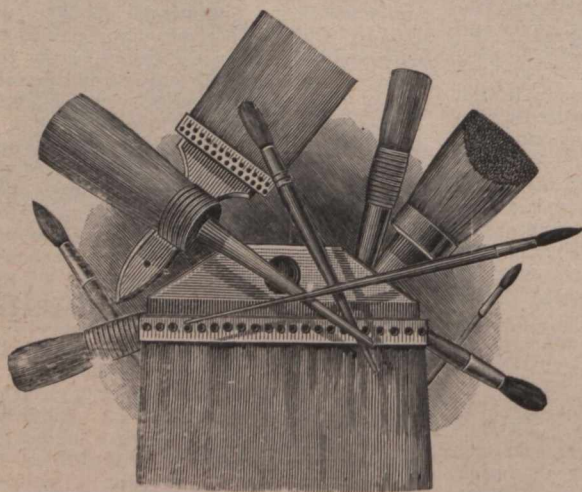
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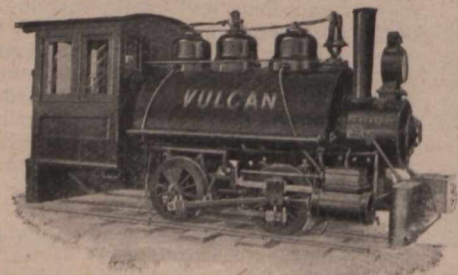
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Montreal Telegraph Company.

The annual meeting was held Jan. 10, and H. A. Allan, President; A. T. Paterson, Vice-President; W. McMaster and W. R. Miller, directors, were re-elected for the current year. The company's property is maintained and operated by the Great North-Western Telegraph Co. of Canada, and the dividend is guaranteed by the Western Union Telegraph Co., of New York, under an agreement, for 97 years from 1881. The guaranteed dividend has been distributed quarterly, and a payment of 10c. a share to shareholders of record Sept. 30, 1907, was also made. The principal figures in the balance sheet for the year ended Dec. 31 are as follows:

ASSETS.	
Telegraph lines in Canada and U.S.	\$1,625,890.00
Telegraph cables in Canada and U.S.	33,487.39
Telegraph offices and equipment in Canada and U.S.	212,500.00
Real estate in Montreal, Ottawa, Quebec and Toronto	279,946.46
	\$2,151,823.85
Cash, accounts receivable, bonds and other securities, and real estate (not included in agreement with G.N.W.)	141,191.46
	\$2,293,015.31
LIABILITIES.	
Shareholders' capital	\$2,000,000.00
Excess in value of property operated by the G.N.W.T. Co. over shareholders' capital	151,823.85
Dividend payable Jan. 15	\$40,000.00
Unclaimed dividends, etc.	1,932.49
Contingent fund	99,258.97
	141,191.46
	\$2,293,015.31

General Telephone Matters.

The Bell Telephone Co. paid its quarterly dividend of 2% Jan. 15.

New Hamburg, Ont., has installed a telephone system with connections with the Bell Telephone Co.

The Bell Telephone Co. has completed the stringing of a second long distance line between Caledonia and Hamilton, Ont.

The Blenheim and South Kent Telephone Co. has now completed the erection of about 30 miles of line, and contemplates further construction in the near future.

G. H. Halse, heretofore Secretary of the British Columbia Telephone Co., Vancouver, B.C., has been appointed General Superintendent, succeeding H. W. Kent, resigned.

The Revelstoke, B.C., municipal council is contemplating the taking over of the local telephone service, which is at present operated by the British Columbia Telephone Co., Ltd.

The telephone line from Thetford Mines to Broughton Station, East Broughton, Robertson and Tring Jct., Que., has been connected up to the Bell Telephone Co.'s system.

The Yarmouth Amalgamated Telephone Co. has been granted supplemental letters patent under the Nova Scotia Companies Act, increasing its capital from \$25,000 to \$50,000.

A telephone company is being organized in Debec, N.B., with a capital of \$5,000, for the purpose of installing and operating a telephone system in York and Carleton counties, N.B.

It was recently announced that the fund being raised for the purpose of erecting a memorial in Brantford, Ont., to A. G. Bell, the inventor of the telephone, has reached \$38,295.

The Dunnville (Ont.) Consolidated Telephone Co. is issuing first mortgage gold bonds to the extent of \$24,000, bearing interest at 6%, for the purpose of extensions in the territory already operated.

The Muskoka Independent Telephone Co. has been granted a franchise by Chaffey, Ont., and has received applications from Rosseau, Yearley and Sprucedale for extensions of the company's lines there.

There are reported to be some 50 free telephones in Winnipeg on the Bell Telephone Co.'s lines. The Government, on taking over the company's system in the Province, will require that all instruments be paid for.

The Nova Scotia Telephone Co., which recently took over the Yarmouth Telephone Co.'s plant, is making extensive improvements in the system in Yarmouth. The wires on most of the main streets have been placed underground and in other places new poles have been erected.

The Farmers' Telephone Co., Ltd., has been incorporated under the New Brunswick Companies Act, with a capital of \$5,000 and office at Windsor, N.B., to instal and operate a telephone system in Carleton county, N.B. The provisional directors are: H. A. Smith, E. W. Spinner, G. O. Britton, E. A. Britton, and F. W. Smith, Windsor, N.B.

The Burnt River Telephone Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$5,000, and office at Burnt River, Ont., to carry on the business of a telephone company in Victoria county. The provisional directors are: W. Fell, J. Hodgson, A. B. Townsend, R. Maconachie, W. Britnell, Somerville; and S. Hughes, Lindsay, Ont.

The Caradoc-Ekfrid Telephone Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$10,000, and offices at Melbourne, Ont., to carry on the business of a telephone company in the townships of Caradoc and Ekfrid, Ont. The provisional directors are: A. B. McDonald, N. A. Galbraith, J. A. McEwen, Ekfrid, and F. L. Williams, T. W. Williams, Caradoc.

The Lansdowne Rural Telephone Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$20,000, and office at Lansdowne, Ont., to carry on a general telephone business in Leeds county, Ont. The provisional directors are: W. J. Webster, R. J. Mitchell, O. W. Landon, W. W. Shipman, H. Horton, C. Fredenburg, G. F. Deane, G. W. Steacy, and W. McConnell, Lansdowne.

The Vancouver, B.C., Board of Trade recently passed a resolution endorsing an application to the Dominion Government favoring the establishment of a telephone line between Vancouver and Point Atkinson. It has also been in communication with W. H. Kent, manager B.C. Telephone Co., with a view of the company constructing such a line. The proposal, the Board was informed, was under the consideration of the directors.

The North Western Telephone Co. is asking the Saskatoon, Sask., City Council to guarantee its 5% bonds to an amount equal to its fully paid-up stock, and also for an extension of its franchise for ten years, with a view to the reconstruction and extension of the system. If these proposals are carried out it is intended to have two city representatives on the directorate, and the city will have the right to purchase the system any time after five years.

The Central Ontario Ry. has put in force a new passenger rate showing a maximum fare of 3 cents a mile between all stations. The tariff has been approved by the Board of Railway Commissioners.

Randolph Macdonald & Co., Ltd., having completed their several contracts in the Province of Quebec, have removed their head office from Three Rivers, Que., to the Crown Life Building, Toronto.

Bell Telephone Lines in Manitoba.

The correspondence between the Manitoba Government and the Bell Telephone Co. respecting the sale of the company's lines in the Province was laid on the table of the Legislature Jan. 6. The correspondence was opened by a letter from the Premier to the President of the Bell Telephone Co., Mar. 11, 1907, setting out the policy of the Government in regard to the construction of a provincial telephone system and inviting the company to consider the propriety of selling out its line to the Government. After correspondence and an interview the President, C. F. Sise, on behalf of the company, offered to sell to the Province its entire telephone business in Manitoba as a going concern from Jan. 15 for the consideration of \$3,400,000 in approved 40 year bonds of the Province bearing interest at 4%. Among the conditions set out by the company to be included in the contract of sale are: the carrying out of existing contracts, the retention of present employes for at least a year; the right to construct a line through the Province to connect its Ontario and Saskatchewan lines; to provide for the interchange of business; the right to re-enter the Province for business in the event of the Government selling the lines now purchased to another company, or ceasing to operate them; and the giving of a preference, when terms and conditions are otherwise equal, in the purchase of supplies to the Northern Electric and Manufacturing Co., and the Wire and Cable Co., Montreal. O. F. French, Chief Engineer of the Provincial Department of Railways, Telephones and Telegraphs, presented a report on the system Dec. 28, and on Dec. 30, an order-in-council was passed recommending the acceptance of the company's offer, \$3,300,000 being placed as the price of the lines, etc., and \$100,000 as the value of supplies purchased for and charged to the Manitoba lines, and in store at various points.

The report of the Chief Engineer set forth that on Dec. 10, 1907, there were 14,195 instruments in Manitoba, 8,890 being connected with the Winnipeg exchange; 780 with the Brandon exchange and the remainder being distributed among 65 smaller plants, practically covering the whole telephone area of the Province. During the past season an addition of 2,000 cable pairs was made in Winnipeg, and with a comparatively small additional capital expenditure these could be made available for new subscribers, thus increasing the total capacity to 13,395. This cable capacity will take care of 50% more individual line telephones than are at present in use in the city, or on a party line basis it would be possible to about double the present subscription list. This will hold true in nearly every exchange in the system. Winnipeg and Brandon have subway systems which, with comparatively small additions, will be ample for several years. There are 1,397 miles of farm pole lines with a circuit wire mileage of 2,019 miles. Winnipeg exchange has 165 miles of pole lines covering Winnipeg and reaching out to St. James, Elm Park, St. Boniface, Elmwood and other points. The switchboards at Winnipeg and Brandon are of the common battery multiple type; the other exchanges are equipped with magnetic apparatus. The construction has been well done, and is up to modern practice generally; an exception to this is the use of the old type of Blake transmitter to some extent in a few of the smaller exchanges; these could be replaced by solid back transmitters, however, at a nominal cost. The physical plant is in a good state of repair, and is being kept so. The estimated

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Secretary-Treasurer

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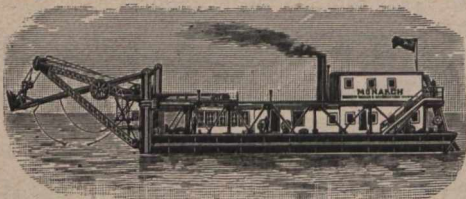
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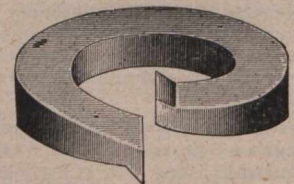
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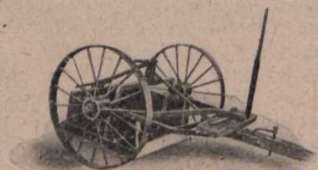
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value of the system, exclusive of supplies, was placed at \$3,210,098, made up as follows:

Winnipeg plant.....	\$1,584,000.00
All other exchanges and farm lines.....	712,500.00
1,192 miles long distance pole lines.....	333,780.00
331 long distance circuit miles, No. 10 (524 lbs.) copper at \$143.....	47,333.00
2,044 long distance circuit miles, No. 10 (346 lbs.) copper at \$100.....	204,400.00
124 long distance circuit miles, No. 9 iron at \$40.....	4,960.00
75 toll offices at \$175.....	13,125.00
Engineering and real estate.....	310,000.00

In conclusion he said: "The average valuation of a telephone in the above estimate (taking Winnipeg for example) is \$178.18. If the plant had reached its final growth this figure would naturally, and rightly, be considered high. On the contrary, the plant, as far as the office building, the principal conduit and pole lines are concerned, has been built to give service to nearly twice the number of telephones now in operation. Four thousand subscribers, I believe, represents a conservative estimate of a natural growth in Winnipeg during the next 18 months or two years. For these new tele-

phones there would be required an additional investment of about \$200,000, making the total investment with 12,890 telephones installed, \$1,784,000, an average of \$138.40 a telephone, as against the present average of \$178.18. The conditions in Winnipeg reflect, on the whole, the conditions existing in the other exchanges. I estimate an increase of 2,500 telephones outside of Winnipeg in, say, two years, with an increase in first cost of \$150,000. No estimate has been prepared of an increase in toll lines. The present lines can carry at least twice the present number of circuits. I estimate that, with an addition of one-third to the present toll line investment, the earning capacity will be doubled. And at the present rapid growth in population and in business it is only natural to assume that such a condition will come about in a few years."

A table appended to the report gave the switchboard capacity, in use and spare; the aerial cable capacity, in use and spare, and the available reserve for new subscribers at the several stations. The totals of these

showed the percentage of switchboard lines in use to be 69.9, leaving 30.4% available for new subscribers; and the percentage of cable pairs in use to be 58.4, leaving 41.6% available for new subscribers.

At a special meeting of the Bell Telephone Co.'s shareholders in Montreal, Jan. 9, the following formal resolution was carried unanimously: "That the directors of the company be, and they are hereby authorized to sell and dispose of the property and assets, together with the business of the company in the Province of Manitoba, as a going concern, or any part of such property and assets on such terms and conditions and for such consideration as they may deem to be in the best interests of the company."

The management of the telephone system has been placed in the hands of a Commission, consisting of F. C. Paterson, W. H. Hayes and H. J. Horan, formerly Western Manager, Assistant Manager, and Chief Engineer, respectively, with the Bell Co. The whole system was formally handed over to the Commission Jan. 15.

The Purchasing Agents' Guide

To the Manufacturers of & Dealers in Steam & Electric Railway, Marine, Grain Elevator, Express, Telegraph, Telephone and Contractors' Supplies, &c.

- Accident Insurance**
Canadian Ry. Accident Ins. Co.....Ottawa, Ont.
- Advertising Matter**
Valentine & Sons Publishing Co.....Montreal.
- Aerated Waters**
E. L. Drewry.....Winnipeg.
- Air Brakes and Fittings**
Canada Foundry Co.....Toronto.
Canadian Westinghouse Co.....Hamilton, Ont.
- Ales**
E. L. Drewry.....Winnipeg.
- Angle Bars**
Hamilton Steel & Iron Co.....Hamilton, Ont.
- Automobiles**
Polson Iron Works, Ltd.....Toronto.
- Axes**
James Smart Mfg. Co.....Brockville, Ont.
- Axe Steel**
Montreal Steel Works.....Montreal.
- Axles**
James Hutton & Co.....Montreal.
Jas. W. Pyke & Co.....Amherst, N.S.
Rhodes, Curry & Co.....Montreal.
Taylor & Arnold.....Montreal.
- Badges**
R. Woodman Mfg. & Supply Co.....Boston, Mass.
- Baggage Checks**
R. Woodman Mfg. & Supply Co.....Boston, Mass.
- Bearings, Side**
Chicago Railway Equipment Co.....Chicago, Ill.
- Blankets and Bedding**
The Hudson's Bay Co.....
- Blasting Powder**
Standard Explosives Limited.....Montreal.
- Bollers**
Babcock & Wilcox (Ltd.).....Montreal.
Canada Foundry Co.....Toronto.
Jno. McDougall, Caledonian Iron Works Co. Montreal.
Polson Iron Works.....Toronto.
Robb Engineering Co.....Amherst, N.S.
- Bollers, Internally Fired**
Robb Engineering Co.....Amherst, N.S.
- Bollers, Portable**
Canada Foundry Co.....Toronto.
Robb Engineering Co.....Amherst, N.S.
- Bollers, Stationary and Marine**
Babcock & Wilcox (Ltd.).....Montreal.
Robb Engineering Co.....Amherst, N.S.
- Boiler, Staybolt Iron or Steel Bars**
Falls Hollow Staybolt Co. Cuyahoga Falls, Ohio.
- Bollers, Steam**
Babcock & Wilcox (Ltd.).....Montreal.
Robb Engineering Co.....Amherst, N.S.
- Bollers, Water Tube**
Babcock & Wilcox (Ltd.).....Montreal.
Jno. McDougall, Caledonian Iron Works Co. Montreal.
Robb Engineering Co.....Amherst, N.S.
- Bollers Tubes**
Jas. W. Pyke & Co.....Montreal.
- Bolsters**
Dominion Car and Foundry Co.....Montreal.

- Bolts, Bridge**
Toronto Bolt and Forging Co.....Toronto.
- Bolts, Carriage and Machine**
Toronto Bolt and Forging Co.....Toronto.
- Bolts, Track**
Toronto Bolt and Forging Co.....Toronto.
- Box Car Loaders**
Mussens Limited.....Montreal.
- Brake Beams**
Chicago Railway Equipment Co.....Chicago, Ill.
Dominion Car and Foundry Co.....Montreal.
- Brake Shoes**
American Brake Shoe & F'dry Co., Mahwah, N.J.
Canadian Iron and Foundry Co.....Montreal.
N. J. Holden Co., Ltd.....Montreal.
Railway Materials Co.....New York.
- Brass and Copper Cloth**
The B. Greening Co.....Hamilton, Ont.
- Bridge Numbers**
Acton Burrows Limited.....Toronto.
- Bridges**
Canada Foundry Co.....Toronto.
Canadian Bridge Co.....Walkerville, Ont.
Dominion Bridge Co.....Montreal.
Steel Concrete Co. (Ltd.).....Montreal.
- Buckets, Coal, Ore and Concrete**
Kilgore-Peteler Co.....Minneapolis, Minn.
- Bumping Posts**
McCord & Co.....Chicago, Ill.
Mechanical Mfg. Co.....Chicago, Ill.
- Buoy Lighting**
Safety Car Heating and Lighting Co., New York.
- Cables, Electric and Feeder**
E. F. Phillips Electrical Works, Ltd.....Montreal.
The Wire and Cable Co.....Montreal.
- Caobose Heaters**
Geo. R. Prowse.....Montreal.
- Car Castings**
American Brake Shoe & F'dry Co., Mahwah, N.J.
Canadian Iron and Foundry Co.....Montreal.
- Car Cleaner**
Modoc Soap Co.....Philadelphia, Pa.
- Car Closets**
Duner Co.....Chicago, Ill.
- Car Curtains and Fixtures**
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Wm. C. Baker Heating & Supply Co., New York.
Canadian Gold Car Heating & Lighting Co., Montreal.
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Peter Smith Heater Co., Detroit, Mich.
- Car Jacks**
F. H. Hopkins & Co.....Montreal.
Mussens Limited.....Montreal.
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- Car Ranges**
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R. Woodman Mfg. & Supply Co., Boston, Mass.
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Wolfe Brush Co.....Pittsburg, Pa.
- Cars**
Canada Car Co., (Ltd).....Montreal, Que.
Crossen Car Mfg. Co.....Cobourg, Ont.
Dominion Car and Foundry Co.....Montreal.
J. T. Gardner.....Chicago, Ill.
Hart-Otis Car Co. (Ltd.).....Montreal.
Kilgore-Peteler Co.....Minneapolis, Minn.
Rhodes Curry & Co.....Amherst, N.S.
- Cars, Coal**
Kilgore-Peteler Co.....Minneapolis, Minn.
- Cars, Mine**
Kilgore-Peteler Co.....Minneapolis, Minn.
- Car Windows**
O. M. Edwards.....Syracuse, N.Y.
- Castings**
Crossen Car Mfg. Co.....Cobourg, Ont.
- Castings, Brass**
Canadian Bronze Co.....Montreal.
Canadian Iron and Foundry Co.....Montreal.
Kerr Engine Co.....Walkerville, Ont.
St. Thomas Brass Co.....St. Thomas, Ont.
- Castings, Iron**
Canada Car Co., Ltd.....Montreal.
Canadian Iron and Foundry Co.....Montreal.
Kerr Engine Co.....Walkerville, Ont.
- Castings, Iron and Steel**
American Brake Shoe & F'dry Co., Mahwah, N.J.
- Castings, Malleable**
Taylor & Arnold.....Montreal.
- Castings, Steel**
Canadian Iron and Foundry Co.....Montreal.
Montreal Steel Works.....Montreal.
Rhodes Curry & Co.....Amherst, N.S.
- Cast-Steel Hammers**
American Brake Shoe & F'dry Co., Mahwah, N.J.
- Cast-Steel Track Tools**
American Brake Shoe & F'dry Co., Mahwah, N.J.
- Cast-Steel Wrenches**
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W. H. BIGGAR,

Solicitor for the applicants.

Dated at Montreal, this 18th day of December, A.D. 1907.

DIVIDEND NOTICE

THE NORTHERN NAVIGATION CO. OF
ONTARIO, LIMITED.

NOTICE is hereby given that a dividend of 8 per cent. per annum for the year ending Dec. 31, 1907, has been declared upon the paid-up capital stock of the company; the same will be payable on Jan. 20, 1908, to shareholders of record Jan. 12. The transfer books will be closed from the 13th to the 28th of January, both days inclusive.

By order of the Board,

H. H. GILDERSLEEVE,
Manager.

Toronto, Dec. 31, 1907.

KINGSTON AND PEMBROKE RAILWAY
COMPANY

NOTICE TO SHAREHOLDERS

THE Annual Meeting of the shareholders of this Company will be held on Wednesday, 12th day of February next, at the Head Office of the Company, in Kingston, at Eleven o'clock a.m., for the purpose of electing Directors, and transaction of other business.

The Stock Transfer Books will close in New York on Saturday, 1st day of February, at 1 p.m. All books will be re-opened on Thursday, 13th day of February.

ARCHIBALD McNAUGHTON,
Secretary and Treasurer.

Kingston, January 3rd, 1908.

J. J. O'CONNOR

Steamship Agent, Port Arthur and Fort
William, Ont.

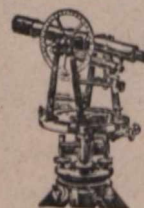
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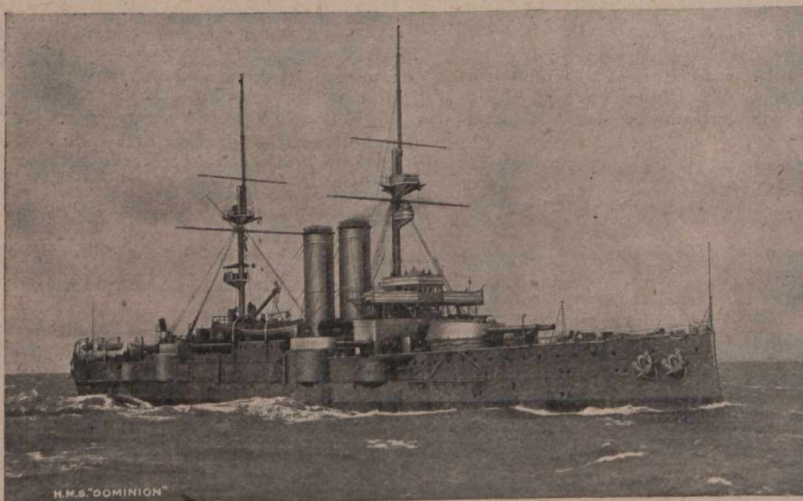
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- Coal Haulage Ropes**
The B. Greening Co. Hamilton Ont.
- Coal Storage Plants**
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- Concrete Mixers and Rock Crushers**
Goold, Shapley & Muir Co. Brantford, Ont.
F. H. Hopkins & Co. Montreal.
Mussens Limited. Montreal.
Toronto Pressed Steel Co. Toronto.
- Concrete Pipe**
Steel Concrete Co. (Ltd.) Montreal.
- Contractors' Plant**
M. Beatty & Sons. Welland, Ont.
J. T. Gardner Chicago, Ill.
F. H. Hopkins & Co. Montreal.
The W. H. Kelson Co. Minneapolis, Minn.
Kilgore-Peteler Co. Minneapolis, Minn.
Mussens Limited. Montreal.
Toronto Pressed Steel Co. Toronto.
- Contractors' Supplies**
F. H. Hopkins & Co. Montreal.
Rice Lewis & Son. Toronto.
Toronto Pressed Steel Co. Toronto.
- Conveyors, Coal and Ash**
Babcock & Wilcox (Ltd.) Montreal.
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- Copperware**
Geo. R. Prowse. Montreal.
- Copying Presses**
James Smart Mfg. Co. Brockville, Ont.
- Cordage**
M. McKenzie Co., Limited. Montreal.
- Corrugated Furnaces**
Continental Iron Works. Brooklyn, N.Y.
- Cotton Duck**
M. McKenzie Co., Limited. Montreal.
- Counter Dusters**
Wolfe Brush Co. Pittsburg, Pa.
- Couplers, Car and Locomotive**
Latrobe Steel & Coupler Co. Philadelphia, Pa.
McConway & Torley Co. Pittsburg, Pa.
National Malleable Castings Co. Cleveland, Ohio.
Washburn Steel Castings & Coupler Co. Minneapolis, Minn.
- Cross Arms, Top Pins and Side Blocks**
Canadian General Electric Co. Toronto.
- Cross Arm Braces**
Canadian General Electric Co. Toronto.
Toronto Bolt and Forging Co. Toronto.
- Crossing Gates**
The N. L. Piper Railway Supply Co. Toronto.
- Crowbars**
B. J. Coghlin & Co. Montreal.
Toronto Bolt and Forging Co. Toronto.
- Culverts**
Steel Concrete Co. (Ltd.) Montreal.
- Culvert Pipe (Cast Iron)**
Gartshore-Thompson Pipe & F'dry Co., Hamilton.
- Cuts**
Acton Burrows Limited. Toronto.
- Derailing Devices**
Hayes Track Appliance Co. Geneva, N.Y.
- Derrick Ropes**
Dominion Wire Rope Co. Montreal.
The B. Greening Co. Hamilton, Ont.
- Derricks**
M. Beatty & Sons. Welland, Ont.
Miller Bros. & Toms. Montreal.
Mussens Limited. Montreal.
- Dies**
Butterfield & Co. Rock Island, Que.
- Diving Outfits**
John Date. Montreal.
Mussens Limited. Montreal.
- Doors (Ex-Platform Trap)**
O. M. Edwards. Syracuse, N.Y.
- Door Signs**
Acton Burrows Limited. Toronto.
- Draft Gear**
Farlow Draft Gear Co. Baltimore, Md.
McCord & Co. Chicago, Ill.
Standard Coupler Co. New York City.
- Drawing Materials**
Eugene Dietzgen Co., Ltd. Toronto.
James Foster. Toronto.
- Dredges**
M. Beatty & Sons. Welland, Ont.
- Drills**
W. Abbott. Montreal.
- Drills, Twist**
Baldwin Steel Co. New York.
- Dry Goods**
The Hudson's Bay Co.
- Dump Cars (Contractors')**
F. H. Hopkins & Co. Montreal.
Kilgore-Peteler Co. Minneapolis, Minn.
Toronto Pressed Steel Co. Toronto.
- Dynamo and Electric Castings**
American Brake Shoe & F'dry Co. Mahwah, N.J.
- Economizers**
Babcock & Wilcox (Ltd.) Montreal.
- Electric Car Route Signs**
Acton Burrows Limited. Toronto.
- Electric Cranes**
Babcock & Wilcox. Montreal.
Canada Foundry Co. Toronto.
Dominion Bridge Co. Montreal.
Mussen Limited. Montreal.
- Electric Ry. Brake Shoes**
American Brake Shoe & F'dry Co. Mahwah, N.J.
- Electrical Fuses**
Standard Explosives Limited. Montreal.
- Enameled Iron Signs**
Acton Burrows Limited. Toronto.
- Engineers' Supplies**
Canadian Fairbanks Co. Montreal.
- Engines, Automatic**
Robb Engineering Co. Amherst, N.S.
- Engines, Corliss**
Robb Engineering Co. Amherst, N.S.
- Engines, Gasoline**
Canadian Fairbanks Co. Montreal.
Goold, Shapley & Muir Co. Brantford, Ont.
Ontario Wind Engine and Pump Co. Toronto.
- Engines, Hoisting**
M. Beatty & Sons. Welland, Ont.
- Engines, Stationary and Marine**
Polson Iron Works. Toronto.
Robb Engineering Co. Amherst, N.S.
- Explosives**
Standard Explosives Limited. Montreal.
- Express Office Signs**
Acton Burrows Limited. Toronto.
- Feedwater Heaters**
Canadian Fairbanks Co. Montreal.
Robb Engineering Co. Amherst, N.S.
- Fencing**
Banwell-Hoxie Fence Co. Hamilton, Ont.
Canada Foundry Co. Toronto.
McGregor Banwell Fence Co. Walkerville, Ont.
Owen Sound Wire Fence Co. Owen Sound, Ont.
Page Wire Fence Co. Ltd. Walkerville, Ont.
- Fire Brick**
Mussens Limited. Montreal.
F. B. Stevens. Detroit, Mich.
- Fire Clay**
F. B. Stevens. Detroit, Mich.
- Flags**
The Hudson's Bay Co.
- Flour**
The Hudson's Bay Co.
- Forgings**
Canada Car Co., Limited. Montreal.
Crossen Car Mfg. Co. Cobourg, Ont.
Hamilton Steel & Iron Co., Ltd. Hamilton, Ont.
Standard Steel Works. Philadelphia, Pa.
- Foundry Facings**
F. B. Stevens. Detroit, Mich.
- Foundry Supplies**
F. B. Stevens. Detroit, Mich.
- Fuse Batteries**
Standard Explosives Limited. Montreal.
- Fuse Detonators**
Standard Explosives Limited. Montreal.
- Gaskets**
McCord & Co. Chicago, Ill.
- Gas Pipe (Cast Iron)**
Gartshore-Thompson Pipe & F'dry Co., Hamilton.
- Gates**
Banwell-Hoxie Fence Co. Hamilton, Ont.
Canada Foundry Co. Toronto.
McGregor Banwell Fence Co. Walkerville, Ont.
Owen Sound Wire Fence Co. Owen Sound, Ont.
Page Wire Fence Co. Ltd. Walkerville, Ont.
- Gauges, Locomotive Steam**
Golden-Anderson Valve Specialty Co., Pittsburg, Pa.
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Wolfe Brush Co. Pittsburg, Pa.
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- Hammers**
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Crossen Car Mfg. Co. Cobourg, Ont.
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Toronto Pressed Steel Co. Toronto.
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The Hudson's Bay Co.
Rice Lewis & Son. Toronto.
- Headlights**
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Pyle National Electric Head Light Co. Chicago, Ill.
- Headlinings**
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- Hoisting Machinery**
Brown Hoisting Machinery Co. Cleveland, Ohio.
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Falls Hollow Staybolt Co. Cuyahoga Falls, Ohio.
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- Instruments, Surveying and Engineering**
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James Foster. Toronto.
- Interlocking Signals**
Montreal Steel Works. Montreal.
- Iron and Steel Bars**
Hamilton Steel & Iron Co., Ltd. Hamilton, Ont.
- Iron, Bar**
Taylor & Arnold. Montreal.
- Iron, Pig**
Hamilton Steel & Iron Co., Ltd. Hamilton, Ont.
- Iron Signs**
Acton Burrows Limited. Toronto.
- Iron Staybolt Bars**
Falls Hollow Staybolt Co. Cuyahoga Falls, Ohio.
- Jacks**
James Smart Mfg. Co. Brockville, Ont.
- Japans**
McCaskill, Dougall & Co. Montreal.
- Journal Bearings**
Canadian Bronze Co. Montreal.
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Kerr Engine Co. Walkerville, Ont.
Jas. W. Pyke & Co. Montreal.
St. Thomas Brass Co. St. Thomas, Ont.
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- Lamps and Lanterns**
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The Hiram L. Piper Co. Montreal.
The N. L. Piper Railway Supply Co. Toronto.
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Polson Iron Works. Toronto.
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- Locomotive Driver Brake Shoe**
American Brake Shoe & F'dry Co. Mahwah, N.J.
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Taylor & Arnold. Montreal.
- Locomotives (Compressed Air)**
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Canadian Locomotive Co. Kingston, Ont.
Locomotive and Machine Co. of Montreal.
H. K. Porter Co. Pittsburg, Pa.
- Locomotives (Electric)**
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Canada Foundry Co. Toronto.
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J. T. Gardner Chicago, Ill.
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