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See page 191.

THE RAILWAY COMMISSION.

Its Constitution, Jurisdiction and Work.

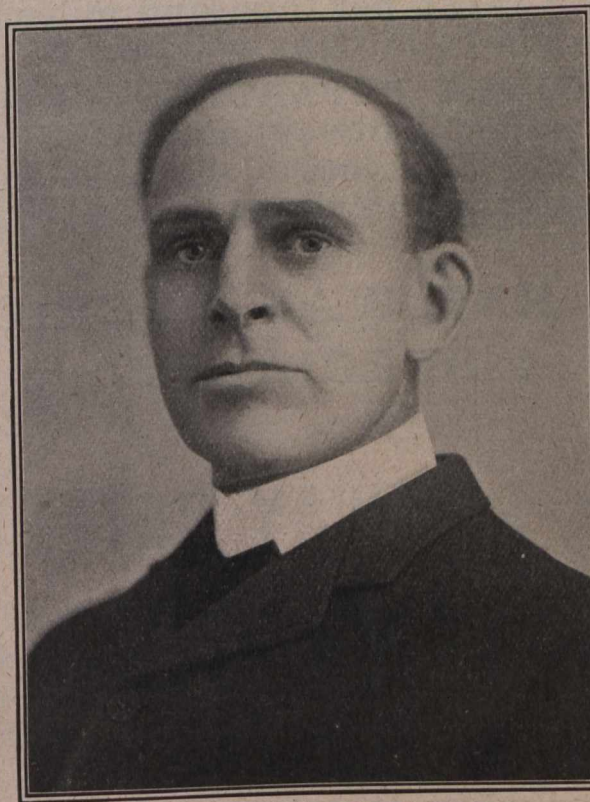
By James Mills, LL.D., one of the Commissioners.

I fear that my observations on this subject may prove to be extremely dry and uninteresting to many, because the Railway Act is a very prosy document, and the Railway Commission is composed of three matter-of-fact, hardworking men, assisted by a hardworking staff. Nevertheless, there is, I think, in the Railway Act, something of interest to thoughtful, progressive Canadians; for it deals directly with an important phase of the great problem of transportation—that part of it which we may speak of as the carriage of goods or commodities from place to place by land; and that is no ordinary problem; it is a problem of prime importance—might I not say the problem of the country? For however abundant and useful the products of our soil and the live stock on our farms, however great the quantity and excellent the quality of the timber in our forests, however varied and rich the ores in our mines, however ingenious in design and high-class in workmanship the output of our factories, they are all to a large extent valueless, unless we have a fairly efficient and not unreasonably expensive means of carrying them from the localities where they are produced to localities where they are wanted—to places where there are markets for them. Consequently, I feel warranted in saying that the problem of transportation is not an ordinary problem, but one of the utmost importance; and it is a problem of great difficulty, involving many troublesome and perplexing considerations which complainants are apt to overlook. Most people see only their own side of the cases submitted for adjudication; but the Railway Commission has to get and consider carefully the evidence on both sides; and it generally takes time to obtain the necessary information by correspondence with the railway companies or otherwise, weigh it judicially, and issue in proper form such orders as the facts and circumstances seem to warrant. Hence it frequently happens that the decisions of the Commission are not given so promptly as many think they should be.

As a Commission, we are under obligation to do everything that can fairly and reasonably be done to secure for the people of this country prompt, good, and reasonably cheap transportation—to keep the golden stream of commerce flowing swiftly and benignly past their doors; but, in our efforts to meet the wishes of the people in this respect, we must be careful not to issue orders which will result in serious injury to our transportation

companies; for anything that would destroy the credit of any of our leading railway companies or otherwise seriously cripple them, would be a calamity—would do incalculable damage to the whole country. Hence, metaphorically, if not very elegantly, I may say that, in our zeal, we must not kill the goose that lays the golden eggs.

The distinctive title of the Commission is "The Board of Railway Commissioners for



O. O. WINTER,

General Superintendent Grand Trunk Pacific Railway.

Canada"; and throughout the Railway Act it is usually referred to as "the Board." The general scope of the Act may be very briefly stated under six heads: 1. The constitution, procedure, jurisdiction, and general powers of the Board; 2. The incorporation of railway companies; 3. The construction of railways; 4. The operation of railways; 5. The traffic on railways, including passenger fares and freight rates; 6. Penalties for specific sins of omission and commission—some 46 in number, varying in amount from \$2 to \$5,000 each.

The Commission is a court of record, with very wide jurisdiction in matters pertaining to railways and railway companies; it has all the powers, rights, and privileges which are vested in a superior court, and powers much greater than the powers of any other court

in the Dominion. The findings of the Board on questions of fact within its jurisdiction are binding and conclusive; every decision or order of the Board is final; the Board is not bound by the findings or judgments of other courts; and no order, decision, or proceeding of the Board can be questioned or reviewed, restrained or removed by prohibition, injunction, certiorari, or any other process or proceeding in any court. There is a right of appeal from the Board to the Supreme Court of Canada on questions of jurisdiction, and the Board may allow appeals to the same court on questions of law; but the only body which of itself can rescind or vary any order, decision, rule, or regulation of the Board is the Governor-in-Council. The Board may review, change, alter, vary, or rescind its own orders and decisions as often as it thinks proper; and it can do of its own motion anything it can do upon complaint or application. Doubtless, the reason for giving such extensive powers to the Commission was the hope that through it, by direct, simple and informal proceedings, shippers and others having dealings with railway companies, express companies, and telephone companies, might have their disputes settled and get substantial justice without expensive litigation and the possibility of appeals carried from court to court; and the greatness of the power bestowed, imposes upon the Commission the obligation to exercise due care, deliberation, and caution in everything it does or refuses to do. It is scarcely necessary to say that the work of the Commission is very heavy.

The great Interstate Commerce Commission of the United States has been in existence for about 20 years. It was at first composed of five commissioners, who were paid \$7,500 a year each; but recently two additional commissioners were appointed, and the salary was increased to \$10,000 a year each. The Commission elects its own

chairman, aiming to get a man who is a good organizer, possessed of first-class executive ability. Mr. Knapp, the present chairman, has been on the Commission for about 16 years, and has been Chairman for 10 years. He was Chairman when there were five commissioners, and has been Chairman since the number of commissioners was increased to seven. He has taken part in the work of both commissions; and regarding the number of commissioners, he is of opinion that seven is the maximum number for efficient administration,—he doubts whether seven would be better than five,—he feels sure that five would be better than nine or more, and he thinks that when there is need (as there may occasionally be), the Commission should select and send out special men, specialists, experts, if you will, to do special work,

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PRESIDENT.

rather than have an unduly large number of men on the Commission.

One of the members of the English Railway and Canal Commission is, I understand, a practical railway man; but they have no railway experts on the U.S. Interstate Commerce Commission, and when asked about the advisability of having such men on the Commission, Chairman Knapp said "No," the work of the Commission being quasi-judicial and strictly administrative,—he had not as yet favored the appointment of experts of any kind; and he asked me whether the crystallized opinion of the country regarding the judiciary was that we should have expert politicians on the bench to try election cases, expert bankers to try banking cases, expert railway men to try railway cases, or expert business men to try cases growing out of business transactions. This is a very brief statement of the views of a keen and able man of wide experience, and as there has been some talk in this country about the need of railway experts on our Commission, it is proper that we should consider the question and see whether there really is such a need. May I ask what you mean by a railway expert—do you mean an expert in railway construction, an expert in the operation of railways, or an expert in traffic and rate-making? The experience and qualifications of these experts are very different, and suppose you could get, even for \$10,000 a year, an available man who has had a broad and thorough training in each of the three great departments of railway work, what about his work on the Commission? Would it be to solve all railway problems and settle all railway questions for the Commission? No commissioner would be allowed to do so on a commission of competent men. He could simply furnish information, give the results of his experience, and express his opinion on the points at issue, that is, do just what is done for our Commission every week, equally well, and at much less expense, by railway experts employed for the purpose—engineers, operating men, and traffic experts—men who devote their whole time and their undivided attention to the special work of their respective departments, and are not distracted, as commissioners are, by all kinds of problems; men, also, whom you can send anywhere, at any time, to make personal examination of railway terminals and railway equipment, or investigation of railway management and the books of railway companies—men, in a word, who can do for the Commission many necessary and important things which a commissioner cannot consistently do. My own opinion—concurring in by Mr. Knapp—is that a man should not be excluded from a railway commission because he happens to be an expert, whether he is a farmer, a fruit grower, a business man, a journalist, a professor, a politician, a lawyer, or a railway man, provided that, above everything else, he is clearly and manifestly a man without bias, resulting either from temperament or from training, a broad-minded man, of ability, education, clear-cut individuality, persistent industry, and undoubted capacity for work, a judicial mind, sound common sense, unflinching courage, and incorruptible integrity—a man who cannot be, directly or indirectly, influenced by personal favors, society connections, or club associations, and can always be counted on to stand firmly and strongly for justice or fair play, without regard to popular favor or personal advantage.

Each member of the Interstate Commerce Commission has constantly at his disposal a first-class stenographer at \$1,200 a year, a private secretary at \$2,000 a year, and a law clerk at \$2,500 a year. The Commission has a staff of something over 300; it spent about \$850,000 last year; and it has applied for an appropriation of \$1,000,000 for the year on which it has just entered. The Commission

has divided the country into as many districts as there are commissioners; and all ordinary railway correspondence and informal complaints from any district go at once to the commissioner who represents that district, to be disposed of by him with or without consultation with the Chairman or other commissioners. All formal complaints filed for hearing are sent to the Secretary, who has them summarized on paper of uniform size, folded and numbered; and on Monday morning of each week, just before the weekly meeting of the Commission, these formal applications are shuffled like a pack of cards by a committee of three; and the first drawn is allotted to Commissioner A, the second to Commissioner B, the third to Commissioner C, and so on to the end of the list; then back to A, and round in a circle till all are distributed. Next week, the committee will commence its distribution at the point where it left off this week; and when an application is allotted to a commissioner, he is responsible for it till it is finally disposed of. In this way there is a fair and complete division of labor; each commissioner is fully occupied all the time; and in case there is undue delay in disposing of an application, it is known who is responsible. Over 50% of the cases formally adjudicated by the Interstate Commerce Commission are, I understand, heard by one commissioner, a considerable number by two, and a much smaller number by three. When a commissioner hears a case, he reports upon it as soon as possible, giving his findings, his conclusions, with his reasons therefor, and an expression of his opinion as to the action which should be taken. This opinion or judgment is at once printed; a copy of it in galley form is sent to each commissioner, and as soon as possible thereafter it is brought to the attention of the Commission at a weekly meeting, when it is carefully considered and freely discussed as to the findings, the law, the conclusions, the form, the composition, and the punctuation; and all such judgments, when finally approved, are promptly printed and distributed in pamphlet form—each case in a separate pamphlet. When two or three commissioners hear a case in the absence of the Chairman, the chair is taken and the case reported upon by the commissioner who is senior in time of appointment. The Interstate Commerce Commission has very little to do with the physical side of railways, that is, with the matter of railway construction and railway operation; it has large powers of investigation; it collects and tabulates statistics regarding railways, railway accidents, etc.; and it is dealing with the method of keeping railway accounts; but it devotes the greater part of its time and attention to the question of rates, discrimination, rebates, overcharges, refunds, etc.; and all its decisions and orders are subject to appeal to the state courts and to the U.S. Supreme Court.

The work of the Canadian Commission is much broader, much heavier, and equally difficult, including railway construction and the operation of railways, as well as the question of railway rates, rate-making, discrimination, etc., not to speak of telephone and express company rates and management. The things requiring constant attention under the heads of railway construction and railway operation are very numerous. We have the location and inspection of new lines of railway; the taking and using of lands of other companies and of private individuals; the construction of branch lines, spurs, or sidings; the crossing of one railway by another; highway crossings; farm crossings; the carrying of telegraph, telephone, electric light, and electric power wires over the right-of-way and tracks of railway companies; the construction of sewers and the laying of water-pipes under railways; the fences, gates and cattle-guards required in railway construction; the location, character, and suitability

of railway stations; especially the widespread and urgent demand for additional crossings over railways in the towns and villages of the west; the everlasting question as to the protection required at highway and street crossings in cities, towns, villages, and rural municipalities throughout the Dominion, and the division of the cost involved in such protection as may be ordered—all this and much more under the head of construction.

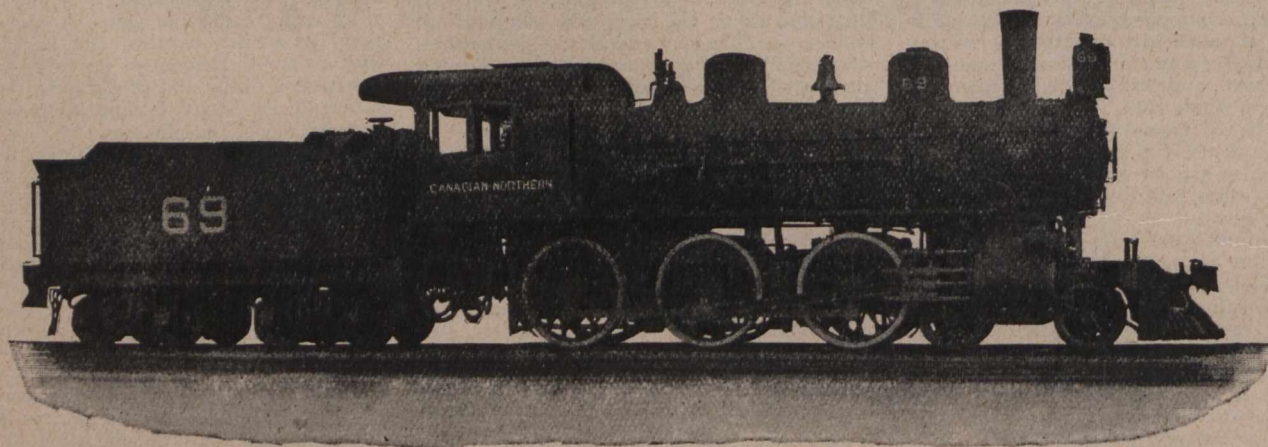
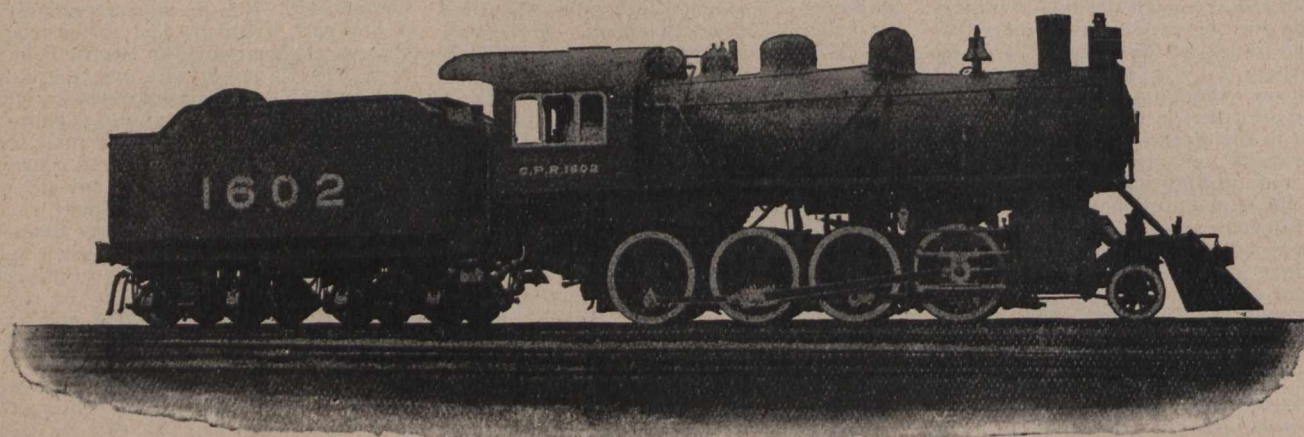
Think of all the railways in the Dominion and the hundreds upon hundreds of railway stations in the different provinces, and take into account two or three facts to show the amount of work which our Commission has, over and above what is assigned to the U.S. Interstate Commerce Commission: 1st. No railway company in any part of Canada can construct a branch, spur or siding which will cross or run along any street or highway or touch any property other than that of the railway company, without an order from the Commission. 2nd. No company or individual in any part of Canada can carry a telegraph wire, a telephone wire, an electric light wire, or an electric power wire over the right-of-way and track of a railway company, without an order from the Railway Commission. 3rd. No city, town, village, or rural municipality in any part of Canada can construct a sewer or lay a water pipe of any size or description under a railway, without an order from the Railway Commission. Remember, I have no complaint about this work, because the intention in every case is to protect the travelling public and see that the rights of all parties, of private citizens and railway companies alike, are duly considered and protected. In passing, I may refer to the fact that the Board some time since ordered a change in the method of lighting C.P.R. passenger trains, and directed all Canadian railway companies to equip their passenger trains with fire extinguishers, by putting one in an easily accessible place, at each end of every passenger, express, and baggage car, with a view to prevent as far as possible the destruction of life and property by fires such as frequently occur in connection with railway collisions, run-offs, etc.

Further, I desire to offer a few words of comment under this head. First, I would call your attention to the fact that we have, as intimated above, a constant demand for crossings through long railway yards which divide many of the towns and villages in the Western provinces. The inconvenience and loss of time resulting from the lack of such crossings are so great that the people are very determined and persistent in their appeals for relief; and we are at a loss what to do, because crossings through railway yards are usually dangerous and always interfere more or less with the operation of trains; and the cost of building bridges or constructing subways, unless it is equitably divided among those who are interested and reasonably able to pay, is out of the question. Second, I need not remind you of the loud and frequent complaints from all parts of the older provinces about the lack of proper protection at street and highway crossings. These complaints are constant; and, again, we are at a loss, in very many cases, because of the greatness of the cost involved. These problems demand solution; and it is manifest that the cost of installing and operating gates, building bridges, and constructing subways, in order to secure reasonably necessary crossings through long railway yards, and provide the protection required at street and highway crossings, throughout the Dominion, would be a very oppressive burden upon the strongest of our railway companies and would almost bankrupt the weaker ones; therefore, I think the time has come when Parliament should deal with these questions by special legislation, as has been done in the State of New York and in some other

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states across the line,—fixing the terms as to where, when, and under what conditions crossings shall be made or protection ordered, and providing for a fair and reasonable distribution of the cost. Wherever these questions have been dealt with in the United States, the cost has been imposed, in different proportions, upon the railway company, the municipality or municipalities, and the state.

Under the head of the operation of railways we have the question of the accommodation necessary for receiving, carrying, and delivering traffic; the rules for the running of trains; the handling of trains in transit; the handling of trains in yards; interswitching between railway companies; the protection of property; the protection, safety, accommodation, and comfort of the public and of the employes of the companies; the safety appliances required on engines and cars; the condition of rolling stock; car shortage and car distribution; complaints about unreasonable delays in transportation; precautions at railway crossings; obstruction of highway traffic; passenger train connections; transportation of dangerous commodities; the packing of frogs and care of switches in railway yards; and the investigation of accidents to the public and to railway employes. The Board has given a great deal of time and attention to the investigation of accidents on our lines of railway and in railway yards throughout the Dominion; and all the while the number of such accidents has been rapidly increasing,—from various causes, especially I think the following: the congestion of railway traffic for some time past; an increase in the breakage of steel rails, possibly from defects in structure and may be from the use of much heavier engines and cars; the lack of discipline and due sense of responsibility among railway men; and the employment of inferior and inexperienced men and boys in responsible positions. The Board has been looking sharply after the railway companies regarding the arrangement and condition of their yards, the location and condition of switches, the use of necessary yard lights, the condition of their rolling stock, and the use of safety appliances on their cars and engines; it has also done what it fairly and reasonably can in directing the attention of attorneys-general to cases which seem to call for careful consideration and possible action, with a view to the protection of the travelling public and the employes of the railway companies; and action has been taken in a considerable number of cases, but with very meagre results, because, under present conditions, the public mind, as represented by the average jury, seems strongly opposed to the punishment of men for negligence or recklessness in the management of railway yards, the handling of cars, or the running of trains, even when the results are fatal, the offences wholly inexcusable, and the evidence most clear and convincing.

Under the head of traffic, the question is whether, with the telephone and express companies to look after and the great amount of work to be done under the heads of railway construction and operation, the Commission can give due attention to the larger and much more difficult questions which arise in the traffic department—questions as to passenger fares and freight rates, freight classification, discrimination, rebates, overcharges, refunds, etc.; and my answer is that we have been able to give a good deal of attention to the settlement of questions and the solution of problems regarding railway rates throughout the Dominion—work which has removed many grievances and saved the country very many thousands of dollars. If I had time I would be glad to state the results accruing from a large number of orders issued for the reduction, adjust-

ment, and regulation of passenger fares and freight rates; but I can merely refer to a few of the most important orders, without going into details. There are on our files 50 or 60 orders regarding freight rates, not to speak of passenger fares; but I have not time to do more than quote a few figures.

Note a few concrete examples of reductions in rates consequent upon orders of the Commission, taking a standard car of 30,000 lbs. in each case: Fruit—reductions from a single station, St. Catharines, Ont., to Montreal, on pears, \$45 a car; on staple tender fruits, \$21 a car; on apples, pears, etc., to Winnipeg, \$54 a car; to Brandon, \$72 a car; and on pears and standard tender fruits to other points, east and west, in like proportion. Glass bottles, Wallaceburg to Toronto, \$15 a car, and to Hamilton, \$18 a car. Coopers stock, Chatham and Wallaceburg to Montreal (local and export), \$4 a car. Split peas, Toronto to St. John, N.B. (export), \$9 a car. Cattle, Windsor and Sarnia to Montreal, \$4.50 a car. Metallic shingles, Toronto to Winnipeg, \$30 a car, and to Strathcona, Alberta, \$123 a car. Grain, shipments between local points (reduced to same rate as flour), say, Thamesville, Ont., to Montreal, \$24 a car. Grain for export, from Windsor to Montreal, \$6 a car; from Owen Sound, \$7.50 a car; from Guelph, \$9 a car; and from Toronto, \$6 a car. Beans, Chatham to St. John, \$16.50 a car. Packing-house products, Toronto to Montreal (export), \$3 a car. Wall paper, Toronto to Montreal, \$15 a car. All transcontinental traffic, Eastern Canada to British Columbia terminals, \$15 a car; also a re-adjustment of rates from distributing centres west of Montreal, so as to place them on a fair basis; and a general overhauling of the rates on traffic from Ontario points eastbound, reducing and re-adjusting them so as to abolish the discrimination which has hitherto existed in favor of Detroit, Port Huron, and other points in Michigan as compared with Windsor, Sarnia, Chatham, and other points in Western Ontario. The order providing for these far-reaching and very important re-adjustments has made extensive reductions in all rates from points in Western Ontario to Montreal, Ottawa, and other points east as far as St. John, Halifax, and Sydney; for example, Windsor to Montreal, \$26 a car; St. Catharines to Montreal, \$30 a car; St. Thomas to Quebec, \$54 a car, and so on.

I might go much further in this line, but I wish to refer, in a word, to another side of the question before I close. Speaking of the shipping of fruit, I am glad to be able to inform you that the considerable reduction in rates, has resulted in a very large increase in the carload traffic in fruit. Take St. Catharines, the point referred to in speaking of the reduction in rates on fruit. When the reduction was made, three and a half years ago, a little over 10 cars of fruit were shipped from St. Catharines to Winnipeg and other points west; and during the season just closed, a rather poor one for fruit, something over 100 cars of mixed lots of fruits—that is, ten times as much—was shipped from the same station to the same destination. I sincerely hope that in the case of every order for reduction of rates, especially in the case of the last and farthest-reaching of all our rate orders, the result may be the same.

The following statistics respecting the Commission's work may prove of interest: In 1907, there were as follows: applications, 2,600; letters filed, 18,984; letters sent, 18,311; orders issued, 1,816; public sittings, 66; applications heard, 321; freight tariffs on file, 67,371; passenger tariffs, 9,035; express tariffs, 7,013; telephone tariffs, 3,518,—or total rate tariffs, 86,937.

The foregoing was given by Mr. Mills as an address at a luncheon of the Ottawa Canadian Club recently.

Rolling Stock Orders Not Cancelled.

From the Toronto Globe, Jan. 25, 1908:

"On all hands it is announced that railways have cancelled their orders for rolling stock. For the past few years, when it was pointed out to the transportation companies that their rolling stock was inadequate to the demands of their patrons, the reply invariably was that the manufacturers of rolling stock had orders for a year ahead, and that the railways were buying all the rolling stock that it was possible to get hold of. Now, what should be the present policy of the railways? Should the rolling stock factories be working on short time? As soon as this little sag in business is over, the demands on the railways will revive in greater magnitude than ever, and every road will be short of rolling stock. Provision of a businesslike kind would suggest that the output of cars should not stop, but go right on."

From the Toronto Globe, Feb. 6, 1908:

To the Editor of the Globe: In an editorial paragraph in a recent issue you said: "On all hands it is announced that railways have cancelled their orders for rolling stock," and, after commenting on this, you added: "Provision of a businesslike kind would suggest that the output of cars should not stop, but go right on." When I read the paragraph I felt convinced that you had been misinformed, as it is part of my business to keep track of orders placed by the various Canadian railways for rolling stock, of which I receive official intimation, and I had not received any advice of any orders having been cancelled. But so as to admit of no possible doubt, I at once communicated with the managements of the four principal Canadian railways, viz., the Canadian Pacific, the Grand Trunk, the Canadian Northern, and the Intercolonial, and also with the various Canadian locomotive and car builders.

Officials of the four railways above mentioned assure me that none of their orders have been cancelled, and all the builders of rolling stock state that they have not received any cancellations of orders. The manufacturers giving me this information include all the principal rolling stock makers in Canada, viz., the Canada Foundry Co., Toronto; the Canadian Locomotive Co., Kingston, Ont.; the Locomotive and Machine Co. of Montreal; the Canada Car Co., Montreal; the Crossen Car Manufacturing Co., Cobourg, Ont.; the Dominion Car and Foundry Co., Montreal; the Hart-Otis Car Co., Ltd., Montreal; and Rhodes, Curry & Co., Amherst, N.S. Their replies show that not only the larger roads, but also the others, have not cancelled any orders.

As a matter of fact large rolling stock orders have been placed recently. Notably, the Grand Trunk has ordered 100 locomotives, the Canadian Pacific has placed one order for 400 steel cars, besides a number of smaller orders, and the Intercolonial has ordered over 400 cars.

Among the letters I have received a car-building firm writes: "In place of there being any cancellations, we have recently sold 500 cars." And a Superintendent of Motive Power writes: "We are placing orders instead of cancelling them, and have this month ordered 410 cars."

I am sure you would be pleased to give publicity to these facts.

ACTON BURROWS,
Managing Director THE RAILWAY AND
MARINE WORLD.

From the Toronto Globe, Feb. 7, 1908:

"While regretting the necessity for retrenchment and economy by so many American railways, and appreciating that the Dominion must feel every material change



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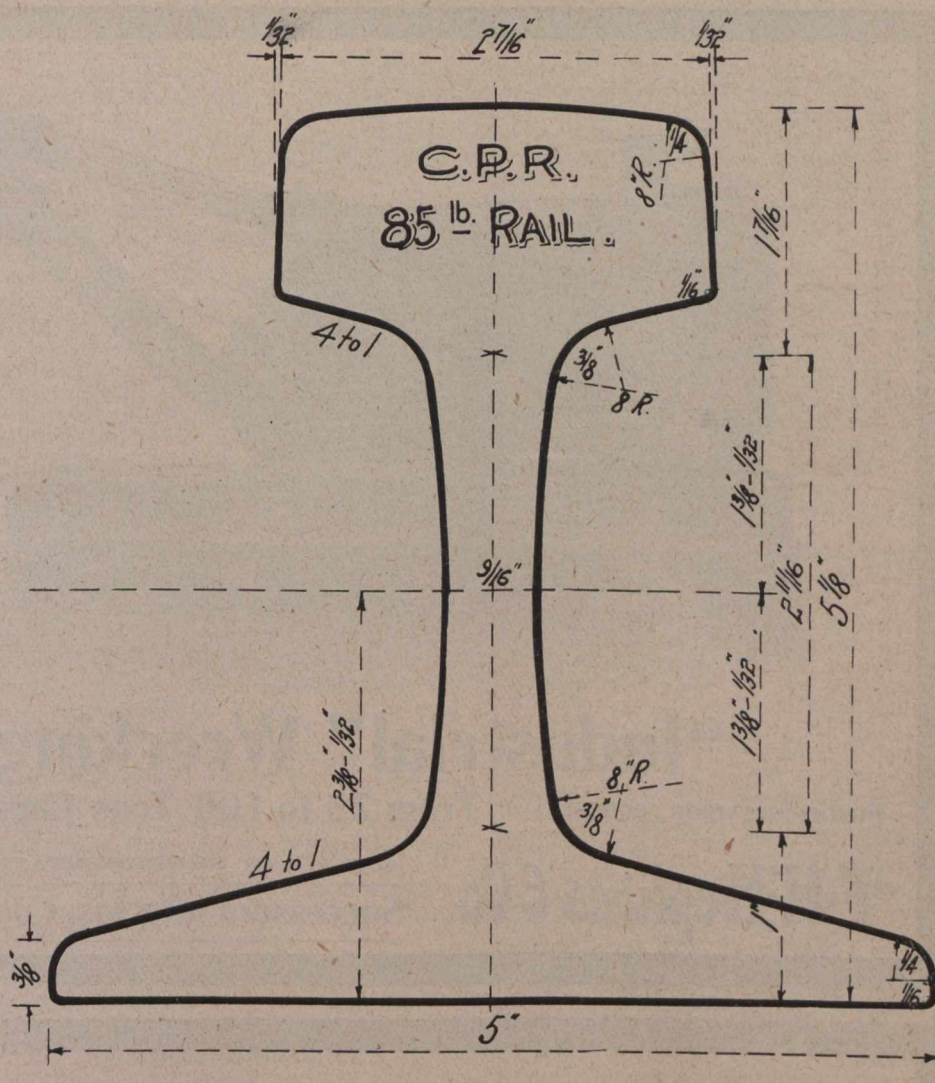
in commercial conditions across the line, it is gratifying to record continuous activity on the part of leading Canadian railways. Instead of falling in with the prevailing habit of cutting down outlays, the Canadian systems have wisely taken advantage of the passing depression to increase and improve their equipment. This line of policy is at once a gratifying assurance of the sound financial condition of our railways, and a corrective influence tending to prevent commercial depression. It is also a profitable line of policy for the railways. In carrying on equipment work at the present time they escape the restlessness of workmen and the demands of high wages almost inevitable in periods of activity. Both labor and material are abundant, and every facility is afforded for the prompt filling of orders. Mr. Acton Burrows, of THE RAILWAY AND MARINE WORLD, has written to The Globe some facts regarding current activity in perfecting railway equipment in Canada, citing the Grand Trunk's order for 100 locomotives, the Canadian Pacific's order for 400 steel cars, and the Intercolonial's order for 400 cars. There has been no cancellation of orders for equipment by Canadian railways. One car-building firm has recently received an order for 500 cars, and a Superintendent of Motive Power is quoted as having placed orders during the present month for 410 cars.

"The record of activity on the part of Canadian railways has been supplemented by the testimony of all the leading locomotive and car works in Ontario and Quebec. They are without exception profiting by the policy of the Canadian railways in choosing a period of comparative depression for improving their equipment. This will not only be directly profitable to the carrying corporations taking advantage of the abundance of labor and material, but will put them in a good position to improve their opportunities as soon as railway business revives.

"The railways and other great employing corporations pursuing a course calculated to relieve a period of depression should be accorded all possible assistance by the financial institutions of the Dominion. It is known that many firms perfectly solvent have been forced to restrict operations owing to the refusal of banking accommodation. This, though extremely unfortunate, had to be regarded with leniency during the time when an accidental and unfounded rumor might have precipitated a disastrous run on the soundest of our financial institutions. But now that the storm has passed without serious damage, the banks are in a position to more freely consider their obligations to the business community. When the leading railways are continuing the energetic improvement of their equipment, thus counteracting a tendency toward business depression, they should be accorded every possible assistance by the banking corporations. The sooner our leaders of industry and finance perceive that the danger is past the sooner will we feel a full revival of the activity of a few months ago. The railways are taking the lead, and other lines of enterprise should give them support."

At the annual meeting of the Canadian Transfer Co., Ltd., held in Montreal recently, H. Paton, C. Cassils, G. R. Starke, Sir H. Montagu Allan and W. C. McIntyre, were re-elected directors. F. M. McRobie is Manager and Secretary.

An arrangement has been made between the Wabash Rd. and the Pere Marquette Rd., by which the rolling stock of the first mentioned line used in Canada will be repaired at the P.M.R. shops at St. Thomas, Ont., instead of being sent to Fort Wayne, Ind., as heretofore.



The Canadian Pacific Railway's New Rail Section.

The C.P.R. has adopted a new section of 85-lb. rail, as shown in the accompanying illustration. It varies from the American Society of Civil Engineers' section by having a heavier base and having the upper and lower portions of the web reinforced. It is believed that this section of rail will admit of cooler rolling, on account of the more uniform distribution of the metal throughout the rail, which will give a stronger and better wearing rail than the previous standard section. We are indebted to F. P. Gutelius, Assistant Chief Engineer, for the drawing

from which our illustration is made and also for the following additional particulars:

VERTICAL INERTIA 29.492. HORIZONTAL INERTIA 7.139.

	AREA PERCENTAGES	COOLING PERCENTAGES	VERTICAL SECTION MODULUS	HORIZONTAL SECTION MODULUS
HEAD	36.77	1.965	10.425	
WEB	22.21	3.081		
BASE	41.02	2.875	12.84	2.855
TOTAL	100.00	2.586		

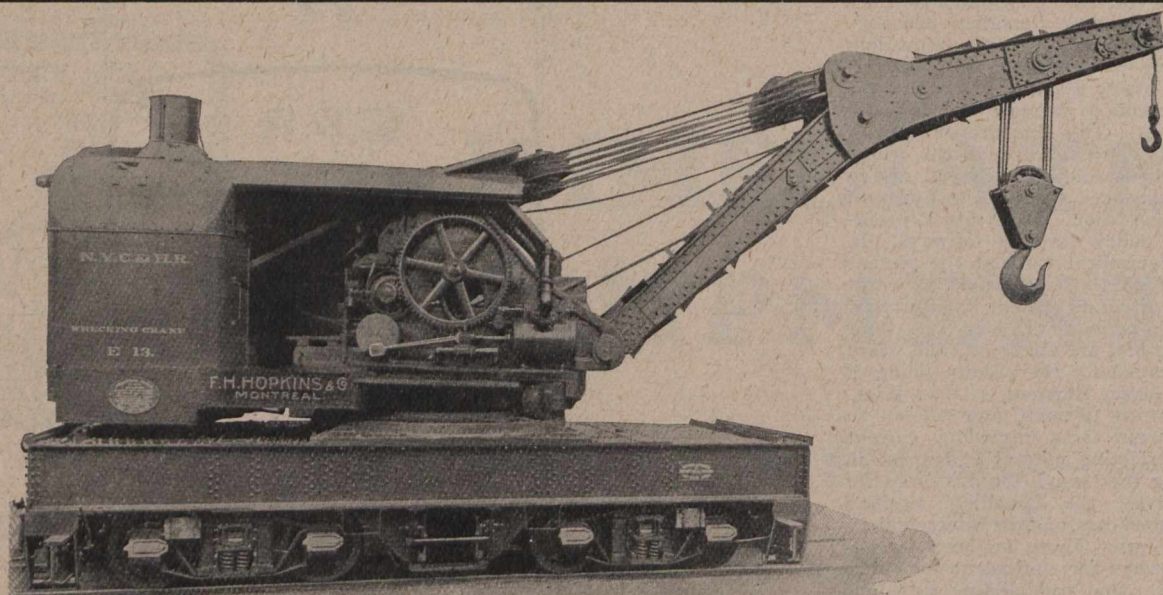
Kettle Valley Railway Lines.

Hon. R. W. Scott, replying to a question put by Hon. J. A. Loughhead in the Senate, Feb. 11, said no reason whatever had been assigned by the Kettle River Valley Ry. Co. for failing to send in statistical returns for the year ended June 30, 1907. Demands had recently been made upon the company's officers for the fulfilment of the statutory requirements in this regard, and if these requests were not complied with the case would be submitted to the Department of Justice. A contract was entered into with the company on June 6, 1907, for the extension of its railway from Grand Forks to 50 miles up the North Fork and West Fork of the Kettle River, voted in lieu of the subsidy voted in 1903. There had been paid as follows: 40% of subsidy due on 43.40 miles of railway, from Grand Forks towards North Fork of Kettle River, ordinary subsidy \$3,200 a mile for 43.40 miles—equals \$138,880;

additional subsidy of 60% of \$3,200 per mile, equals \$1,900 per mile for 43.40 miles, or \$83,328; ordinary subsidy, \$138,880; plus additional subsidy, equals \$222,208; 40% of \$222,208 equals \$97,771.52.

Railway Taxation in British Columbia.

The British Columbia Legislature has under consideration a bill having for its object the amending of the Railway Assessment Act of 1907, by the addition of a new section to be numbered 6a. The new section authorizes the Lieut.-Governor-in-Council to grant to any railway company an exemption from the assessment and tax imposed by sec. 6, for a period not exceeding 10 years from the date of completion of any railway which may be completed after Jan. 1, 1908; the date of such completion shall mean the date of the certificate of the Land and Works Department that the railway is open for traffic and passengers.



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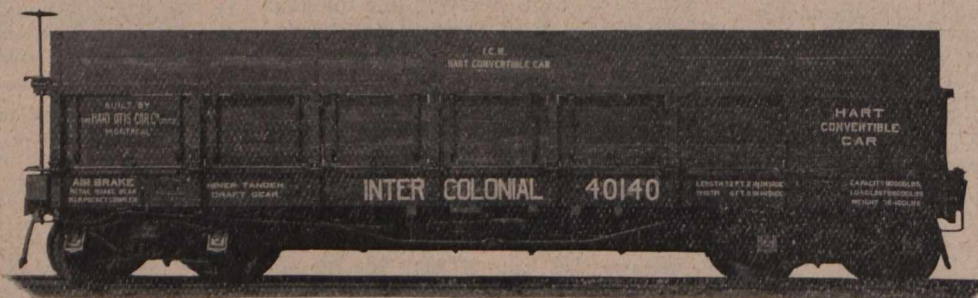
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March Birthdays.

Many happy returns of the day to
 W. G. Annable, General Baggage Agent C.P.R., Montreal, born at Ottawa, Mar. 3, 1875.
 P. S. Archibald, C.E., General Manager Elgin and Havelock Ry., Moncton, N.B., born at Truro, N.S., Mar. 21, 1848.
 C. N. Armstrong, ex-General Manager Atlantic and Lake Superior Ry., Montreal, born at Maskinonge, Que., Mar. 19, 1850.
 A. H. Baird, C.P.R. Ticket Agent, Paris, Ont., born at Montreal, March 1, 1834.
 R. W. Bishop, resident engineer C.P.R., Ottawa, born at Owen Sound, Ont., Mar. 18, 1884.
 D. E. Brown, ex-General Superintendent C.P.R. Trans-Pacific Steamship Service, Vancouver, B.C., born at Owen Sound, Ont., Mar. 20, 1855.
 G. J. Bury, General Manager C.P.R. Western Lines, Winnipeg, born at Montreal, Mar. 6, 1866.
 Allan Cameron, General Traffic Agent, C.P.R., for Great Britain and Europe, London, Eng., born near Owen Sound, Ont., Mar. 14, 1864.
 F. G. J. Comeau, General Freight Agent Dominion Atlantic Ry., Halifax, N.S., born at Meteghan River, N.S., Mar. 10, 1859.
 A. E. Cox, Storekeeper Canadian Northern Ry., Winnipeg, born at Huddersfield, Eng., Mar. 12, 1863.
 Hon. L. J. Forget, President Montreal Street Ry. Co., born at Terrebonne, Que., Mar. 11, 1853.
 C. O. Foss, on survey National Transcontinental Ry. in New Brunswick, born at Wentworth, N.H., Mar. 20, 1852.
 H. W. Gays, General Manager Ottawa and New York Ry., Ottawa, Ont., born at Brant, Erie co., N.Y., Mar. 21, 1848.
 F. Grundy, Vice-President Quebec Central Ry., Sherbrooke, Que., and President Temiscouata Ry., born at Bury, Lanc., Eng., Mar. 28, 1836.
 J. Halstead, Assistant General Freight Agent, C.P.R., Calgary, Alta., born at Bracebridge, Ont., Mar. 2, 1877.
 R. M. Hannaford, Engineer Permanent Way, Buildings and Bridges, Montreal Street Ry., Montreal, born there, Mar. 22, 1865.
 W. Harty, M.P., President Canadian Locomotive Co., Kingston, Ont., born in Biddulph tp., Middlesex, Ont., Mar. 8, 1847.
 C. A. Hayes, Assistant General Freight Agent G.T.R., Chicago, Ill., born at West Springfield, Mass., Mar. 10, 1865.
 C. B. Hibbard, General Manager Quebec, Montreal and Southern Ry., and Napierville Junction Ry., Montreal, born at St. John's, Que., Mar. 31, 1858.
 J. Hobson, Consulting Engineer G.T.R., Hamilton, Ont., born at Guelph, Ont., Mar., 1834.
 F. Lee, Division Engineer C.P.R., Winnipeg, born at Chicago, Ill., Mar. 7, 1873.
 R. W. Long, Division Freight Agent G.T.R., Hamilton, Ont., born at Appin, Ont., Mar. 20, 1873.
 C. E. Lytle, General Superintendent Duluth, South Shore and Atlantic Ry., Marquette, Mich., born at Newark, Ohio, Mar. 2, 1859.
 D. D. Mann, Vice-President Mackenzie, Mann & Co., Ltd., and 1st Vice-President Canadian Northern Ry. Co., Toronto, born at Acton, Ont., Mar. 23, 1853.
 J. M. McKay, Trainmaster C.P.R., Portage la Prairie, Man., born at Tiverton, Ont., Mar. 13, 1868.
 Owen McKay, ex-Chief Engineer, Lake Erie and Detroit River Ry., Walkerville, Ont., born in Ross tp., Renfrew co., Ont., Mar. 13, 1848.
 D. J. Murphy, Jr., Assistant Traffic Super-

intendent and Trainmaster, Dominion Atlantic Ry., Kentville, N.S., born at Caledonia, Ont., Mar. 3, 1874.

W. C. Orchard, Chief Freight Tariff Bureau, C.P.R., Montreal, born in London, Eng., Mar. 16, 1865.

R. Patterson, Master Mechanic G.T.R., Stratford, Ont., born at Brantford, Ont., Mar. 13, 1860.

F. W. Peters, Assistant to 2nd Vice-President, C.P.R., Winnipeg, born Mar. 25, 1860.

E. H. Sewell, City Passenger Agent C.P.R., Sherbrooke, Que., born at Quebec, Mar. 17, 1875.

J. F. Slocum, Secretary-Treasurer International Ry. Co., Buffalo, N.Y., born at Geneva, N.Y., Mar. 25, 1876.

C. J. Smith, General Manager Richelieu and Ontario Navigation Co., Montreal, born at Hamilton, Ont., Mar. 10, 1862.

G. Sommerville, Agent Merchants Line Steamers, Toronto, born at Kingston, Ont., Mar. 21, 1855.

W. Y. Soper, director Ottawa Electric Ry. Co., Ottawa, Ont., born at Oldtown, Me., Mar. 9, 1854.

J. N. Sutherland, ex-General Freight Agent C.P.R., Atlantic Division, Oakville, Ont., born at Sydney, N.S., Mar. 17, 1843.

E. J. Travers, Manager British Columbia Car Service Bureau, Nelson, B.C., born at Hamilton, Ont., Mar. 31, 1872.

W. F. Tye, ex-Chief Engineer C.P.R., Montreal, born at Haysville, Ont., Mar. 5, 1861.

G. W. Vaux, Assistant General Passenger and Ticket Agent G.T.R., Chicago, Ill., born at Montreal, Mar. 21, 1866.

H. Wallis, ex-Chief Mechanical Superintendent G.T.R., Montreal, born at Derby, Eng., Mar. 10, 1844.

D. O. Wood, General Freight Agent for Ontario, Allan Line Steamships, Toronto, born at Kleinburg, Ont., Mar. 16, 1864.

Discipline on the C.P.R.

The assistant general managers of the eastern and western lines issued circulars as follows, Feb. 1: "Commencing this date, discipline will be administered as under: It is the intention to insist on a more rigid compliance with the company's rules and regulations, which are made for the protection of the lives of the public and employes, as well as for the protection of the company's property. All employes will start with a clean record beginning this date. Any exceptional service rendered will be credited to the employe's record. A weekly discipline list will be issued on each division. This list will show cause, extent of discipline, or action and extent of reward. Employes will, as heretofore, be subject to summary dismissal for insubordination, drunkenness on or off duty, using intoxicating liquor when on duty, frequenting saloons or places of low repute, incompetency, dishonesty, failing to carry out train orders and rules respecting train movement. Where previously discipline was meted out by suspension, demerit marks will be placed in the record of an employe. For every repetition of an offence by the employe the number of demerit marks will be doubled. When the demerit marks against any employe number 60, his services will be dispensed with. For every 12 consecutive months' good service, free from demerit marks, an employe will have 20 demerit marks deducted from those that may stand against his record. Employes will be advised when demerit marks are recorded against them, the same as they have hitherto been advised respecting disciplinary measures."

Transcontinental Railway Contracts.

"A Contractor" writes the Toronto Globe as follows: "I have read with interest the advertisement inviting tenders by the Commissioners of the Transcontinental Railway for six sections. The accepted checks to accompany the tenders for three of the sections are to be for \$100,000 each, and for two of the sections \$75,000 each, and for the other section \$150,000. I would like to ask how many contractors or contracting firms there are in Canada that can tender on these different sections, and put up these large checks, and then give the additional security, which means another accepted check in case they are awarded any of the work, and carry it on without getting large accommodation or assistance from the banks, and any business man can tell you what help the banks are ready and willing to give during the present money stringency, and in case the bank furnishes the necessary funds it is the bank that is really the contractor.

"In the opinion of many the Railway Commissioners, while no doubt meaning well, are making two serious mistakes, viz., the work is being let in too large sections, and the checks to accompany the tenders are out of reach of the ordinary contractors, the distance in miles of the six sections now advertised to be let being as follows: 39 miles, 67 miles, 31 miles, 52 miles, 100 miles and 75 miles. It would be much better in many ways if the contracts were let in 10 or 20 mile sections, or, another way, divide the work up in money values to the amount of \$100,000 or \$200,000, still keeping it in miles, etc. Then there would be a chance for the smaller but competent railway contractor. This would also to a large extent do away with the trouble experienced last year in procuring men or help to do the work, as almost every contractor, or contracting firm, has a number of men or a following that they can place on their contracts, and with these there could and would no doubt be distributed a large number of the unemployed, who have had no experience in railway construction work, but who would soon acquire it.

"Some will say, why not let the ordinary or smaller contractor sub-contract from the party getting the large contract? Now, this is not desirable, for several reasons, one being the ever-present fear of loss, or failure, etc., on the part of the original contractor, which is avoided in case the contract is direct with the Commission.

"The C.P.R. in building their Toronto to Sudbury line, a distance of over 200 miles, did not ask for any check to accompany the tenders received, nor did they require the contractors to whom the different contracts were awarded to put up deposit or security checks, and no doubt they gained in doing this, but they no doubt assured themselves of the competency, financial and otherwise, of the contractors to whom the contracts were given before they awarded them the work.

"There are hundreds of contractors in Canada to-day who could help build the G.T. Pacific Ry., if they were given the opportunity. What is to hinder the half dozen or so firms of contractors that will tender—owing to the large and out of reason security checks that are required—getting together, and the result being that each would get a section?

"In discussing this matter with a member of Parliament he said he understood that one reason why the work was let in such large sections was that it was easier to deal with one firm than with several. This is nonsense. A division engineer has charge of, say, from 50 to 100 miles, while each 10 or 12 miles of railway construction work

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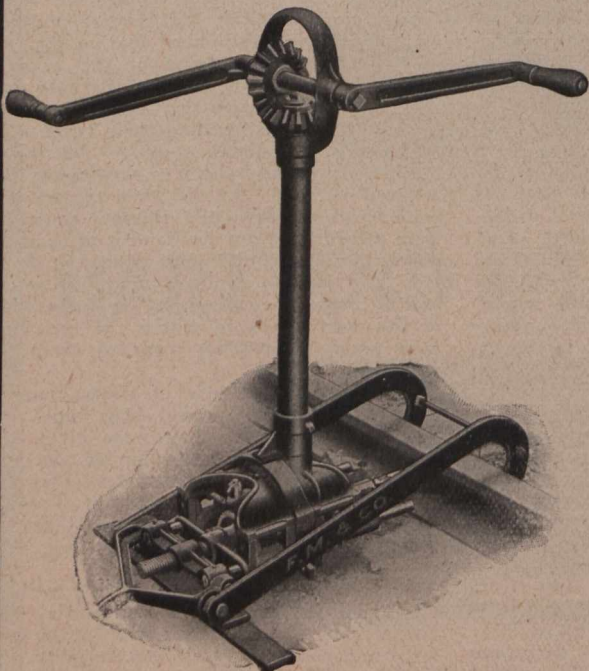
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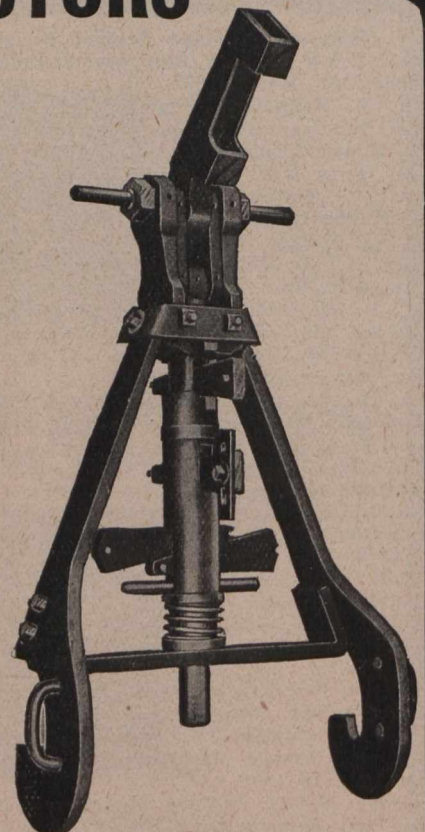


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has a resident engineer, and as regards officials or office hands at Ottawa, there is no scarcity, and more can be got if required.

"The net result of the present system will likely be that two or three, or, at the most, a half a dozen wealthy men or corporations will get the whole at higher prices than would otherwise prevail if the work was let in smaller portions, as it should be. The above is not written in an antagonistic spirit to the Dominion Government or the Trans-continental Commission, but with the idea and hope of an improvement."

Toronto Union Station, Tracks, Etc.

A conference was held in Toronto, Feb. 4, between representatives of the C.P.R. and G.T.R., and of the City Council and Board of Trade, on the question of tracks, etc., in connection with the proposed Union Station. The following report, signed by F. P. Gutelius, Assistant Chief Engineer C.P.R.; H. G. Kelley, Chief Engineer G.T.R., and E. Wragge, Consulting Engineer, was presented, with the endorsement of Sir Thos. G. Shaughnessy and C. M. Hays, for the two railway companies:

"The undersigned have considered the question involved in the separation of grades between the streets and the railway lines along the water front of the city of Toronto, and the report thereon of Messrs. Berrian and Moyes, engineers, as presented to the Toronto Board of Trade, and would observe thereon:

"Dealing with the report of Messrs. Berrian and Moyes (as published in THE RAILWAY AND MARINE WORLD of Oct., 1907), the suggestion that four tracks only, except the Union Station tracks, should be elevated along the water front from Bathurst St. Jct. to Cherry and Vine Sts., near the Don River, and that certain service tracks should remain on the present level on both sides of the proposed elevated tracks or viaduct, is open to the objection that the operation of such service tracks will be attended with more danger than the operation of all tracks as at present constructed, owing to the impossibility of any one passing through the subway under the viaduct seeing an engine or cars approaching the crossing on the other side of the viaduct until danger of collision is imminent.

"To reach such service tracks, all train movements of both companies between the main distributing yards and the Esplanade district will require to be made as far east as the Don River, and return through subways under the viaduct. This will involve the movement of all cars over a distance of from $3\frac{1}{2}$ to $3\frac{3}{4}$ miles and return as compared with one mile and return under present conditions. Assuming that 40,000 cars are handled per annum by both companies, the extra engine and car mileage involved by the proposed change will be 200,000 miles. Owing to the curtailment of the switching facilities and the magnitude of the operations involved, we consider it impracticable to handle even the present business transacted on the Esplanade under the proposed arrangement. These objections apply to the district east of Church St.

"West of Church, as far as York St., on the Esplanade, and southerly, all tracks on the level leading to the wharves and existing industries are eliminated. A subway substituted for the York St. bridge and the eastern portion of the C.P.R. yards is taken away, almost destroying its usefulness, the yard being transformed from a double-ended yard to a stub-end yard. We can see no practical way by which this damage to the C.P.R. yard can be lessened if the viaduct plan is adopted. We have not attempted here to criticize their report in detail, although we find many serious objections and difficulties to which attention has not been given.

For example, the bridge at the foot of John St. leading to the city water works, as is admitted, must be removed. Under this arrangement no method of crossing the railway tracks at this point is practicable. A grade of about 8% is required from the top of the present bridge at the foot of Spadina Ave. to the proposed subway under the viaduct, allowing a headway of $12\frac{1}{2}$ ft.

"Dealing with the general principle of track elevation as applied to the existing conditions in the district under consideration, we can see no practicable method of separating grades by means of a viaduct as suggested. If the sidings or team tracks on the Esplanade are elevated, their usefulness is completely destroyed, as they are used for the delivery and receipt of carload freight by teams.

"Under the provisions of the Windmill Line agreement the city is obliged to complete the building of Lake St. easterly from Yonge St., and fill in the extension of the several streets leading thereto from the south side of the Esplanade to Lake St. during 1908. This provides sufficient room south of the Esplanade to admit of the construction of overhead bridges with easy grade leading from Front St. over the railway tracks between Parliament St. and Yonge St.

"We have given careful consideration to the various questions involved in the separation of grades along the water front from the Don River on the east to the Humber River on the west, and we are of the opinion that the following general plan is the best solution possible to provide both for the present and future interests of the public and for the necessities of the railways: Retain the tracks at the present level from the Don River to about Yonge St. and carry the following streets over these tracks by means of steel bridges, viz., Parliament or Berkeley, Sherbourne, Jarvis, Church and Yonge. Eliminate the present level crossings on the Esplanade between the foot of Yonge St. and the foot of Parliament St., and extend Harbor St., parallel with and south of the tracks so as to give the property owners south of the Esplanade free and safe access both easterly and westerly to and from their properties. The rights of the public, if any, to cross the tracks at street extensions where not occupied by bridges to be eliminated and the remaining portions of these street extensions to remain open southerly as far as Lake St., thereby affording access to the bridges over the Esplanade. From Yonge St. west to Simcoe St., it is intended to construct the new Union Station, the tracks diverging from the west side of the Yonge St. bridge and to be slightly elevated to provide for the subway in the new station. This necessitates the removal of the York St. bridge and the erection instead thereof of one at Bay St. of similar construction to that at Yonge St. The substitution of the bridge at Bay St. for the one at York St. will enable the railway tracks to be carried over Yonge St., along Lake St., and back again to Front St. by way of Bay St., thus giving the most convenient access both from the east and from the west to the steamer wharves in that neighborhood. None of these bridges will have an approach exceeding 5%, and several of them will have a grade of 4% or less, this question depending on what is eventually considered to be most desirable for all interests involved as to the headway for railways to be allowed under the several bridges. The present bridge at the foot of John St. to be retained, and the bridge at Spadina Ave. to be extended to cross over the passenger tracks. The present overhead bridges at Bathurst St. and Strachan Ave. to be retained. Commencing at the crossing of the G.T.R. tracks by the C.P.R. branch leading to the Queen's wharf, the present roadway of the G.T.R. to be depressed to a point about 1,000 ft. east of the Sunnyside

crossing, provision being made for the necessary tracks thereon, and Dufferin St., Dunn Ave., Jameson Ave., and Dowling Ave., carried overhead by means of bridges. From the same point 1,000 ft. east of Sunnyside crossing to the Humber River, the present tracks to be elevated upon an embankment, subways to be provided for the following highways: Sunnyside crossing, Indian Road, with access to High Park, High Park crossing between mileposts $34\frac{1}{2}$ and 35, and Windermere Ave. All other crossings to be closed.

"In the general plan above outlined our conclusions are supported by the recommendations contained in the report of W. B. Parsons, C. H. Rust and C. B. Smith, presented to the Mayor and Council of the city."

In a communication accompanying the above report the C.P.R. and G.T.R. officials said: "Our companies are prepared to undertake this work in accordance with the recommendations of our engineers, the cost of the whole undertaking between Bathurst St. and the Humber River to be apportioned between the city and the G.T.R., each paying one-half. We would also suggest, as is usual in such cases, that no compensation or damages for lands taken or injuriously affected by any of the proposed work be claimed by any of the parties against the other, or others of them. We propose that the overhead bridges above mentioned shall be constructed by the railway companies on such terms and conditions and with such provisions as to cost as the Board of Railway Commissioners, after hearing the parties interested, namely, the city and the railway companies, may order."

The conference, which lasted for several hours did not end in an agreement, the city representatives insisting on the construction of a viaduct, to which the railways are entirely opposed. The Mayor, having communicated with the Board of Railway Commissioners, has been advised that they will sit in Toronto at an early date to consider the whole question. In the meantime, C. H. Rust, City Engineer, in consultation with I. Randolph, of Chicago, is preparing plans, estimates, etc., for viaduct construction to be submitted to the Commission.

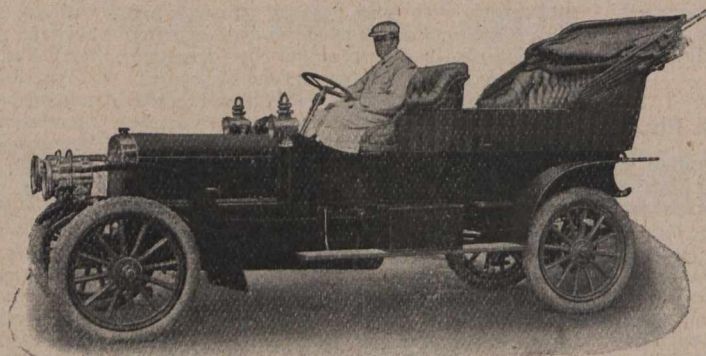
United-States Canadian Through Rates.

In our Feb. issue we gave on page 117 a decision by the U.S. Interstate Commerce Commission, which was published Jan. 17. There was not time to verify it before going to press, but we sent a copy of the paragraph to Washington, and have been favored with a letter from E. E. Clark, one of the Commissioners, as follows:

"Recently the Commission was asked whether it would be lawful for a certain carrier engaged in the transportation of passengers and property between points in the U.S. and points in Canada, to place its tickets on sale with an agent at a point in the U.S. at the rate of 1c. per mile, such tickets to be valid from the first station in Canada across the border and only to be sold to such persons as produce a certificate of the immigration agent of the Canadian Government. This letter of inquiry was brought to the attention of the Commission, as a whole, and it was its view that if such sale of tickets disregarded in any way the terms or rates of any joint tariff, the practice would be unlawful and discriminatory. The newspaper clipping purports to be a quotation, but it is a very liberal and incorrect paraphrase of the Commission's reply to the inquiry. The records of the Commission show that reply was directed to the effect that if they have joint rates from St. Paul to points on their lines they may not depart from those rates by this device and so discriminate, but if they have no such joint through rates, we have no jurisdiction of the fares in Canada."

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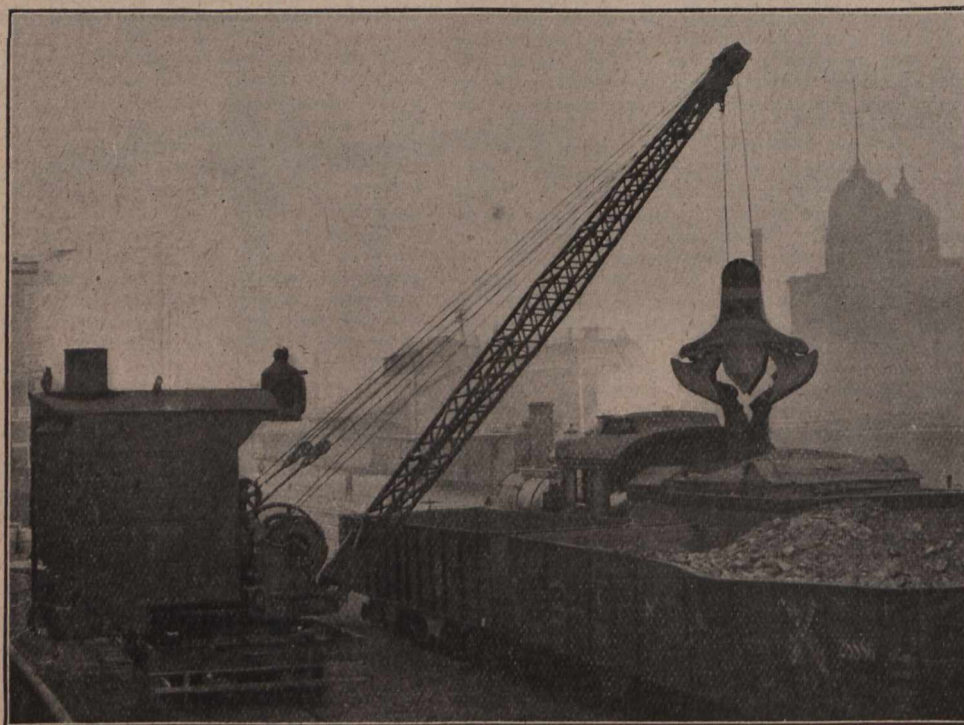
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C.P.R. Rotary Snow Plow.

The rotary snow plow illustrated on this page was built last fall for the C.P.R. by the Locomotive and Machine Co. of Montreal, and is in use on the Pacific Division. The machinery is simple and well adapted for the work which it has to perform. The engine consists of two horizontal cylinders with slide valves actuated by the Walschaert valve gear. The boiler is of the locomotive type with Belpaire firebox, and has ample heating surface to give a good margin of steam capacity to meet all requirements. The wheel is driven by means of bevel gears on the main shaft and on the engine shafts. In the design of the wheel, particular attention has been given to reducing the friction of the snow, while passing through, to the lowest possible minimum; and to overcome all possibility of the snow choking or blocking the wheel. The wheel is composed of 10 hollow cone-

case the air pump is disabled while the rotary is in service. As the wrecking of the ice-cutters or flangers causes serious delays to the rotary while in service, especial attention has been given to reduce this possibility to a minimum. The ice-cutters are in front of the forward trucks and secured to the lower end of two arms of a wrought iron frame by two bolts in each arm. They are composed of two parts, the wing and the cutter. The wing projects over the rail, and the cutter, when in working position, projects down inside the rail in front of the forward wheels of the truck. The lower bolt by which the cutter is attached to the frame is so designed that, in the event of the cutter striking an obstruction sufficient to wreck it, this bolt is sheared off, permitting the cutter to turn back and pass over the obstruction. Extra shearing bolts are carried in the tool box of the rotary, and it is only necessary to replace the bolts which have been sheared off to put the ice-cutters

rotary is underneath the floor of the pilot house and is covered with iron plates, to secure the safety of those operating the machine.

Following are the general dimensions: Width of drum, 10 ft. outside; width of cut, 12 ft.; rotary wheel, 9 ft. 8½ in.; boiler, 60 in. diameter outside first course; firebox, 92 by 50 in.; working pressure, 190 lbs.; cylinders, 17 by 22 in.; diameter of truck wheels, 4 ft. 6 in.; centre to centre of trucks, 15 ft. 2½ in.; extreme length of rotary, 38 ft. 3 in.

Steam Railway Mileage.

In the table of railway statistics in our last issue we gave the total mileage as 27,796.80. These figures show the total mileage operated, and includes single track, second track, yard track and sidings, as well as the mileage operated by one company over the lines of another under track-



CANADIAN PACIFIC RAILWAY ROTARY SNOW PLOW.

shaped scoops, the surfaces of which are perfectly smooth, so that it is impossible for the snow to stick in any way. Each scoop is open its entire length on the front side through which the snow is taken in. Knives are hinged one on each side of the opening, arranged so as to adjust themselves automatically into cutting position. The wheel is encased in a drum with a square front or hood, which is so designed as to present no dead surface to be forced into the snow. At the bottom, the hood projects only a few inches in advance of the cutting blades at the circumference of the wheel; while at the centre of the wheel, the knives are the first to encounter the snow. As a result, the whole front of the rotary is a sharp, cutting edge; and the power required to push the plow is very much decreased. The chute in the top of the drum is provided with an adjustable cover, which can be turned to suit the direction in which the wheel is throwing the snow.

The ice-cutters and flangers are connected by iron rods to cranks on the balance shaft, and may be raised and lowered simultaneously by means of an air cylinder. An auxiliary steam connection from the boiler supplies steam to the flanger cylinder in

working order. By this device, serious delays resulting from the wrecking of the ice-cutters are prevented. The flangers are hung on the rear end of the frame of the front truck and are made up of two parts, the wings and the flanger points. The flanger points, which go below the rails, are bolted to the bottom of the wings so that in case they strike an obstruction other than snow or ice, the bolts will be broken off and no other injury done to the flanger. Extra flanger points with suitable bolts are carried in the tool box, and it is only necessary to replace the flanger points to put the flanger again in working order.

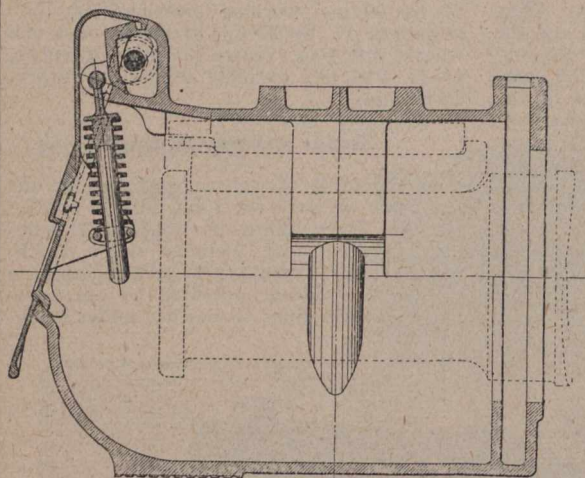
The frame is of heavy steel I-beams and channels well braced to withstand all strains. The plow is mounted on two four-wheel trucks strongly built with a large margin of strength above the requirements. The rotary is equipped with Westinghouse air brake with 9½ in. pump and large reservoir capable of supplying both air brake cylinder and flanger cylinder. The cab is large and strongly built, with a view to the comfort and safety of the crew. It is partitioned off in front of the boiler, the front compartment being the pilot house, and the rear the engineer's cab. The machinery of the

age rights. Deducting the totals of these various mileages the net railway mileage of the Dominion is 22,451.71. Following is the actual single-track mileage of the several railways:

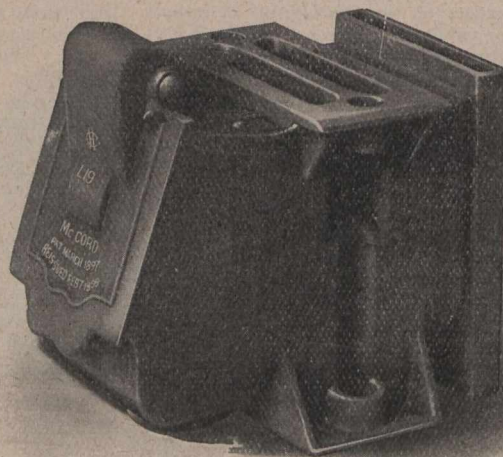
Alberta Ry. and Irrigation Co.	111.82
Albert Southern	19.00
Algoma Central and Hudson's Bay	89.64
Atlantic and Lake Superior	100.00
Atlantic, Quebec and Western	89.37
Bay of Quinte	23.97
Bedlington and Nelson	8.63
Beersville Coal and Ry. Co.	90.32
British Yukon	45.00
Brockville, Westport and North-Western	17.28
Bruce Mines and Algoma	32.00
Buctouche and Moncton	69.45
Brandon, Saskatchewan and Hudson's Bay	5.00
Bessemer and Barry's Bay	12.00
Canada Coals and Ry. Co.	382.19
Canada Southern	
Canada Government Railways—	
Intercolonial	1,451.19
Prince Edward Island	267.50
Canadian Northern	2,584.50
Canadian Northern Ontario	146.80
Canadian Northern Quebec	251.60
Canadian Pacific	8,883.30
Cape Breton	31.00
Caracquet	84.78
Carillon and Grenville	13.00
Central Ontario	136.49
Crow's Nest Southern	53.20
Cumberland Ry. and Coal Co.	32.00
Dominion Atlantic	277.96
Edmonton, Yukon and Pacific	4.50
Elgin and Havelock	28.00

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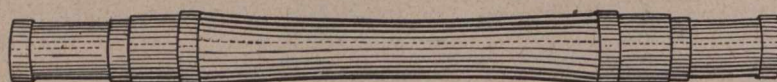
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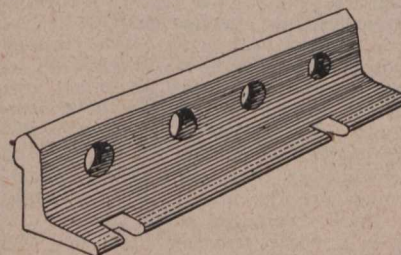
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Esquimalt and Nanaimo	78.00
Grand Trunk Pacific	3,107.03
Grand Trunk in Canada	451.82
Grand Trunk (Canada Atlantic)	269.21
Gulf Shore	30.00
Halifax and Southwestern	52.85
Hampton and St. Martins	1.50
Hereford	29.00
Hillcrest Ry. Coal and Coke Co.	65.50
International Ry. of New Brunswick	48.00
Inverness Ry. and Coal Co.	31.73
Irondale, Bancroft and Ottawa	27.00
Kaslo and Slocan	3.86
Kent Northern	109.80
Kettle River Valley	31.50
Kingston and Pembroke	222.47
Klondike Mines	5.53
Lake Erie and Detroit River	30.00
Liverpool and Milton	1.91
Lotbiniere and Megantic	13.69
Magnetawan River	35.46
Manitoulin and North Shore	163.40
Marmora Ry. and Mining Co.	61.13
Massawippi Valley	23.60
Montreal and Atlantic	10.85
Montreal and Vermont Line	77.01
Montreal and Vermont Junction	55.42
Morrissey, Fernie and Michel	58.00
Midland of Manitoba	36.00
Nelson and Fort Sheppard	82.50
New Brunswick Coal and Ry. Co.	24.10
N.B. and Prince Edward Island	5.50
New Brunswick Southern	12.50
New Westminster Southern	48.00
Nosbonsing and Nipissing	56.90
Nova Scotia Steel and Coal Co.	6.00
Orford Mountain	4.25
Ottawa and New York	5.10
Phillipsburg Ry. and Quarry Co.	253.96
Pontiac and Renfrew	222.00
Princeton Branch, Washington Co. Ry.	246.40
Quebec Bridge and Ry. Co.	26.00
Qu'Appelle, Long Lake and Saskatchewan	143.75
Quebec Central	9.59
Quebec and Lake St. John	3.39
Quebec Ry., Light and Power Co.	50.00
Quebec, Montreal and Southern	14.40
Red Mountain	46.23
Rutland and Noyan	2.25
Salisbury and Harvey	6.00
Schomberg and Aurora	46.12
Stanstead, Shefford and Chambly	7.00
St. Clair Tunnel	52.74
St. John Valley and Riviere du Loup	113.00
St. Lawrence and Adirondack	138.90
St. Louis and Richibucto	6.33
Sydney and Louisburg	83.67
Temiscouata	11.75
Temiskaming and Northern Ontario	74.76
Thousand Islands	14.81
Toronto, Hamilton and Buffalo	16.26
Vancouver Copper Co.	18.38
Vancouver, Victoria and Eastern	10.75
Vancouver, Westminster and Yukon	9.94
Victoria and Sidney	5.75
Victoria Terminal Ry. and Ferry Co.	22,451.74
Wellington Colliery Co.	
" " (Ladysmith Ext'n)	
York and Carleton	

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+
Dec.. 801,100	558,400	242,700	264,900+
		\$1,608,400	\$1,391,800+

Approximate earnings for Jan., \$578,200, against \$351,400 for Jan., 1907.

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

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

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July \$7,008,274.46	\$4,501,421.80	\$2,506,852.66	\$135,041.58+
Aug. 7,010,177.40	4,439,002.25	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. 6,953,907.56	4,508,033.35	2,445,034.21	181,911.27+
Dec. 6,418,576.38	4,341,386.80	2,077,189.58	188,404.76-
		\$14,431,022.59	\$154,844.11-

Approximate earnings for Jan., \$4,458,000, against \$4,173,000 for Jan., 1907.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross revenue for Dec., 1907, \$217,947.08; operating expenses, \$173,542.67; net revenue, \$37,669.37; against, \$254,643.08, gross revenue; \$169,610.56, operating expenses; and \$78,716.11 net revenue for Dec., 1906. Gross revenue for six months ended Dec. 31, 1907, \$1,781,249.47; operating expenses, \$1,277,834.00; net revenue, \$503,415.47; interest on bonds, \$429,850.00; taxes, \$98,491.86; other expenses,

\$71,603.08; and deficit, \$66,619.47; against \$1,693,530.75, gross revenue; \$1,079,279.71, operating expenses; \$576,501.92, net revenue; \$429,850.00, interest on bonds; \$82,560.95, taxes; \$32,815.68, other expenses, and \$69,033.41 surplus for same period, 1906. Approximate earnings for Jan., \$200,111, against \$233,089 for Jan., 1907.

MINERAL RANGE RD.—Gross revenue for Dec., 1907, \$61,499.69; operating expenses, \$53,176.72; net revenue, \$8,322.97; against \$60,789.75, gross revenue; \$47,118.03, operating expenses; and \$13,551.82, net revenue for Dec., 1906. Gross revenue for six months ended Dec. 31, 1907, \$423,663.12; operating expenses, \$335,752.05; net revenue, \$84,988.24; interest on bonds, \$41,680.00; taxes, \$20,191.08; other expenses, \$13,750.90; surplus, \$12,289.09; against \$394,661.16, gross revenue; \$271,396.29, operating expenses; \$121,171.36, net revenue; \$41,680.00, interest on bonds; \$18,049.97, taxes; \$13,291.90, other expenses; and \$50,243.00, surplus for same period, 1906. Approximate earnings for Jan., \$58,795; against \$53,146 for Jan., 1907.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross revenue for Dec., 1907, \$1,081,117.73; operating expenses, \$569,248.33; net revenue, \$511,869.40; against \$920,497.79, gross revenue; \$579,168.30, operating expenses; and \$350,329.49, net revenue for Dec., 1906. Gross revenue for six months ended Dec. 31, 1907, \$6,773,878.65; operating expenses, \$3,945,622.89; net revenue, \$2,828,255.76; against \$6,800,336.65, gross revenue; \$3,425,633.52, operating expenses; and \$3,374,993.13 net revenue for the same period, 1906. Approximate earnings for Jan., \$697,283, against \$615,176 for Jan., 1907.

Grand Trunk Ry. Earnings, Expenses, etc.

Subject to audit, the accounts for the half-year ended Dec. 31, 1907, show the following results:

Gross receipts	£3,763,200
Working expenses	2,710,900
Net receipts	£1,052,300
Net revenue, less credits	479,500
Balance	£ 581,800
Deduct Canada Atlantic Ry. deficiency	£60,400
Less, Detroit, Grand Haven and Milwaukee Ry. surplus	5,800
Surplus	£527,200

This surplus added to the balance of £14,600 from June, 1907, makes a total amount of £541,800 available for dividend, which will admit payment of dividends for the half-year on the 4% guaranteed stock and first and second preference stocks; and of 3% for the year in the third preference stock, leaving a balance of about £6,700 to be carried forward.

The accounts of the Grand Trunk Western Ry. Co. for the half-year show a surplus of £16,000, which is carried forward to the current half-year's accounts.

Approximate earnings for Jan., \$2,810,114, against \$3,240,854 for Jan., 1906.

C.P.R. Pensions—Sir Thos. G. Shaughnessy, President, issued the following circular recently: "Pursuant to the authority given them by the shareholders the directors have granted pensions to a number of employes who had reached the age limit mentioned in the pension regulations and who had been in the service of the company continuously for 10 years or more, but it was found that in some cases the amount of the pension calculated according to the regulations was insufficient to protect the recipient against want during his declining years, as was intended, and therefore the board has so amended the pension regulations as to provide that from Jan. 1, 1908, and until further notice, the minimum amount of the pension to be paid shall be \$20 a month."

Belleville and North Hastings Ry.—In moving in the House of Commons, Feb. 11, for papers relating to the granting and payment of subsidies to the B. and N.H. Ry., W. B. Northrup, M.P., asked the Government to demand back from the G.T.R. Co. \$21,000 which he claimed had been obtained improperly, as part of the line was not operated. The Minister of Railways, in reply, said the original sin seemed to have been in granting a subsidy to what had been called a bogus company. The subsidy was granted and paid by the former Government. There ought to be, he declared, some method by which either the Dominion or the Provincial Government should be able to make railways which got subsidies or municipal bonuses carry out their part of the contract. He had not been able to discover the machinery by which the department could deal with a railway company that did not fulfil its contract in respect to subsidies, but he would not be satisfied until he had done so. (Jan., pg. 19.)

Railway Finance, Meetings, etc.

Atlantic and Lake Superior Ry.—The question of winding up the affairs of the A. and L. S. Ry., and of the Baie des Chaleurs Ry., the only part of the line in operation, came before the Exchequer Court at Montreal, Feb. 13. The application is being made in order that Galindez Bros., bankers, of London, Eng., may obtain a clear title to the line, which has been sold to the Atlantic, Quebec and Western Ry. The latter company is constructing an extension of the line from Paspebiac to Gaspe.

Canadian Northern Ry.—A section in the bill before the Dominion Parliament authorizes the increase of the company's capital stock by \$19,250,000, which may be called up by the directors from time to time as they deem necessary.

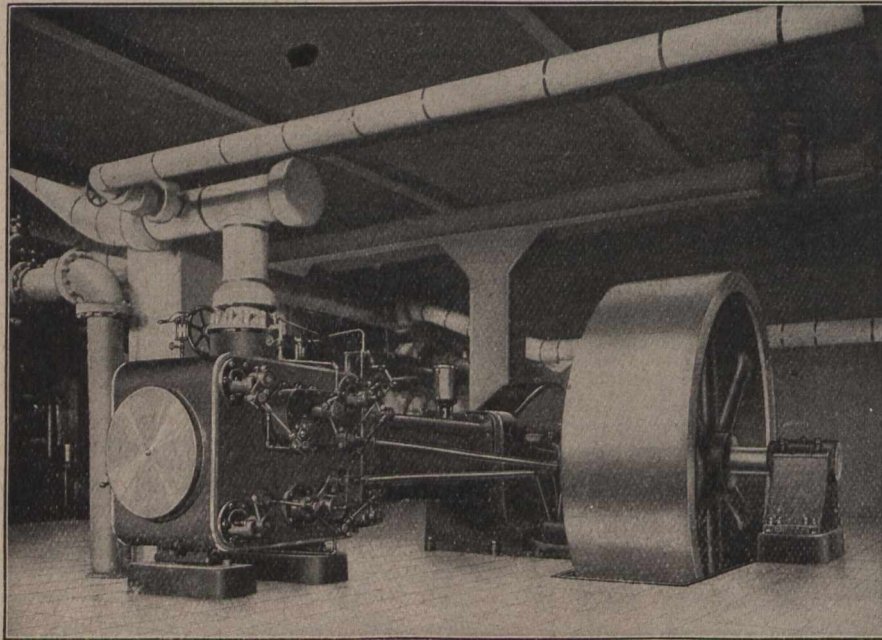
Canadian Pacific Ry.—Warrants have been issued to shareholders for their rights to subscribe for the pending issue of \$24,336,000 of the new stock authorized.

At the regular meeting of directors held Feb. 10, the usual dividend of 2% on the preferred stock was declared for the half-year. A half-yearly dividend of 3% on the common stock was also declared, and an additional dividend of 1/2% on the common stock out of the land department revenue.

Crow's Nest Coal Co.—The annual meeting of shareholders called to be held in Toronto Feb. 14, was postponed for three weeks.

Cumberland Ry. and Coal Co.—The Dominion Parliament is being asked at its current session to amend the company's act of incorporation, chap. 77, of the statutes of 1883, in several particulars. Section 3 of the original act is repealed and a new section substituted. The new section is the same except that power is also given to buy and lease timber lands in Nova Scotia or New Brunswick; to generate electricity and supply light, heat or power produced thereby; to hold stocks, shares and bonds in other companies subject to Sec. 149 of the Railway Act; to sell other real or personal property, and there are a few changes in the wording. It is also declared that the purchase of coal lands, etc., heretofore made shall be declared invalid by reason of any want of power in the company to acquire the same; the company is also authorized to issue bonds in accordance with Sec. 136 of the Railway Act, instead of, as under sec. 7, or the original act, which is repealed. The number of the directors is to be not less than nine or more than 15, and power is given to issue preference stock, and the rights of the holders of such stock are defined. A mortgage of the company's property to the Royal Trust Co., dated Nov. 13, 1907, to secure an issue of bonds to the amount of \$1,500,000, is confirmed.

Dominion Atlantic Ry.—The Dominion Parliament is being asked at the current session to pass an act repealing sec. 15 of the company's act of 1900, respecting the issue of promissory notes and bills of exchange, and declaring that the company shall hereafter have the same powers as are conferred by the Railway Act. Sec. 10 of the act of 1900 is also repealed, and a new section is provided fixing the number of directors at three, but giving power to increase the number to five by by-law; one or more of the directors shall be paid, and one or more shall retire annually, the term of office of each director being three years. The date of the annual meeting is altered from Mar. 31 to the second Friday in Oct., beginning in 1909. The directors are also authorized to make contributions, chargeable to working expenditure, to an employees' sick and benefit fund, and to make by-laws for its management.



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 N. A. RHODES, Vice-President

CAPITAL, \$1,000,000

J. M. CURRY, Sec.-Treas.

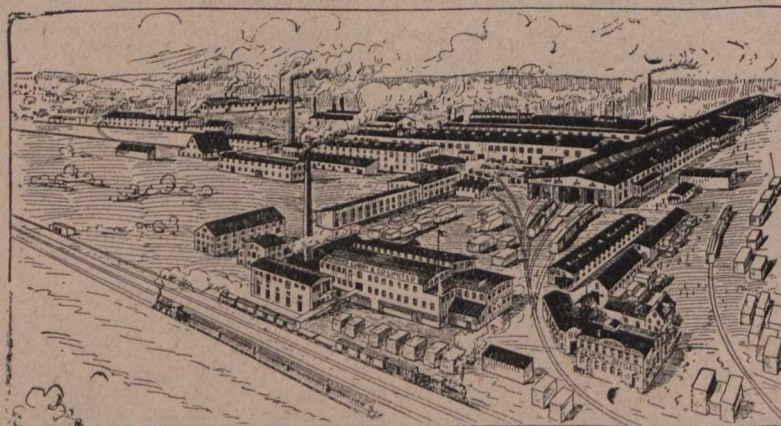
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- 2,500 Car Axles
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- 1,000 Tons Forgings
- 1,000 Tons Bar Iron and Steel

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

A resolution was passed at the annual meeting of the Middleton, N.S., Board of Trade, memorializing the Dominion Government to acquire the Dominion Atlantic Ry., and operate it as a part of the Intercolonial Ry. In addition to its own line between Truro and Yarmouth, the company operates the line between Windsor and Halifax, 32 miles, under a lease, which the resolution says, "has expired or will shortly expire."

Fraser River Bridge.—Replying to a question in the British Columbia Legislature, Feb. 10, the Minister of Finance said there had been collected in tolls for the use of the bridge over the Fraser River at New Westminster, during 1907, \$15,000 from the Great Northern Ry., and \$9,830.30 from tolls on foot passengers, vehicles, etc. During the same period there had been paid to toll collectors \$3,335.50; four persons were employed as collectors.

Grand Trunk Pacific Ry.—Subscriptions have been invited in Great Britain for an issue of £1,000,000 of 4% debenture stock at £94 per £100 stock, and ranking pari passu with the £1,000,000 of similar stock already issued. The issue is subject to redemption at £105 by the company at any time after Mar. 1, 1936, on giving a year's notice. The amount realized by the sale of the stock is to be used in the purchase of additional rolling stock for the equipment of the railway. Until this rolling stock is required for the G.T.P. Ry. it will be used by the G.T.R. under an arrangement. The issue forms part of a sum of \$25,000,000 authorized by chap. 100, of the Dominion statutes of 1906, of which the directors have been empowered to issue £3,000,000 in 4% debentures.

Guelph Junction Ry.—The report of the directors presented at the recent annual meeting showed receipts of \$19,224.32, made up of the proportion of gross receipts of the railway received from the C.P.R., which operates the line, for the last quarter of 1906, and the three quarters of 1907, ended Sept. 30, and \$2.88 interest. Of this \$19,000 had been paid to the city of Guelph on account of interest since the last annual meeting, and \$125 before it. The report also says: "While the increase in receipts is gratifying, it must not be overlooked that they are to a considerable extent caused by the construction of the railway and branches to Listowel, and every opportunity should be taken by the citizens of Guelph to avail themselves of the opportunity of using the road in their own interest and that of the city. No doubt the branch from Linwood to Listowel will be opened early in the coming summer, and will very materially add to the traffic of the road, and there is every prospect that the much desired station at Guelph will also be built during the year."

Intercolonial Coal Mining Co.—A dividend of 3½% on the preferred stock and of 4% on the common stock and a bonus of 1% on the latter has been declared, making a dividend of 7% on the preferred and 8% on the common stock, on the operations for 1907. The company owns the Drummond Colliery, Westville, Pictou county, N.S., and operates 10½ miles of railway. J. P. Cleghorn, Montreal, is President, and C. A. Dowd, Secretary.

Kingston and Pembroke Ry.—The annual report of the directors presented at the recent annual meeting showed that a large amount of money had been expended during the year on general improvements along the line. The company, which is controlled by the C.P.R., does not issue a printed report. Following are the officers and directors for the current year: President, W. D. Matthews, Toronto; Vice-President and General Manager, W. R. Baker, Montreal; other directors, A. R. Creelman, K.C., H. P. Timmerman,

Montreal; J. Osborne, Toronto; W. Harty, R. V. Rogers, J. B. Walkem, R. Crawford, Kingston, Ont.

Lake Superior Corporation.—The hearing of the final arguments in the application of the Canadian Improvement Co. to set aside the transfer of 50,000 shares of the stock of the Lake Superior Corporation, which it owns, to a number of Philadelphia banks and trust companies now holding the stock as collateral for loans, was commenced in the Vice-Chancellor's Court, Jersey City, N.J., Feb. 12.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—The third instalment of 20% on the subscriptions to the \$4,200,000 of new stock authorized to be issued in July, 1907, was paid at New York, Feb. 3. The new stock has been issued to existing shareholders proportionately to their holdings. The C.P.R. takes \$2,142,000 of the new stock.

Nakusp and Slocan Ry.—The British Columbia Legislature in 1894 passed an act guaranteeing the principal and interest of 4% 25 year bonds of the N. and S. Ry., to the amount of \$647,072 from July, 1893, receiving in return 40% of the gross receipts from the C.P.R., which operates the line under lease. During the fiscal year ended June 30, 1907, the Government received \$7,552.11 as its percentage of the receipts, and paid \$26,249.26 on account of interest under the guarantee.

New York and Ottawa Ry.—The lease of the N.Y. and O. Ry., which includes the Ottawa and New York Ry., and the company owning the bridge over the St. Lawrence at Cornwall, to the New York Central and Hudson River Ry., has been renewed for one year from Feb. 1908.

Phillipsburg Ry. and Quarry Co.—The Missisquoi Marble Co. was incorporated under the Dominion Companies Act, by letters patent dated July 17, 1907, having power, among other things, to purchase and acquire from the Phillipsburg Ry. and Quarry Co. its property, outside its railway and rolling stock, and also to acquire, own and hold stock in the P. Ry. and Q. Co. The provisional directors are: J. T. Shearer, R. J. Dale, S. H. Ewing, S. Carsley, W. Mann, H. Timmis, Montreal.

Quebec Central Ry.—Gross earnings for Dec. 1907, \$75,440.22; expenses, \$63,342.90; net earnings, \$12,097.32; against, \$59,014.75, gross earnings; \$51,160.63, expenses; and \$7,854.12 net earnings for Dec., 1906. Gross earnings for 12 months ended Dec. 31, 1907, \$1,012,233.22; net earnings, \$314,402.05; against, \$904,865.49 gross, and \$321,949.50 net, for same period 1906.

Quebec, Montreal and Southern Ry.—The Delaware and Hudson Co. has borrowed \$8,000,000 in New York at 4½% for six months, the proceeds of which were to be used to take up \$6,000,000 of one-year notes of the Q., M. and S. Ry., due in Feb., and \$2,000,000 of similar notes falling due in Mar. A plan is under consideration by the directors for some permanent form of financing this loan.

Quebec Southern Ry.—South Shore Ry.—At a sitting of the Exchequer Court, at Montreal, Feb. 13, claims of creditors of these two lines were adjudicated upon. These lines were, prior to their sale by order of the court, amalgamated, and at the sale were purchased for the Delaware and Hudson Co. An act of Parliament was subsequently obtained incorporating a company with the title of the Quebec, Montreal and Southern Ry., to take over and operate these lines.

Shuswap and Okanagan Ry.—Under the Shuswap Railway Guarantee Act the British Columbia Legislature guaranteed the inter-

est of the 4% bonds of the S. and O. Ry., amounting to \$1,249,760 for 25 years from July 1, 1890, receiving in return from the C.P.R. as lessee of the railway 40% of the gross receipts. During the financial year ended June 30, 1907, the amount received by the Government from the operation of the railway was \$33,726.39, and the amount paid under the guarantee was \$51,202.50.

Temiscouata Ry.—Traffic receipts for Dec., 1907: Passenger, \$3,899.95; freight, \$11,772.53; mails and sundries, \$676.60; total, \$16,349.08.

Temiskaming and Northern Ontario Ry.—The net revenue for 11 months ended Nov. 30, 1907, was \$192,380, exclusive of \$28,005 received from royalties. The gross receipts amounted to \$778,478; and the expenses \$586,098.

Traffic receipts for Nov., \$65,496; operating expenses, \$54,326; for Dec., traffic receipts, \$75,041.31; operating expenses, \$59,314.52.

Toronto, Hamilton and Buffalo Ry.—Approximate earnings for Jan.: Passenger, \$17,797.26; freight, \$55,800.85; mail and express, \$4,800.00; against, \$17,904.94 passenger; \$33,034.09 freight, and \$4,256.84 mail and express, actual, for Jan., 1907.

Railway Rolling Stock Notes.

The Intercolonial Ry. has 112 refrigerator cars available for dairy and perishable produce.

The Crossen Car Mfg. Co., Cobourg, Ont., has completed delivery of 100 of the 400 box cars ordered by the Intercolonial Ry.

The North Shore Rd., which has taken over the Beersville Ry. in New Brunswick, will shortly, according to press reports, purchase a new locomotive.

The Montreal Locomotive Works has delivered six consolidation locomotives of 100 tons each, and 11 ten-wheeled locomotives, 97½ tons each, to the Canadian Northern Ry.

The Canadian Locomotive Co., Kingston, Ont., between Jan 13 and Feb. 13, delivered 4 consolidation engines to the Intercolonial Ry., and two 8-wheeled locomotives to the Quebec Central Ry.

J. D. McArthur Co., Ltd., Winnipeg, have ordered from the Hart-Otis Car Co., Montreal, one Hodger double plow distributing car, 32 ft. long, standard specifications. It is being built by the Canada Car Co., Montreal.

The Hart-Otis Car Co., Montreal, has sold to the Corbett-Floesch Co., sub-contractors on the National Transcontinental Ry., New Brunswick division, 20 Hart convertible ballast cars, 40 tons capacity. They will be exactly the same as those furnished the G.T. Pacific Ry.

It is estimated that of the 284,188 freight cars and 5,457 passenger cars built in the U.S. and Canada during 1907, by manufacturers, there were built in Canada 9,159 freight cars and 186 passenger cars. In 1906 the total number of cars built in outside shops was 243,670 and in 1905, 168,006.

The C.P.R. between Jan. 18 and Feb. 18 received the following additions to rolling stock: 107 box cars, 18 box baggage cars, 204 flat cars, 1 first-class car, 2 Pacific type locomotives from its Angus, Montreal, shops; 4 vans from its Farnham, Quebec, shops, and 141 steel coal cars from the Dominion Car and Foundry Co., Montreal.

J. D. McArthur Co., Ltd., Winnipeg, have ordered from the Hart-Otis Car Co., Montreal, 50 Hart convertible ballast cars, 40 tons capacity, 34 ft. long. They are to be precisely the same as those ordered last year, the general dimensions being the same as those

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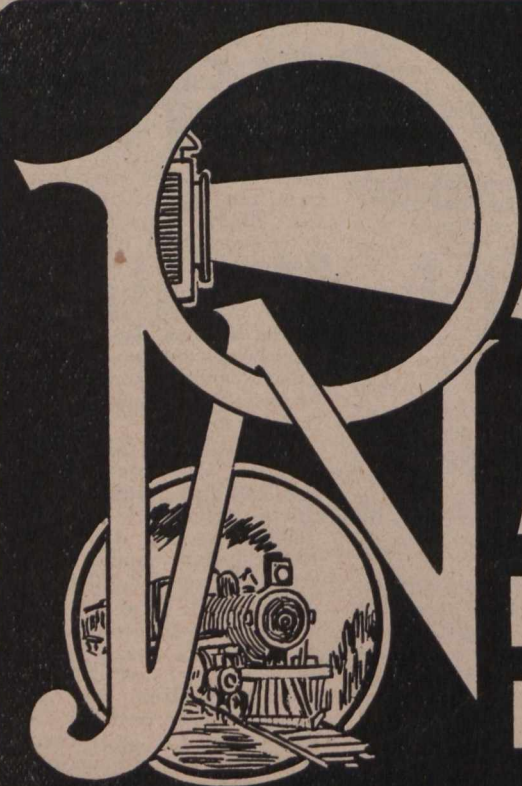
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- Air-Brake Repairman
- Mechanical Engineer
- Mechanical Draft
- Machine Designer
- Electrical Engineer
- R. R. Con. Engineer
- Civil Engineer
- Bridge Engineer
- Chemist
- Mining Engineer
- Architect
- Bookkeeper
- Stenographer
- Ad Writer
- French } With
- German } Edison
- Spanish } Phonogra'h

Name _____
 St. & No. _____
 Employed by _____ R. R.
 City _____ State _____



BOYLE-
NATIONAL
ELECTRIC
HEADLIGHT ©

1427 MONADNOCK, CHICAGO

ordered by the G.T. Pacific Ry. They are being built by the Canada Car Co., Montreal.

The Intercolonial Ry., between Jan. 15 and Feb. 20, received the following additions to rolling stock: 146 box cars, 80,000 lbs. capacity; 114 platform cars, 80,000 lbs. capacity; 8 refrigerator cars, 60,000 lbs. capacity, from Rhodes, Curry & Co., Amherst, N.S.; 64 box cars, 60,000 lbs. capacity, from the Crossen Car Mfg. Co., Cobourg, Ont., and 20 platform cars, 80,000 lbs. capacity.

The C.P.R. between Jan. 18 and Feb. 18 placed the following orders for rolling stock: 1 clearance car, 1 pile driver, 1 switching locomotive, 3 baggage and smoking cars, 3 mail and express cars, 6 mail cars, 1 freight refrigerator car, 6 stock cars, 129 flat cars, at its Angus, Montreal, shops; 8 vans at its Farnham, Quebec, shops; and 400 Hart-Otis convertible ballast cars, particulars of which are given elsewhere on this page, with the Dominion Car and Foundry Co., Montreal.

The Intercolonial Ry. has ordered 300 box cars, 60,000 lbs. capacity. Of these 100 will be built by Rhodes, Curry & Co., Amherst, N.S.; 50 by the Crossen Car Manufacturing Co., Cobourg, Ont., and 50 by the Canada Car Co., Montreal; 10 refrigerator cars to be built by Rhodes, Curry & Co., Amherst, N.S. They will be of M.C.B. standard dimensions, and amongst special appliances will have Westinghouse air brakes, steel couplers, Simplex bolsters, and Simplex brake beams.

Following are the general dimensions, etc., of the 50 box cars being built by the Canada Car Co., Montreal, for the Intercolonial Ry.:

Capacity	60,000 lbs.
Length, inside	36 ft.
" over end sills	36 ft. 9 1/2 ins.
Width, inside	8 ft. 6 ins.
" over side sills	9 ft. 0 1/2 ins.
Height, inside	8 ft.
" to top of running board	13 ft. 3 1/4 ins.
Body and underframe	wood.
Trucks	I.C.R. standard.
Body and truck bolsters	Simplex.
Brake beams	Simplex.
Air brakes	Westinghouse.
Journal boxes	McCord malleable.
Journal bearings	Canadian Bronze Co.
Side bearings	Simplex (Susemihl).

The C.P.R. having decided to light all its passenger cars with Pintsch gas instead of acetylene gas, the Pintsch Compressing Co. has arranged for charging facilities on the C.P.R. in connection with its plants at Montreal and Toronto. The Pintsch Co. has also installed plants at Winnipeg, Man.; Moose Jaw, Sask., and Vancouver, B.C. The cars have been equipped with 8,000 single mantle lamps by the Safety Car Heating and Lighting Co. In a test of these lamps at the Steven's Institute, Hoboken, N.J., a short time since, the hourly consumption of Pintsch gas was found to be 2.12 cubic feet an hour, giving an illumination of 99.5 candle power at a cost of a cent an hour.

The Intercolonial Ry. has ordered from the Dominion Car and Foundry Co., Montreal, to be built under license from the Hart-Otis Car Co., 100 fifty-ton Otis type, rolling shaft, level floor dump cars. Following are the general dimensions, etc.:

Length, over end sills	38 ft. 10 ins.
" inside	36 ft. 9 1/2 ins.
Width, extreme	10 ft. 0 1/4 ins.
" inside	9 ft. 7 ins.
Height inside	4 ft. 6 ins.
Height from top of truck to top of car	8 ft. 10 1/2 ins.
Capacity	50 tons.
Air brakes	Westinghouse.
Couplers	cast steel.
Truck bolsters	Simplex.
Brake beams	Simplex.
Side bearings	Susemihl.
Journal boxes	McCord.

These cars will be used for hauling coal and also as general purpose cars. They will be exact duplicates of the last 500 steel coal cars supplied to the C.P.R.

Following are the general dimensions, etc., of the 10 passenger locomotives, which the

C.P.R. is building at its Angus, Montreal, shops, the order for which was mentioned in our Feb. issue:

Type	Pacific 4-5-2.
Weight, on drivers	139,300 lbs.
" total	212,300 lbs.
Diam. of cylinders	21 ins.
Stroke of pistons	28 ins.
Diam. of drivers	69 ins.
Type of boiler	radial stayed, wagon top.
Working pressure	200 lbs.
Heating surface	2,957 sq. ft.
Tubes, number	22 of 5 ins., and 193 of 2 1/4 ins.
" length	19 ft. 6 ins.
Firebox, length inside	7 ft. 10 1/2 ins.
" width	5 ft. 9 1/2 ins.
Grate area	45.6 sq. ft.
Tank capacity	5,000 imp. gals.
Coal capacity	10 tons.
Simple superheater	Vaughan and Horsey.
Air brakes	Westinghouse.
Axles	Krupp and openhearth steel.
Brake beams	Simplex.
" shoes	C.P.R. standard.
Couplers	pilot, Washburn; tender, Tower.
Headlight	Pyle National Electric.
Journal bearings	C.P.R. standard.
Springs	C.P.R. crucible steel.
Steam gauges, 6 3/4 ins., 400 graduated vertical reading dial.	
Tyres, driving-wheel, Standard Steel Co., crucible steel.	
" engine truck wheel	" "
" tender wheel	" "
Wheel centres	cast steel.

International Railway Ownership.

The question of the control and ownership of railways in the United States by Canadian railways has been brought before the U.S. Senate by Senator Tillman. The resolution he submitted was in the following terms: "That the Interstate Commerce Commission is directed to inform the Senate whether any corporations engaged in interstate commerce are the owners of any of the capital stock of other corporations which are transporting passengers and freight; and, if so, the Commission is further directed to transmit a statement showing the extent and details of such ownership so far as the facts now appear in the office of the Commission, and to state in what cases the corporations whose stock so owned have been competitors for traffic with the corporations owning their stock."

In this connection it may be of interest to notice that there are four railway companies and one transportation company—three Canadian and two British corporations—having their principal lines in Canada which own or control and operate railways in the U.S. These companies, with the lines operated and mileages, are:

CANADIAN NORTHERN RY.—	Miles	Miles
Minnesota-Ontario boundary near Rainy River, to Minnesota-Manitoba boundary		43.6
CANADIAN PACIFIC RY.—		
Maine-Quebec boundary to Maine-New Brunswick boundary (1)	201.00	
Minneapolis, St. Paul and Sault Ste. Marie Ry. (including spur lines) (2)	2,262.88	
Duluth, South Shore and Atlantic Ry. (including Mineral Range Ry.) (3)	590.68	
GRAND TRUNK RY.—		3,054.56
Vermont-Quebec boundary to Portland, Me.	174.00	
Grand Trunk Western Ry.	336.00	
Detroit, Grand Haven and Milwaukee Ry.	189.00	
Central Vermont Ry (4)	612.00	
Toledo, Saginaw and Muskegon Ry.	116.00	
Cincinnati, Saginaw and Muskegon Ry.	53.00	
Detroit and Toledo Shore Line Rd (5)	78.00	
Total		1,558.00

KETTLE VALLEY LINES.—		
B.C.-Washington boundary south of Grand Forks to Republic, Wash. (6)		36.14
WHITE PASS AND YUKON ROUTE.—		
Skagway to White Horse Summit, Alaska		20.38
Total		4,712.68

(1) This mileage includes the Maine Central Rd line between Mattawamkeag and Vanceboro, Me., over 43.8 miles of which the C.P.R. has running rights. (2) The mileage given does not include trackage rights over 19.17 miles of terminal property in Minneapolis, St. Paul and Sault Ste. Marie. (3) The mileage given includes 9.64 miles of trackage rights. (4) The Central Vermont Ry. mileage includes 125.20 miles of line in Canada. (5) The Detroit and Toledo Shore Line Rd. is owned jointly by the G.T.R. and the Toledo, St. Louis and Western Rd. (6) The Kettle Valley Lines are being extended from Republic to Seattle, Wash., the surveys being practically completed.

On the other hand there is a considerable mileage of railway lines in Canada owned or controlled and operated by railway companies having their principal lines in the U.S. There are nine operating companies in the U.S. having altogether 29 lines of railway in Canada, the total mileage being 1,665.99 miles. Of these operating companies the Boston and Maine Rd. and the Maine Central Rd. are controlled by the New York, New Haven and Hartford Rd.; the Michigan Central Rd., the New York Central Rd. and the Rutland Rd. are owned by the Vanderbilt interests; and the Central Vermont Ry. is controlled by the G.T.R., a British corporation operating both in Canada and the United States. The Great Northern Ry. owns the largest mileage, and is engaged in the construction of a number of extensions of its lines with the apparent object of securing a through line north of the International Boundary between Winnipeg and Vancouver. The Delaware and Hudson Co. was the last of the U.S. lines to secure Canadian connections, and it also is engaged in constructing an extension of its existing lines—about 90 miles being under contract or survey. Following is a list of the U.S. railways, together with details of their mileage in Canada:

BOSTON AND MAINE RD.—	Miles	Miles
Massawippi Valley Ry.		34.46
CENTRAL VERMONT RY.—		
Montreal and Province Line, formerly Montreal, Portland and Boston Ry.	58.60	
Montreal and Vermont Jet. Ry.	23.60	
Stanstead, Shefford and Chambly Ry.	43.00	
Total		125.20
DELAWARE AND HUDSON CO.—		
Quebec, Montreal and Southern Ry., formerly United Counties Ry., East Richelieu Valley Ry. and South Shore Ry.	143.75	
Napierville Junction Ry.	28.30	
Total		172.05
GREAT NORTHERN RY.—		
Bedlington and Nelson Ry.	15.30	
Crow's Nest Southern Ry.	53.20	
Kaslo and Slocan Ry.	31.08	
Nelson and Fort Sheppard Ry.	55.42	
New Westminster Southern Ry.	24.10	
Red Mountain Ry.	9.59	
Vancouver, Victoria and Eastern Ry. and Navigation Co.	74.76	
Vancouver, Westminster & Yukon Ry.	14.81	
Victoria and Sidney Ry.	16.26	
Victoria Terminal Ry. & Ferry Co.	18.40	
Brandon, Saskatchewan and Hudson's Bay Ry.	69.45	
MIDLAND RY. OF MANITOBA.—		
Portage La Prairie Line	77.01	
Walhalla Line	15.54	
Total		92.55
MAINE CENTRAL RD.—		474.92
Hereford Ry. (including Dominion Lime Co.'s line)	53.30	
Princeton Branch-Washington Co. Ry.	5.10	
Total		58.40
MICHIGAN CENTRAL RD.—		
Canada Southern Ry.	359.24	
Sarnia, Chatham and Erie Ry.	7.00	
Leamington & St. Clair Ry.	15.95	
Total		382.19
NEW YORK CENTRAL AND HUDSON RIVER RD.—		
Ottawa and New York Ry.	56.90	
St. Lawrence and Adirondack Ry.	46.12	
Toronto, Hamilton and Buffalo Ry. (control)	83.67	
Total		186.69
PERE MARQUETTE RD.—		
Lake Erie and Detroit River Ry., including Erie and Huron Ry.	204.69	
London and Port Stanley Ry. (leased)	24.00	
Total		228.69
RUTLAND RD.—		
Rutland and Noyan Ry.		3.39
Total		1,665.99

T. P. Phelan, President of the Canada Railway News Co., has bought the Cedar Grove stock farm at Oakville, Ont., containing 393 acres. As well as conducting the breeding establishment carried on by the former owner, Mr. Giddings, with one of the best stock horses in Canada, imported Bessetlaw, at its head, it is the intention to establish a dairy and fruit farm on a large scale, for the purpose of supplying butter, milk, etc., to the various hotels and restaurants on the G.T.R. and other lines operated by the Canada Railway News Co.

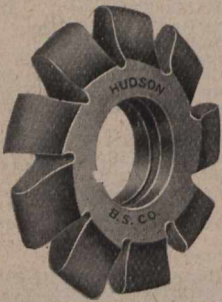
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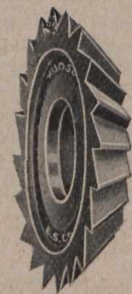
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Orders by the Railway Commissioners.

Beginning with June, 1904, we have published in each issue summaries of orders passed by the Board of Railway Commissioners, so that subscribers who have filed our paper have a continuous record of the Board's proceedings.

Complete copies of any of the orders summarized below, or of others previously passed by the Commission, will be furnished for 25 cents, cash to accompany requests for copies in all cases.

4254. Jan. 17.—Authorizing St. Mary's and Western Ry. Co. to cross the G.T.R. track by a subway about 3,500 ft. south of the G.T.R. station, St. Mary's, Ont.

4255. Dec. 9.—Authorizing G.T.R. Co. to take certain lands in the Parish of St. Antoine de Longueuil, St. Lambert, Que.

4256. Jan. 21.—Authorizing Bell Telephone Co. to carry its wires across G.T.R. near Milton, Ont.

4257 and 4258. Jan. 21.—Authorizing Bell Telephone Company to maintain certain crossings over G.T.R. and C.P.R.

4259. Jan. 21.—Authorizing C.P.R. to reconstruct a bridge on its Woodstock, N.B., section, over Little Shikitikauk River.

4260. Jan. 21.—Authorizing C.P.R. to construct a bridge over Lemon Creek, on its Slocan Lake branch, B.C.

4261. Jan. 21.—Authorizing City of Toronto to lay sewer pipes under G.T.R. track at Sunnyside Ave.

4262. Dec. 19.—Ordering Canada Atlantic Ry. Co. to construct and operate a spur line to A. Pilon's premises, Casselman, Ont.

4263. May 9.—Dismissing application of A. J. Eckardt for an order to vary clause 7 of the order dated Nov. 23, 1905.

4264. Jan. 22.—Authorizing East Middlesex Telephone Co-operative Association to place its line across C.P.R. in West Nissouri tp., Ont.

4265. Jan. 22.—Authorizing the C.P.R. to construct its railway across the public highway on its Haley's ballast pit spur, from its main line east of Renfrew, Ont.

4266. Jan. 23.—Authorizing Welland County Telephone Co. to place wires across the G.T.R. at the 6th road crossing west of Bridgeburg, Ont.

4267. Jan. 23.—Authorizing Welland County Telephone Co. to place aerial wires across the G.T.R. at Windmill Point, Ont.

4268. Jan. 22.—Authorizing G.T.R. Co. to cross with its additional track, on Ferguson Ave., the two tracks of the Hamilton St. Ry. on Barton St., Hamilton, Ont.

4269. Jan. 25.—Authorizing C.P.R. to open for traffic that portion of the main line of its railway between Markstay and Stinson, Lake Superior Division, 7 miles, grade revision.

4270. Jan. 27.—Varying order 3499, Aug. 7, 1907, in connection with two spurs of Vancouver, Westminster and Yukon Ry., in Vancouver, B.C.

4271. Jan. 27.—Extending time of Vancouver and Yukon Ry. for the use of crossing at rail level of the B.C. Electric Ry. on Park Ave., Vancouver, B.C., for 18 months.

4272. Jan. 22.—Requiring Canadian Northern Ry. to remove its station in Fort William, Ont., from its existing location to a location clear of the intersection of Victoria Ave. with Vickers St., and to complete the work on or before Jan. 31, 1908.

4273. Jan. 29.—Authorizing G.T.R. to construct and operate spurs or sidings in Humberstone tp., Port Colborne, and Wainfleet tp., Ont.

4274. Jan. 29.—Authorizing C.P.R. to construct and operate a spur line from its main line near Bordeaux, Que., to the new gaol site.

4275. Jan. 30.—Extending time for use of G.T. Pacific Ry. freight standard mileage

tariff, from Jan. 31, 1908, until such time as the Board shall otherwise order or direct.

4276. Jan. 31.—Authorizing Toronto and Niagara Power Co. to place wires for the transmission of 12,000 volts of electrical power, over the Michigan Central Ry. in Stamford tp., Ont.

4277. Jan. 30.—Authorizing chairmen of official, western and southern classifications to file with the Board copies of each of said classifications and supplements on behalf of railway companies which file with the Board international freight tariffs subject to these classifications. Such authority to be by power of attorney.

4278. Jan. 29.—Authorizing Bell Telephone Co. to place wires across G.T.R. near Lachine, P.Q.

4279. Jan. 31.—Authorizing Bell Telephone Co. to place wires across G.T.R. $\frac{3}{4}$ mile west of Weston station, Ont.

4280. Jan. 28.—Authorizing Brandon, Saskatchewan and Hudson's Bay Ry. to open for traffic its transfer track connecting the C.P.R. main line between 18th and 26th Sts., Brandon, Man.

4281. Jan. 28.—Authorizing C.P.R. to construct its railway across highway on its Hudson's Bay Mining Co.'s spur at Bienfait, Sask.

4282. Jan. 29.—Approving revised location of C.P.R. Pheasant Hills branch between old mileage 528 and 543.3.

4283. Jan. 29.—Approving revised location of C.P.R. main line, at mileage 85.4 east of Sparwood, B.C.

4284. Jan. 31.—Authorizing C.P.R. to construct spur to Black Lumber Co.'s premises, Winnipeg, Man.

4285. Jan. 31.—Authorizing C.P.R. to construct spur to Keewatin Lumber Co.'s premises, Winnipeg, Man.

4286. Jan. 29.—Authorizing Canadian Northern Ry. to construct spur in Virden, Man.

4287. Jan. 31.—Authorizing Canadian Northern Ry. to take part of lot 5, con. 4, McKim tp., Ont., for the purpose of constructing a transfer track to connect its track with the C.P.R. track in Sudbury, Ont.

4288. Jan. 31.—Authorizing C.P.R. to construct a spur to the Page-Hersey Iron and Tube Co.'s premises, Guelph, Ont.

4289. Jan. 31.—Authorizing C.P.R. to construct a spur to R. H. Hill's premises, Caledon tp., Ont.

4290. Jan. 31.—Authorizing C.P.R. to construct spur to R. & H. Shortreed's premises, Medonte tp., Ont.

4291. Jan. 31.—Authorizing C.P.R. to construct a spur to the Wabasso Cotton Co.'s premises, Three Rivers, Que.

4292. Jan. 31.—Granting certificate to Vancouver, Victoria and Eastern Ry. and Navigation Co. to correct error made in plan, profile and book of reference covering located line of railway between Brownsville and Oliver's, B.C.

4293. Feb. 1.—Approving standard passenger tariff Kingston and Pembroke Ry.'s C.R.C. 86, making rate of 3 cents a mile.

4294. Jan. 30.—Amending order of Dec. 10, 1907, in connection with transfer of passengers and mails between C.P.R. and G.T.R. trains at Brockville, Ont., so as to require the two railways to fully provide for this connection on or before Mar. 1, 1908.

4295. Feb. 3.—Authorizing Dominion Car and Foundry Co. to lay water pipe under G.T.R. Lachine canal bank branch, near Montreal.

4296. Jan. 24.—Authorizing G.T. Pacific Ry. to construct its railway at grade across highway at eight different points in Alberta.

4297. Jan. 31.—Authorizing C.P.R. to use for railway purposes, and to lay tracks on Hollowell and Selby Sts., and Bethune Ave., Westmount, Que., and on a portion of Ann St., Montreal.

4298. Feb. 5.—Authorizing Walkerton and Lucknow Ry. to cross certain public roads in Brant tp., Ont.

4299. Feb. 4.—Authorizing G.T.R. to construct spur to J. Oliver & Sons' premises Hintonburg, Ont.

4300. Feb. 4.—Authorizing Toronto, Hamilton and Buffalo Ry. to construct spur to J. H. Precious' premises, Hamilton, Ont.

4301. Feb. 4.—Dismissing application of J. M. Leblanc, of Port Daniel, Que., as to approving and sanctioning of location of Atlantic, Quebec and Western Ry. station in Port Daniel Centre.

4302. Feb. 4.—Approving location of Atlantic, Quebec and Western Ry. at Port Daniel, Quebec.

4303. Feb. 5.—Authorizing C.P.R. to construct eight bridges: over Belly River, Lethbridge, Alta.; over Carpenter Creek, B.C.; over Mud branch Thames River, Ont.; over Thames River, Ont., at Huron St. crossing, Embro, Ont.; on Brockville branch, Ont.; over Badger Creek, Man., and at Woodbridge, Ont.

4304. Feb. 5.—Authorizing Gowancroft Telephone Co. to erect wires over C.P.R. near Pilot Mound, Man.

4305. Feb. 4.—Authorizing C.P.R. to construct spur to R. and T. Fairbanks & Co.'s premises, Sherbrooke, Que.

4306. Feb. 4.—Approving location of Esquimalt and Nanaimo Ry. from Koksilah station to Cowichan harbor, also a section from Duncan to Cowichan Lake, B.C.

4307. Feb. 4.—Approving Quebec, Montreal and Southern Ry. Co.'s by-law authorizing the President or Vice-President and General Manager to issue tariffs of tolls to be charges for traffic.

4308. Feb. 5.—Authorizing Great North-Western Telegraph Co. to erect its wires across C.P.R. tracks at Almonte, Ont.

4309. Feb. 4.—Authorizing C.P.R. to construct a spur to the Superior Portland Cement Co.'s premises, Crombies, Ont.

4310. Feb. 5.—Authorizing G.T.R. to construct spur to the Smart Bag Co.'s premises, Toronto, and cancelling previous order 4230, dated Jan. 14th, in this connection.

4311. Jan. 24.—Authorizing C.P.R. to lay tracks across 21 highways on the Teulon extension of its Stonewall branch, Man.

4312. Feb. 5.—Authorizing G.T. Pacific Ry. to lay its tracks across 37 highways in Alberta, from mileage 56.039 to 102.730.

4313. Feb. 1.—Approving plan of C.P.R. abutments and piers of proposed bridge over Pine St., Woodbridge, Ont.

4314. Feb. 5.—Approving local standard passenger tariff C.R.C. 285 of Canadian Northern Ry., providing for a standard passenger fare between all stations in Canada, Edmonton east thereof, of 3c. per mile.

4315. Feb. 6.—Authorizing Bell Telephone Co. to place its wires across the C.P.R. track near Lepage, Que.

4316. Feb. 6.—Authorizing Davis Acetylene Gas Co., Toronto, to lay a pipe under G.T.R. tracks at King City, Ont.

4317. Feb. 6.—Authorizing C.P.R. to construct spur to A. Merner's premises, Alliston, Ont.

4318. Feb. 6.—Authorizing the township of York, Ont., to lay a sewer pipe under C.P.R. tracks on Spadina Rd.

4319. Feb. 12.—Authorizing C.P.R. to construct bridge over Fraser River at mile 0.72, Mission branch, B.C.

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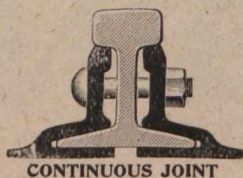
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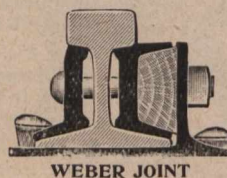
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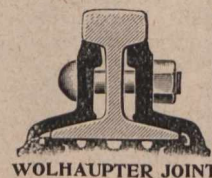
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4320. Feb. 12.—Approving revised location of Esquimalt and Nanaimo Ry. north of Wellington, B.C.
4321. Feb. 12.—Authorizing Bell Telephone Co. to erect wires across C.P.R. at Beachville station, Ont.
4322. Feb. 8.—Authorizing Woodstock Electric Ry., Light and Power Co. to erect wires across C.P.R. at King St., Woodstock, N.B.
4323. Feb. 8.—Approving Atlantic, Quebec and Western Ry. location in townships of Perce, Mal Baie, and Douglas, county Gaspé, Quebec, mileage 60 to 90.
4324. Feb. 8.—Approving of Ottawa Electric Ry. Co.'s by-law 8, authorizing its Secretary-Treasurer to prepare and issue tariff of tolls to be charged for carriage of passengers.
4325. Feb. 6.—Authorizing C.P.R. to construct bridge at highway crossing at Bala, Ont.
4326. Feb. 8.—Authorizing C.P.R. to open for the carriage of traffic the portion of its Pheasant Hill branch between Lanigan at mileage 254.5 from Kirkella, and Saskatoon at mileage 328.4, in Saskatchewan.
4327. Feb. 8.—Approving agreement between Great North-Western Telegraph Co. of Canada and Central Vermont Ry. Co., respecting carriage of poles and other material of the telegraph company.
4328. Oct. 29, 1907.—Authorizing Chatham, Wallaceburg and Lake Erie Ry. to carry its railway, power, telegraph and telephone lines across and along the Pere Marquette Ry. track on the town line between townships of Hardwich and Raleigh, Ont., and to operate the said crossing until May 31, 1908.
4329. Feb. 6.—Approving Atlantic, Quebec and Western Ry. location, sec. 3, mileage 20 to 30.8 and sec. 10, mileage 90 to 102.4, through the townships of Douglas and York, County Gaspé, Que.
4330. Feb. 10.—Authorizing Thessalon Lumber Co. to operate its cars across C.P.R. Sault Ste. Marie branch, about 2½ miles east of Dayton, Ont.
- 4331-4333. Feb. 12.—Authorizing Winnipeg Electric Ry. Co. to erect its wires for transmission of electrical energy across C.P.R. tracks in St. Boniface, Man.; in sec. 25, tp. 12, range 8 east of 1st meridian, and in sec. 35, tp. 13, range 9, east of 1st meridian, Manitoba, for two months from Feb. 12, 1908.
4334. Feb. 12.—Authorizing the Town of Tillsonburg, Ont., to lay a water pipe under G.T.R. track.
4335. Feb. 5.—Authorizing G.T.R. to construct a spur line to the People's Specialty Co.'s premises, Grand Ligne, Que., and rescinding order 4013 of Nov. 15, 1907.
4336. Feb. 7.—Authorizing C.P.R. to construct a spur to the Standard Paint Co.'s premises near Highland, P.Q.
4337. Feb. 12.—Authorizing Bell Telephone Co. to carry its wires over the Canadian Northern Ry. 8¼ miles west of Winnipeg, Man.
4338. Feb. 6.—Authorizing G.T. Pacific Ry. to carry its railway across public highway crossing at mileage 85.2 between secs. 13 and 14, tp. 51, range 20, west of 4th meridian.
4339. Feb. 12.—Authorizing the municipality of Ratter and Dunnet to construct a public crossing over C.P.R. at 9th line between lots 8 and 9, sixth concession, Dunnet tp., Ont.
4340. Feb. 12.—Extending until May 1, 1908, time within which Canadian Northern Ontario Ry. shall instal interlocking and derailing appliances at crossing of C.P.R., Cleland tp., Ont.
4341. Jan. 31.—Authorizing C.N.R. to use for construction purposes only the crossing of its track with the C.P.R. near Lachevrotiere, Que., until May 1, 1908.
4342. Feb. 12.—Authorizing G.T.R. to construct spur to J. Duff and Son's premises, Hamilton, Ont.
- 4343-4344. Feb. 12.—Authorizing East Middlesex Telephone Co-operative Association to carry its wires over G.T.R. tracks at Kelly's siding, and Wyton, Ont.
4345. Feb. 7.—Extending until May 1, 1908, time within which G.T.R. shall instal gates and interlocking semaphores on its tracks where they cross the Montreal St. Ry. at junction of St. Ferdinand and Notre Dame streets, St. Henri, Montreal.
4346. Feb. 13.—Authorizing C.P.R. to construct spur to the Inter-Ocean Pressed Brick Co.'s premises, Pilot Butte, Sask.
- 4347 and 4348. Feb. 14.—Authorizing C.P.R. to construct ferry aprons for use in connection with ferry slips at Vancouver, B.C., and Prescott, Ont.
4349. Feb. 14.—Authorizing Bryon Telephone Co. to carry its wires across G.T.R. tracks west of Komoka, Ont.
4350. Jan. 21.—Approving C.P.R. spur line, known as the branch line north of Edmonton, Alta., through secs. 14, 15, 16, 17 and 18, township 53, north, range 24, west of 4th meridian, Alberta, commencing at the centre line of the G.T. Pacific Ry. main line, in the n.w. ¼ of sec. 14, township 53, north, range 24, west of 4th meridian.
4351. Feb. 12.—Authorizing C.P.R. to construct spur to Oliver & Manson's premises, Winnipeg.
4352. Feb. 17.—Authorizing the County of Victoria to lay sewer pipes under G.T.R. tracks at Albert St., Lindsay, Ont.
4353. Feb. 3.—Directing the C.P.R. to construct, maintain and operate a spur line to the Northwest Jobbing and Commission Co.'s warehouse, Lethbridge, Alta.
4354. Feb. 17.—Authorizing Bell Telephone Co. to erect aerial wires across Pere Marquette Ry., 2¾ miles north of St. Thomas station, Ont.
4355. Jan. 15.—Directing Windsor, Essex and Lake Shore Rapid Ry. to provide and place upon its poles on Talbot St., Essex, Ont., standard copper conductors to enable C. E. Naylor, of Essex, to transmit electric energy across the railway tracks at eight different points in Essex.
4356. Feb. 18.—Authorizing C.P.R. to construct its railway across certain highways in Albion tp., Ontario.
4357. Feb. 18.—Authorizing Edmonton, Yukon and Pacific Ry. to open for the carriage of traffic the portion of its line from Edmonton to Strathcona, Alta.
4358. Feb. 18.—Authorizing town of Aylmer, Ont., to lay a water main under G.T.R. tracks.
4359. Feb. 19.—Approving specifications and plan of trestles proposed to be used by British Yukon Ry. in construction of its Whitehorse extension.
4360. Feb. 19.—Authorizing Dr. E. T. Williams to erect telephone wire across G.T.R. tracks a mile north of Sunderland, Ont.
4361. Feb. 19.—Authorizing Bell Telephone Co. to erect its wires over G.T.R. at foot of Peter St., Toronto.
4362. Feb. 19.—Certifying corrections made in location of Montreal, Quebec & Southern Ry., in the Gently and St. Pierre les Becquets parishes, Que.
4363. Feb. 18.—Approving Canadian Northern Ry. standard passenger tariff providing for standard passenger fare of 3c. per mile between its stations in Canada east of and including Edmonton, Alta., and rescinding order of Feb. 5, 1908.
4364. Feb. 19.—Authorizing Burnt River Telephone Co. to erect its wires across G.T.R. tracks at Somerville tp.
4365. Feb. 20.—Approving location of Walkerton and Lucknow Ry. between mileage 36.44 and 37.5 near Walkerton, Ont.
4366. Feb. 20.—Authorizing Bell Telephone Co. to erect its wires across G.T.R. at Grasshill, Ont.
4367. Feb. 20.—Authorizing Mond Nickel Co. to erect its transmission line across the C.P.R. Sault Ste. Marie branch near Victoria Mines, Ont.
4368. Feb. 19.—Authorizing Windsor, Essex and Lake Shore Rapid Ry. to cross with its track the Michigan Central Rd. track at Erie Ave., Leamington, Ont.
4369. Feb. 14.—Authorizing C.P.R. to construct a spur to E. A. Holstein's premises, Winnipeg, Man.

Steam Railway Statistics.

The statistical report of the Department of Railways and Canals respecting Canadian railways for the year ended June 30, 1907, prepared by J. L. Payne, Comptroller of Statistics, differs in many respects from that of previous years. The schedules sent out to the various railways for statistical purposes, and upon which the tables appended to the report are based, were much more elaborate than those which have been in use in the Dominion during the past 30 years. In all essential regards, they are identical with the forms which have been adopted by the U.S. Interstate Commerce Commission. It is claimed that the old schedules had become unsuited to modern railway conditions; that they failed to elicit many points of useful information; and that they did not, except in a limited way, permit of helpful comparisons with the railway statistics of other countries. The introduction of the new schedules involved, among other things, a uniform system of accounting on the part of railways. This, in itself, was a change urgently needed. It was not to be expected, however, that these changes 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 as perfect as they doubtless will be in future years, they are nevertheless reasonably satisfactory under the circumstances. Only one company, the Kettle River Valley Ry., having less than five miles of line in operation in British Columbia, failed to make any return.

MILEAGE.—The total mileage of railways in operation June 30, 1907, was 22,452, against 21,353 at June 30, 1906, an increase of 1,099 miles. The mileage of double track lines was increased during the year from 743 to 1,067 miles. Adding the mileage of second tracks, sidings and yards to the 22,452 miles, the total of all tracks in the Dominion is 27,611 miles, of which all but 95 miles are laid with steel rails. The number of miles actually under construction was not reported for the year as formerly, but from data gathered by the Department it is estimated at 3,000. This does not include projected lines which have not reached the contract stage. Divided by provinces the railway mileage is: Ontario, 7,637.91; Quebec, 3,515.90; Manitoba, 3,074.46; Saskatchewan, 2,024.86; British Columbia, 1,685.29; New Brunswick, 1,502.73; Nova Scotia, 1,329.47; Alberta, 1,323.02; Prince Edward Island, 267.50; Yukon, 90.60. Estimating the population at 6,500,000, this gives one mile of railway to each 289 persons, and dividing the area of the Dominion by the railway mileage there

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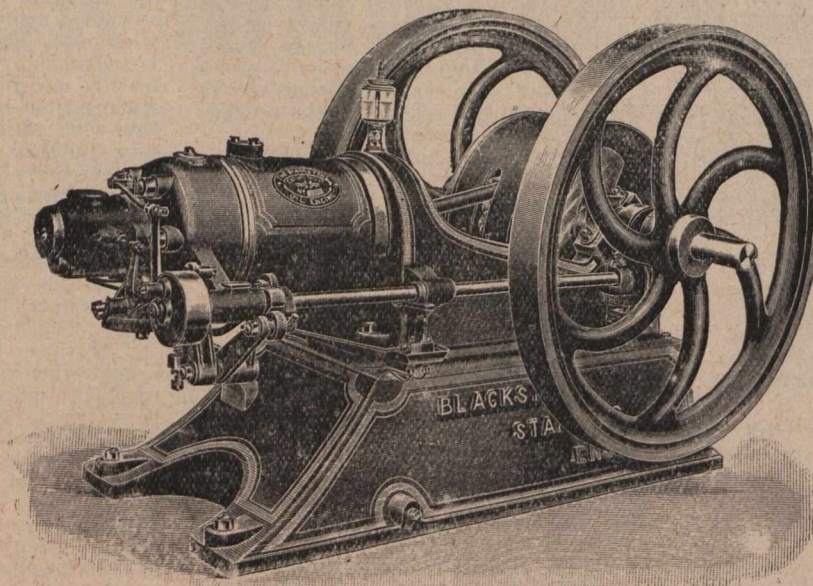
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are 161.80 square miles to each mile of railway. The table showing the mileage contains the names of 98 different railways, three of which are under construction, viz.: Atlantic, Quebec and Western Ry.; Grand Trunk Pacific Ry., and Quebec Bridge and Ry. Co., and in regard to which no mileage is given. The information given is tabulated under 35 different heads, and the totals of the various columns, under the four general heads, are:

SINGLE TRACK.—Line represented by capital stock: Main line, 13,698.94 miles; branches and spurs, 3,671.50; lines of proprietary companies, 992.20 miles; line operated under lease, 3,909.00; line operated under contract, 180.10 miles; line operated under trackage rights, 156.77; total mileage operated, 22,608.51; new line constructed during year, 989.95 miles; line laid with iron rails, 10.54 miles; line laid with steel rails, 22,441.20 miles.

SECOND TRACK.—Line represented by capital stock: Main line, 1,005.82 miles; branch line and spurs, 16.80 miles; line operated under lease, 44.80 miles; line operated under trackage rights, 28.96 miles; total mileage operated, 1,096.38 miles; new line constructed during the year, 173.51 miles; laid with steel rails, 1,067.42 miles.

YARD TRACK AND SIDINGS.—Line represented by capital stock: Main line, 3,885.63 miles; branches and spurs, 144.48 miles; line operated under lease, 58.73 miles; line operated under contract, 3.08 miles; total mileage operated, 4,091.91; new line constructed during the year, 131.89 miles; laid with iron rails, 84.12; laid with steel rails, 4,007.79 miles.

TOTAL MILEAGE OPERATED, ALL TRACKS.—Line represented by capital stock: Main line, 18,590.38 miles; branches and spurs, 3,832.78 miles; line of proprietary companies, 992.20 miles; line operated under lease, 4,012.53 miles; line operated under contract, 183.18 miles; line operated under trackage rights, 185.73 miles; total mileage operated, 27,796.80 miles; new line constructed during the year, 1,278.43 miles; laid with iron rails, 94.68 miles; laid with steel rails, 27,516.39.

EARNINGS AND OPERATING EXPENSES.—The total earnings from operation for the year were \$146,738,214.68, of which \$95,738,079.21 came from freight service, \$45,730,652.29 from passenger service, and \$5,269,483.06 from other sources. This represented an increase of \$21,415,349.65, or 17.09% over the earnings for 1905-06. The freight earnings, including \$742,991.41 from stock yards, elevators, etc., were \$1.472 per ton carried; and the average receipts per passenger carried were \$1.423. The total earnings were equal to \$6,535.64 per mile of railway; earnings per train mile, \$1.953; average earnings per ton of freight hauled, \$1.472; average earnings per passenger carried, \$1.219. Of the operating railways, 68 gave information showing the average earnings per passenger per mile, and the average earnings per ton per mile, information never previously asked for. The average revenue per passenger was 2.863 cents; eight railways in British Columbia, having special charter rights, showed an average of 4.097 cents; four railways whose passenger revenue represents 71.11% of the total for the year return a rate of 2.070 cents. The average rate per ton per mile of the 68 reporting lines was 3.655 cents; leaving out nine railways having special rights, which average 12.352 cents; the 59 railways show an average of 2.328 cents; whilst the five principal railways which represent 73% of the total freight earnings show an average charge per ton per mile of 0.702 cents. The number of passengers carried one mile was 2,049,549,813, which would be the equivalent of an average journey per passenger of 64 miles. The number of tons of freight hauled one

mile was 11,687,711,830, representing an average haul of 183 miles.

The operating expenses were \$103,748,672.27, an increase over 1905-06 of \$16,619,242.78, or 19.07%. The proportion of operating expenses to earnings was 70.7%. The operating expenses were equal to \$4,620.90 per mile of railway; and to \$1.381 per train mile.

The net earnings for the year were \$42,989,537.41, against \$38,193,430.54 for 1905-06. In volume this represents an increase of \$4,796,106.87, or a betterment of 12.55%; but relatively the net result was 1.2% lower than for 1906, the difference being as between 29.3 and 30.5% of the gross revenue.

TRAFFIC STATISTICS.—The traffic for the year showed an increase of 4,147,537 passengers carried and of 5,899,422 tons of freight carried, as compared with 1905-06, the figures for the two years being: Passengers, 32,137,319, against 27,989,782; freight, 63,866,135 tons, against 57,966,713 tons. Of the freight traffic 42,381,731 tons originated in the reporting roads and 13,848,240 tons were received from connecting lines. The freight carried was mainly classified under the following general heads: Products of mines, 18,460,172 tons; products of forests, 10,229,635 tons; products of agriculture, 9,521,661 tons; manufactures, 7,874,641 tons; products of animals, 2,469,266 tons; merchandise, 2,309,084 tons. The principal commodities carried were: Bituminous coal, 11,805,060 tons; lumber, 7,542,475 tons; grain, 5,776,731 tons; ores, 2,209,860 tons; stone, sand, etc., 2,083,336 tons; anthracite coal, 1,635,628 tons; flour, 1,402,386 tons; cement, brick and lime, 1,393,792 tons; live stock, 1,118,141 tons.

The total train mileage was 75,115,765, an increase of 2,392,283 miles over 1905-06. The increase applied almost wholly to passenger service. There was an actual reduction of 221,278 miles in the mileage of freight trains, notwithstanding the fact that 5,899,422 additional tons of freight were handled.

ACCIDENTS.—The record of accidents has been gathered with a greater regard to details than heretofore, so that a comprehensive analysis may now be made. The general result is as follows:

	Killed	Injured
Passengers.....	70	352
Employees.....	249	1,126
Trespassers.....	195	125
Non-trespassers.....	70	88
Postal clerks, etc.....	3	7
Total.....	587	1,698

This represents the greatest number of people, both killed and injured, in the history of Canadian railways; yet with respect to passengers killed there have been two worse years—1889 and 1903—measuring the fatalities against the total number of persons carried. The comparative record with regard to persons injured was also exceeded in 1903. In addition, there was loss of life and injury to persons caused by railways, apart from the movement of trains. In preceding years this information was not gathered since it relates largely to shopmen and other employes not engaged in the actual work operation. It increases the toll, however, by 11 lives lost and 454 persons injured, and brings the total up to 598 persons killed and 2,152 injured. The following table shows the causes of the accidents:

	Passengers		Employees	
	Killed	Inj'd	Killed	Inj'd
Collisions.....	26	93	46	135
Coupling or uncoupling.....	..	..	34	141
Derailments.....	21	127	12	56
Falling from trains, etc.....	2	36	32	186
Jumping on or off trains, etc.....	10	38	7	66
Locomotives, etc., breaking down.....	..	..	1	6
Overhead structures.....	..	..	2	13
Parting of trains.....	..	3	2	16
Struck at highway crossing.....	4	7	..	..
Struck by trains.....	..	..	85	130
Struck at stations.....	4	3	..	..
Struck on track.....	..	1	..	..
Other causes.....	3	44	28	377

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.

F. H. Hopkins & Co., railway contractors and mining suppliers, Montreal, have issued a large wall calendar with prominent figures.

The Baldwin Locomotive Works, Philadelphia, Pa., have issued record 64, an illustrated booklet describing locomotives built for the Central Rd. of Brazil.

The name of the Locomotive and Machine Co. of Montreal, Ltd., has been changed to Montreal Locomotive Works, Ltd., by supplementary letters patent issued by the Dominion Government.

Robt. W. Hunt & Co., Bureau of Inspection, Tests and Consultation, Chicago, Ill., have established their St. Louis, Mo., office, which is in charge of C. W. Gennet, Jr., at 1445 Syndicate Fruit Buildings. Their chemical and cement laboratory will be located in the same building.

The Dominion Wire Rope Co., Ltd., held its annual meeting in Montreal, Feb. 20, when the directors were unanimously re-elected. Following are the officers and directors for the current year: President, F. W. Fairman; Vice-President and Managing Director, F. H. Hopkins; other directors, G. P. Butters, Dr. C. W. Colby, E. E. Fairman; Secretary-Treasurer, J. J. Rosevear.

The Safety Car Heating and Lighting Co. of New York, which, as mentioned in our rolling stock notes, has recently completed the installation of 8,000 of its latest single mantle lamps on C.P.R. passenger cars, reports that it has sold inverted mantle lamps for over 3,000 cars during the past two years, and that the Prussian State railways are now changing their equipment on 30,000 cars to use the incandescent mantle in connection with Pintsch gas.

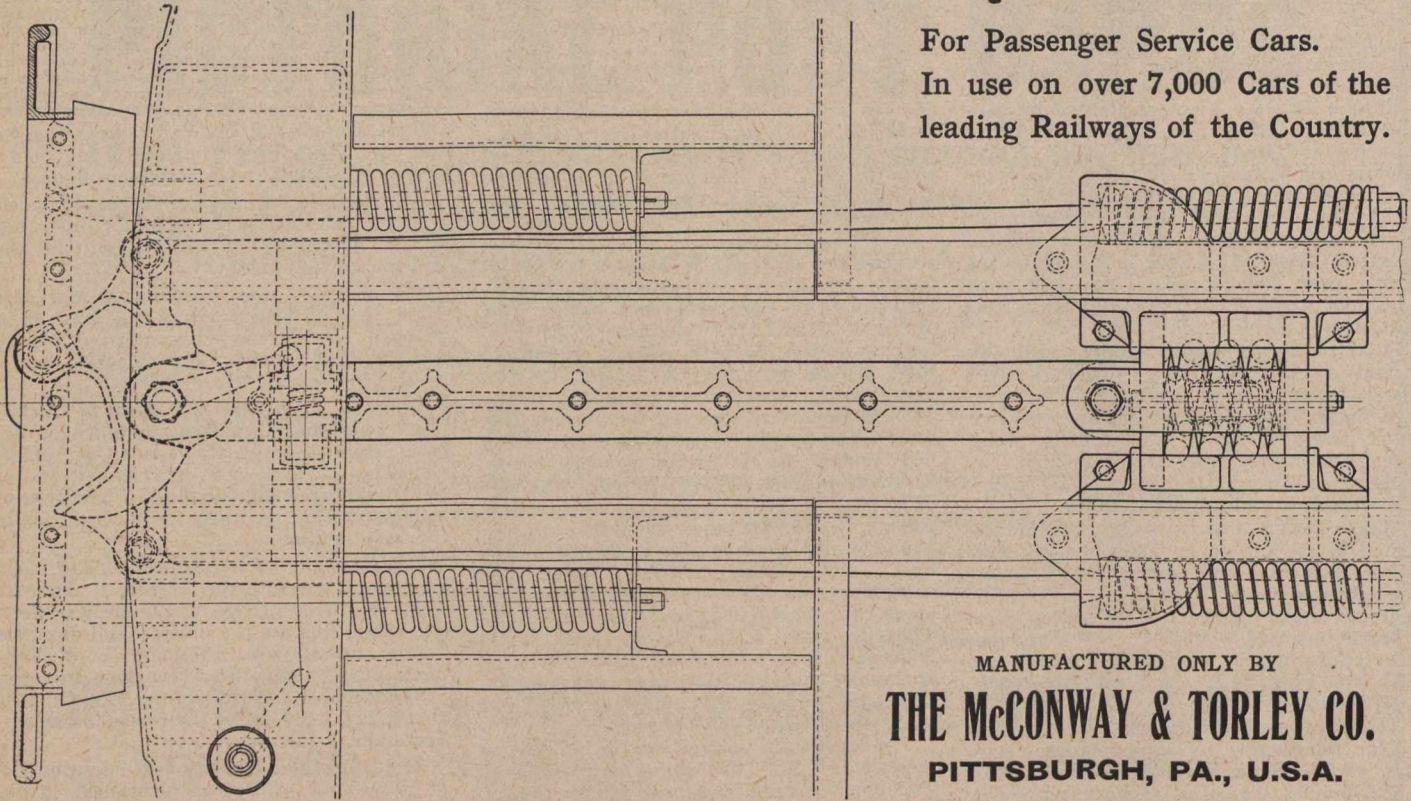
Rhodes, Curry & Co., Amherst, N.S., have asked the Moncton, N.B., City Council as to the inducements which might be offered them to locate a portion of their plant there. The proposal is made in connection with the letting of the old Intercolonial Ry. shops, for the occupancy of which the Department of Railways is asking tenders. Rhodes, Curry & Co.'s suggestion is to establish a steel foundry for the manufacture of railway appliances and steel castings generally, and the construction of passenger and electric cars. Should this suggestion be carried out the company's works at Amherst would, it is said, construct freight cars only.

W. H. Aldridge, C.P.R. consulting mining engineer, is reported to have stated, Feb. 11, that the C.P.R. will probably commence producing coal from its Crow's Nest mineral lands in Jan., 1909. Development work is being carried on at Hosmer, on an extensive scale, and an up-to-date plant is being erected there. This is probably the work undertaken by the Hosmer Mines Ltd., a company of C.P.R. officials, recently incorporated.

A resolution has been submitted at the current session of the Alberta Legislature, asking the Dominion Government to amend the Railway Act in such manner that before prosecutions are begun against trainmen or other employes of railway companies for negligence causing accidents in the operation of trains or otherwise, provision be made for an investigation before some competent authority with a view of arriving at the cause of the accident.

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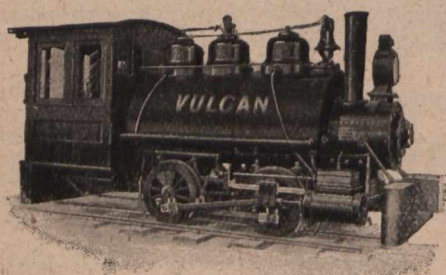
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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta.—There was under discussion in the Alberta Legislature a resolution expressing the opinion that the Government should acquire the railways in the province running north and south, extend them to connect with the northern waterways, and construct a railway from the most northern portion of the province to connect with the waterways. The resolution also called for the management of the railways, when constructed or acquired, by an independent commission.

An amendment was carried in favor of the extension of railway facilities to every part of the province, but having regard to the general interests of the province advocated the first use of its revenues and resources to the construction of roads, bridges, schools, etc.

Alberta North-Western Ry.—Application is being made by G. W. Bixenstein, H. Danziger, Berlin, Germany; O. E. Talbot, St. Michel, Que.; M. Cohn, H. B. McGiverin, Ottawa, at the current session of the Dominion Parliament, for an act incorporating a company with this title, for the purpose of constructing a railway from the Calgary and Edmonton Ry. between Olds and Innisfail, Alta., northwesterly along the valleys of the Red Deer, Raven and Clearwater rivers, to or near Rocky Mountain House on the North Saskatchewan River; thence westerly along the valley of that river to Kootenay plains in the Rocky Mountains; also from the North Saskatchewan River, between Bighorn and Sheep rivers, northwesterly to Brazeau River, thence northerly to and along the McLeod River to the G.T. Pacific Ry. The company asks for special powers enabling it to construct and operate steam and other vessels on the navigable waters touched by the railways; to carry on hotels; mining, lumbering and other businesses, and for power to enter into agreements with the C.P.R., the Calgary and Edmonton Ry., and the G.T. Pacific Ry. (Jan., pg. 19, and July, 1907, pg. 479).

The company is asking the Alberta Legislature at its current session for authority to construct a branch line from Medicine Hat to Nanton, and thence northerly to Keith; in addition to the lines previously authorized.

Algoma Central and Hudson's Bay Ry.—C. N. Smith, M.L.A., Sault Ste. Marie, in an interview Feb. 6, said the Ontario Government should construct and operate all new lines in Northern Ontario, in order the better to develop the resources and carry on the colonization of that part of the province. The Lake Superior Corporation, he said, was not at present in a position to carry the A. C. and H.B. Ry. to completion, and it would be in the interest of the Province for the Government to take over the line and finish it as a colonization work. In addition to the mileage of track laid and in operation, about 100 miles of grading had been done. The grading of an additional 25 miles would bring the line to a junction with the C.P.R. transcontinental line, and if it were still further extended to the G.T. Pacific Ry. it would draw some of the traffic off that line and help the Temiskaming and Northern Ontario Ry. to give Ontario the benefit of that traffic. It would, in his opinion, cost the Government about \$25,000 a mile to acquire the existing line. The Provincial Minister of Public Works referring to this suggestion expressed the opinion that it would mean the adoption of a policy whereby the province would be responsible for running feeders to the great railway lines, which would get advan-

tage of the long haul. On the other hand, if the Government owned the short feeder lines, the cost of operation of which would be proportionately higher than the main lines, it was probable that expenditures might be involved which would drain the revenue instead of assisting it. This opinion was expressed by the Minister as his own view, and not in any way official as representing the Government.

The Railway Age said recently:

We are advised by T. J. Kennedy, Superintendent, Sault Ste. Marie, Ont., that definite decision has been reached relative to the proposed extension of this line.

We are officially advised that this is incorrect. It should have been stated that no decision had been reached.

The company at present has in operation the line from Sault Ste. Marie northerly, and the Michipicoten branch, together 89.64 miles, and has graded about 100 miles between the track end on the main line and the Michipicoten branch near Helen Mine. Upon this portion of the line there is one very large bridge to be completed.

Ashcroft, Barkerville and Fort George Ry.—The Dominion Parliament is being asked at its current session for an act extending for five years the time within which this company may construct its authorized railway. (Aug., 1906, pg. 449).

Boundary, Kamloops and Cariboo Central Ry.—An extension of two years for the commencement and of five years for the completion of this projected railway is being asked at the current session of the Dominion Parliament. (Nov., 1907, pg. 829).

Beersville Ry. Co.—See North Shore Rd. Co.

Bessemer and Barry's Bay Ry.—We are advised that surveys have been made for a branch line from Bessemer, Ont., to no. 1 mine, about 2.50 miles. During 1907 the company constructed a standard gauge track to its ore pocket and crusher, in place of the narrow gauge trestle upon which the ore was formerly carried to the main track. (Oct., 1907, pg. 741.)

Bruce Mines and Algoma Ry.—Press reports state that negotiations have been reopened between a British syndicate and the Ontario Government with a view of the completion of this railway from the present terminus near Rock Lake, to the C.P.R. Transcontinental Line near Chapleau, a distance of about 120 miles. (Jan., pg. 19, and June, 1905, pg. 241.)

Calgary and Fernie Ry.—The Dominion Parliament is being asked at its current session to grant an extension of two years for the commencement and of five years for the completion of this projected railway. (Nov., 1907, pg. 829).

Canada Central Ry.—The Ontario Legislature is being asked at its current session for an act extending the time within which this projected railway may be constructed. Ryckman, Kerr and MacInnes, Toronto, are solicitors for the applicants.

Canada West Coal Companies Rd.—

"Announcement is made that this company, the head office of which is at St. Paul, Minn., will build a line to haul coke from Butte, Mont., north to the smelters at Calgary, Alb."—Railroad Gazette, New York.

Enquiries made in respect to this matter show that in September, 1907, a company with the title of the Canada West Coal and Coke Co. was granted supplementary letters patent under the Dominion Companies Act, under which its name was changed to the Canada West Coal Co. The Secretary of this company is F. E. Kenaston, of Minneapolis, Minn., and it has also an office at Winnipeg, Man. The company was reported to be carrying on mining operations at Taber, Alta. There are no smelters at Calgary, and we are advised by those in a position to know that there are none at any other point in Alberta.

A director of the Canada West Coal Co. informs us that although the construction of a line to Calgary has been talked of by the company, nothing has been decided on. The same people, he says, who are interested in the C.W. Coal Co. at Taber, are also interested in large coal areas in the Livingstone Mountains, north of Frank, and notice of application for a railway charter was given in the autumn of 1907. Owing, however, to the financial depression, it was decided not to proceed with the application at the present session, and the whole matter dropped. The proposed name of this company was the Western of Canada Ry.

Cape Breton Ry.—We have been advised that the company has not made any definite steps in the direction of constructing an extension of its lines from St. Peter's to Louisburg, N.S. (Feb., pg. 97).

The Central Ontario Ry. has under construction an extension of its line from the present northern terminus at Maynooth, to Whitney, Ont., a distance of 25 miles. At Whitney connection will be made with the Ottawa Division of the G.T.R. (Canada Atlantic Ry.), and with the line constructed in 1902-03 by the St. Anthony Lumber Co., and extending to Big Opeongo Lake. (Jan., pg. 19).

Cumberland Ry. and Coal Co.—The amendment to its charter which the company is asking at the current session of the Dominion Parliament, authorized it to acquire the undertaking and property of the Spring Hill and Parrsboro Coal and Ry. Co., and to extend that railway to West Bay and to Oxford station so as to connect with the railway under construction between Oxford and Pugwash. It also authorized the company to make running arrangements with the Great American and European Short Line Ry. over the section of its railway between Oxford and Pugwash. This is a re-enactment of the powers for the construction of railways given the company in 1883. The railway statistics for the year ended June 30, 1907, shows that the company has in operation 32 miles of line, and in the report of the year ended June 30, 1906, the table showing the location of railways gives the following particulars: Spring Hill Junction, Intercolonial Ry. to Spring Hill Coal mines, N.S., and Parrsboro on the Bay of Fundy, 32 miles; Spring Hill and Oxford branch, 14 miles, from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow branch, Intercolonial Ry., not in operation. This 14 miles of line covers part of the extension authorized by the act. The extension to West Bay has been under discussion at different times.

The Great American and European Short Line Ry., which is mentioned, was incorporated by the Dominion Parliament in 1882 (chap. 73), and it was voted a subsidy of \$256,000 in the following year in respect of the construction of 80 miles of line between Canso and Louisburg. The name of the company was changed in 1884 to the Montreal and European Short Line Ry., and since then nothing has been heard of it. (Feb., 1907, pg. 87).

Detroit River Tunnel.—The work in progress at present is principally at the shore ends of the tunnel. The two sections of the tube sunk off the U.S. shore have been successfully connected and the concrete is being deposited round them. About 40 ft. of the tunnel approach has been driven at the U.S. side, and about 20 ft. has been completed at the Windsor end. Shield driving is in progress from both ends. Two more sections of the steel tubing have been completed, but they will not be sunk until early in March or April. (Oct., 1907, pg. 747).

Dominion Atlantic Ry.—A bill is before the House of Commons under which it is

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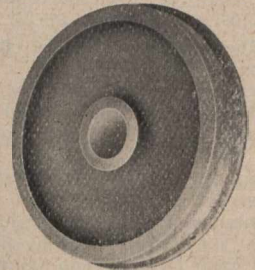
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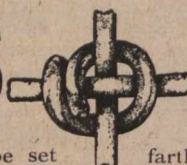
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sought to obtain power to construct a line from the old Cornwallis Valley Ry. between Kentville and Canning westerly to the company's railway between Berwick and Middleton, or some point between the main line and North Mountain. The line is to be known as the North Mountain Division; it is to be completed within five years, and bonds to the extent of £5,000 a mile may be issued to meet the cost of construction. (Feb., pg. 97).

Edmonton, Dunvegan and British Columbia Ry.—The Dominion Parliament is being asked at the current session to pass an act extending this company's powers so that it may construct and operate steam and other ferries in connection with its railways, or enter into agreements with the owners of such vessels for the hire of the same; construct and operate telegraph and telephone lines; acquire lands, water powers, for electricity; and engage in lumbering and mining. The time for the commencement of the projected railway to be extended for two years, and for their completion for seven years from the passing of the act.

The company was incorporated by the Dominion Parliament last session, the provisional directors being: J. B. MacDonald, Winnipeg; J. A. Sandgreen, Edmonton, Alta.; C. Pringle, Ottawa; T. G. Gallagher, Spokane, Wash. It was authorized to construct a railway from Edmonton, Alta., to Dunvegan, thence along the Peace River valley to the Parsnip River, and along that river to Fort George, B.C. (Dec., 1907, pg. 923; and April, 1907, pg. 243).

The Erie, London and Tillsonburg Ry. Co. is applying at the current session of the Dominion Parliament for an act authorizing an extension of time for the construction of its projected railway. (Dec., 1907, pg. 889, and Oct., 1906, pg. 583).

Fort William, Ont.—In connection with the application of the city corporation at the current session of the Ontario Legislature for authority to erect one or more bridges over the Kaministikwia River, the Dominion Marine Association has presented a strong protest to the Department of Public Works against the erection of more than one bridge to the islands in the river. The location of the proposed bridge is on the line of Arthur St. to Island no. 1. The Dominion Marine Association has already taken some steps to oppose the passing of this bill, and it is recommended that the Association should vigorously oppose unnecessary interference with navigation, especially upon the lower portion of the river. (Feb., pg. 97.) See also Fort William Terminal Ry. and Ferry Co.

The plans filed with the Department of Public Works indicate a bridge across the Kaministikwia River at Fort William, between the Ogilvie mills and elevator and Christina St., with a central pier and a free span of 100 ft. The Dominion Marine Association has presented a petition to the Department that the bridge to be erected be required to be of modern construction with no central pier, so as to make the least possible obstruction in the navigation of the river. (Feb., pg. 97.)

Fort William Terminal Ry. and Bridge Co.—A meeting of shareholders was held in Fort William, Ont., Feb. 10, for the purpose of the re-organization of the company. Following are the new officers and directors: President, J. L. Davidson, Fort William; Secretary, S. J. Rothwell, Winnipeg; Treasurer, C. H. Black, Winnipeg; other directors, J. W. Hobbs, H. H. Williams, Toronto. The President and Secretary were deputed to visit Toronto and make arrangements with a view of an early start at construction. (Feb., pg. 97).

Great Northern Ry. Lines in Canada.—Construction is being proceeded with on the extension of the Vancouver, Victoria and Eastern Ry. between Keremeos and Princeton, B.C., 44 miles. J. W. Stewart is the contractor, and J. H. Kennedy is Chief Engineer, the construction headquarters at present being at Keremeos. A press correspondent who recently went over the route said it was a matter of surprise how rapidly the grade is shaping up, and expressed confidence that April 1 would see more than 90% of the grading to Hedley ready for the steel, and the greater part of the track laid by the end of that month.

Grading has been resumed upon the section of the line from Cloverdale easterly to Abbots, B.C., A. Guthrie & Co., St. Paul, Minn., having taken over the contract from the British Columbia General Contract Co., which recently assigned. (Feb., pg. 97.)

Great Northern Ry., U.S.—The question of the construction of an extension of the line now terminating at Greenbush, to Warroad, Minn., on the Canadian Northern Ry. near the International boundary, is under consideration. (Nov., 1907, pg. 889).

Great West Ry.—Application will be made at the current session of the Dominion Parliament for an act amending the company's act of incorporation by substituting new names for the provisional directors mentioned therein; changing the head office from Nelson, B.C., to Port Arthur, Ont., and extending the time within which the authorized line of railway may be constructed. Chrysler, Bethune and Larmouth, Ottawa, are solicitors for the company. (Oct., 1907, pg. 741.)

Halifax and North-Eastern Ry.—H. S. Freeman, and G. S. Sherman, returned to Halifax, Feb. 3, having completed a survey of the route of this projected railway for the Nova Scotia Government. A report will be made to the Provincial Engineer, for consideration of the Legislature next session. (Nov., 1907, pg. 829, and May, 1907, pg. 323.)

Hudson Bay Pacific Ry.—A petition has been presented to the British Columbia Legislature at its current session for the incorporation of a company with the title of the Port Simpson and Eastern Ry., for the purpose of constructing a railway from Port Simpson, easterly to the provincial boundary. The petitioners are: W. H. Duval, J. Brandon, Victoria, B.C.; D. B. May, Washington, D.C.; W. H. Harding, New York. A report from Victoria states that the company does not ask for any land grant or cash subsidy from the Provincial or the Dominion Governments, and that the Board of Trustees includes the following: S. Shenstone (representing Rothschilds); E. B. Dean, Scranton, Pa.; Hon. Jas. McLaughlin, Los Angeles, Cal.; A. C. Latimer, Washington, D.C.; H. White, Seattle, Wash.; J. T. McCleary, Washington, D.C. (Feb., pg. 97.)

Intercolonial Ry.—The total length of double track line owned by the Dominion Government, and operated as the Intercolonial Ry., was on June 30, 1907, reported to be 16 miles. An additional mileage of second track is now under construction as follows: Between Moncton and Painsic Junction, N.B., 7.48 miles, J. B. McManus Co., Limited, Memramcook, N.B., contractors; and between Richmond and Kempt Road, N.S., The Willard Kitchen Co., Limited, Fredericton, N.B., contractors.

There are under survey the following extensions: From Red Pine station to iron mines in Gloucester county, N.B., about 10 miles; from Bathurst station to iron mines in Gloucester county, N.B., about 15 miles; and between Nelson and Chatham, N.B., about seven miles.

Replying to questions in the House of Commons, recently, the Premier said E. A. Wallberg was the contractor for the freight car repair shop at Moncton, the contract price being \$56,630; he had been paid to Jan. 20, on account of the work, \$54,547.34; there were no extras. The contract for the passenger car repair shop, passenger car paint shop, the store house and office building at Moncton had also been let to E. A. Wallberg, the contract price being \$154,945; there had been paid Jan. 20, on account of the work, \$147,736.08; there were no extras. Mr. Wallberg also had a contract for work above rail base and foundation walls in connection with the new engine house at Pictou, N.S., the contract price being \$13,950; at schedule contract rates for foundation, retaining walls, filling cribwork, sewers, piling, etc, there had been paid \$86,271.09, and altogether there had been paid to the contractor \$100,221.99; the expenditure for labor and material by the Department of Railways outside of the contract had been \$10,069.80; the final estimate on account of contract not yet paid was \$10,719.71; site, \$8,000; total cost of the works completed, \$129,111.50.

The Premier in answer to a question in the House of Commons stated recently that the contract for the planing mill at the new shops at Moncton had been let to Rhodes, Curry & Co.; the contract price was \$23,995; up to Jan. 20 there had been paid on account \$23,007.96; there had been no extras.

The contract for the erection of the new engine house at Truro, the Minister of Railways recently stated in the House of Commons, had been completed, and the contractors, Rhodes, Curry & Co., Amherst, N.S., had been paid \$162,774.63. In addition a water tank costing \$4,470, and boilers, heating plant, etc., costing \$24,425, were supplied by E. A. Wallberg, under contract; and a wiring contract for \$844 was let to J. A. Dunn & Co. The total cost of the engine house and all equipment has been \$240,871.56; of which \$78,401.48 was for excavation and refilling. The Department's estimate for the whole of the work was \$233,200. (Feb., pg. 97.)

Interprovincial Ry. Bridge Co. of New Brunswick.—Application is being made at the current session of the Dominion Parliament for an act extending the time within which the projected bridge over the Restigouche River, between the provinces of New Brunswick and Quebec, may be constructed. (Dec., 1907, pg. 889).

Iron Range Ry. and Development Co.—Application is being made at the current session of the Ontario Legislature for an Act incorporating a company with this title, with power to construct and operate a railway from Lake-of-the-Woods to Thunder Bay, in or near Fort William, Ont., and across Lake-of-the-Woods to the Manitoba boundary, together with branch lines to the C.P.R., and to the International boundary between Ontario and Minnesota, and to conduct the businesses of express, telegraph, telephone, power, light and heat, shipping dock, warehousing, etc., companies, and to enter into agreements with other railway companies. J. E. Swinburne, Fort William, Ont., is solicitor for the applicants.

Kamloops and Yellowhead Pass Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time within which the projected railway may be constructed. (Nov., 1907, pg. 829).

Lac Seul, Rat Portage and Keewatin Ry.—Application is being made at the current session of the Ontario Legislature, to extend the time for the commencement and completion of this railway and branches. The company was incorporated in 1903, with a capital of

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\$100,000, and authorized to construct and operate a railway by steam or electricity from or near Lac Seul, via Rat Portage and Keewatin, to or near Shoal Lake, Rainy River district, and to construct branch lines, none of which are to exceed 12 miles in length. The company was also authorized to issue bonds to the extent of \$20,000 a mile, and to erect telegraph and telephone lines along its route, and to enter into agreements or amalgamate with the C.P.R., G.T.R., C.N.R., Ontario Hudson's Bay and Western Ry., Algoma Central Ry., or any of them. The time specified for the commencement of the work was 1906, and for the completion, 1910. In 1904, an act was obtained amending the original act, authorizing the construction of the line from Rat Portage northwesterly, to intersect the G.T. Pacific route. C. W. Chadwick, A. M. Hay, A. H. Edmison, C. E. Neads, A. M. Rose, J. R. Bunn, and A. J. Parsons, are the provisional directors.

Macleod, Cardston and Montana Ry.—A bill before the Dominion Parliament at its current session provides for extending the time for the construction of this projected railway for five years. (Sept., 1907, pg. 663).

Matane and Gaspé Ry.—We are advised that arrangements are being made to put under contract 35 miles of this projected railway, the section to be constructed extending from St. Flavie, on the Intercolonial Ry., to Matane, Que. The company has also power to construct a line from St. Flavie to the National Transcontinental Ry., about 89 miles; and from Matane to Gaspé, about 190 miles, upon which lines some survey work has been done. (Sept., 1907, pg. 663.)

Napierville Junction Ry.—A loop line of 40 miles has been completed at St. Constant, Que., connecting the company's line from near Rouse's Point, N.Y., with the C.P.R. and the G.T.R., and a line of 0.35 mile has been completed at Lacolle, Que., giving connection with the G.T.R. (July, 1907, pg. 479).

New Brunswick Southern Ry.—A bill is under consideration at the current session of the Dominion Parliament to remove doubts, to declare the N.B.S.R. to be a work for the general advantage of Canada, and to confirm the powers and privileges conferred on the company by the N.B. Legislature, and by chap. 63 of the Dominion statutes of 1895. The company also asks authority to construct a bridge across the St. Croix River at or near St. Stephen or Milltown, with all the necessary approaches, for the purpose of connecting its railway with the Washington County Ry. in the State of Maine. Authority is asked to enter into such agreements as may be necessary with the Crown and certain companies, viz., the Maine Central Rd.; the G.T. Pacific Ry.; the G.T.R.; the C.P.R., and the Canadian Northern Ry., or any of them. (Nov., 1907, pg. 829, and Sept., 1907, pg. 665).

Newfoundland.—At a meeting held at Bonavista, Nfld., Jan. 31, a petition was signed asking the Government to construct a railway from Clarendville to Bonavista.

The Niagara Grand Island Bridge Co. is applying at the current session of the Dominion Parliament for an act extending for a further period the time for the construction of the projected bridge across the Niagara River. (Nov., 1907, pg. 831).

North Shore Rd.—At a meeting for the organization of this company, held recently at Moncton, N.B., the following were elected officers and directors: President, J. McKay, New York; Treasurer, I. Purdy, New York; other directors: J. M. Selley, Jas. Millbank, New York; Dr. M. F. Keith, Moncton; Secretary, W. G. Kennedy. The company was incorporated under the New

Brunswick Companies Act to take over the Beersville Ry., a line of 8.63 miles, constructed and operated by the Beersville Coal and Ry. Co. Press reports state that the company has decided to carry out extensive improvements on the line. (See Beersville Coal and Ry. Co., Feb., 1907, pg. 87).

Ottawa, Brockville and St. Lawrence Ry.—An act authorizing a further extension of time for this projected railway is under consideration at the current session of the Dominion Parliament. (Dec., 1907, pg. 923).

Owen Sound and Meaford Ry.—The Dominion Parliament is being asked at its current session to pass an act authorizing a further extension of time for the construction of this projected railway between Owen Sound and Meaford, Ont. (Jan., pg. 21).

Oyster Bay, B.C.—Application is being made at the current session of the British Columbia Legislature for an act incorporating a company with power to construct a railway from sec. 14 or 15, range 5, or section 14, range 6, Cranberry District, to Oyster Bay, about 12 miles. Barnard and Robertson, Victoria, are solicitors for the applicants.

Prince Edward Island Ry.—The Premier in reply to a question in the House of Commons, Jan. 22, said the total cost of the Hillsborough River bridge to date had been \$1,363,085.57, which included the substructure and the superstructure of the bridge, also the approaches and completion of roads and floor for highway purposes. There was a claim outstanding from M. J. Haney, the contractor for the substructure and approaches, amounting to \$393,821.04, and from Hugh MacDonald, for work on the superstructure amounting to \$16,081.39. Mr. Haney's claim had been submitted to arbitration, Collingwood Schreiber, Consulting Engineer to the Department, having been appointed sole arbitrator. (Feb., pg. 99).

In the course of a discussion in the House of Commons, Feb. 17, respecting a motion for papers as to the construction of branch lines in P.E.I., it was stated that the present Government had practically reconstructed the line, and had built 60 miles of new railways. The Minister of Railways said that since 1875 there had been expended upon construction, renewals and operating expenses \$12,041,000. Since that year the railway had not come within \$2,500,000 of paying operating expenses. In the past 11 years the Government had expended \$3,550,000 in construction works on the line. The railway, it appeared, could not be made to pay, but notwithstanding that the transportation claims of the Island would be given due consideration by the Government. (Feb., pg. 99.)

Quebec Bridge and Ry. Co.—The Minister of Railways, in reply to a question recently asked in the House of Commons, said the quantity of material on hand, but not in construction, for the Quebec Bridge at the time of the accident was as follows in pounds weight:

Finished material in storage at Phoenixville, on land leased to the Dominion of Canada	14,755,399
Finished material in storage on land at or near Quebec	21,306,113
Raw material at Phoenixville	2,981,787
Total raw and finished material	39,043,299

This material consisted of structural steel; it was valued at \$1,467,790.40; it belonged to the Quebec Bridge and Ry. Co.; no portion of this material had been shipped back to the U.S. or elsewhere by the contractors or others; this material was included in the materials and supplies paid for with money obtained under the guarantee of the Dominion Government, and no action has been taken by the Government in connection with such supplies and building material on hand pending the report of the Commission.

The Minister of Finance, replying to a question in the House of Commons Feb. 3, said the company's bonds had not been sold, but were guaranteed by the Dominion Government, and the money had been advanced by the Bank of Montreal at 5% interest. The amount due to the bank up to June 30, 1907, was \$5,561,107. (Jan., pg. 21).

Upon motion of F. D. Monk, M.P., the House of Commons agreed Feb. 5 to a resolution directing the appointment of a committee of seven members to investigate the conditions and guarantee under which the Dominion Government paid money to the company, and guaranteed its bonds; and what security the Government possesses for the money received by and guaranteees given to the company, and to enquire into plans of construction and the proper execution of the same.

Senator Landry called the attention of the Government in the Senate, Feb. 15, to the condition of the bridge, pointing out that the main pier was liable to be damaged if the fallen steel work was not cut away. If the company did not take steps to protect the pier, the Government should do something.

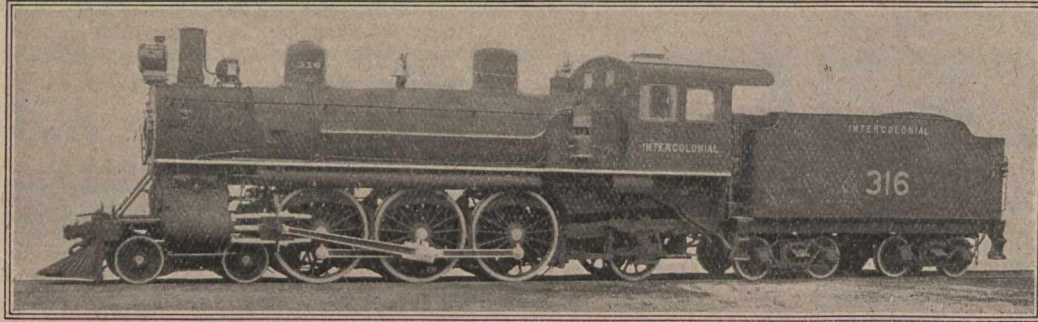
The Montreal Board of Trade has passed a resolution urging that when the bridge be reconstructed it be placed at an elevation of at least 190 ft. above high water mark, in order that in years to come the passage of the largest vessels to the navigable waters above Quebec may not be interfered with.

At a meeting of the directors in Quebec, Feb. 16, the question of the reconstruction of the bridge was under discussion. It was stated that the commission appointed by the Dominion Government to investigate the cause of the disaster and place the responsibility for the collapse of the bridge had nearly completed their labor, and expected to have their report ready very shortly thereafter, when it would be handed in to the Government prior to being placed before the House of Commons, and the subject of the reconstruction of the bridge discussed and decided upon, in order to have the work commenced as soon as possible, so that the bridge may be erected to handle the traffic of the G.T. Pacific Ry. upon its completion. (Jan., pg. 21.)

Quebec Central Ry.—Plans are reported to have been prepared for the extension of the St. George, Beauce, branch for a further distance of 12 miles. The extension will leave the valley of the Chaudiere River, and will follow the Famine River Valley, to St. Prosper, and probably to St. Rose, Dorchester County. (Feb., pg. 99.)

Quebec and Lake St. John Ry.—With the completion of the La Tuque branch, and the addition of 1½ miles to the Gosford branch to Clark's, the Q. and L. St. J. R. added 13½ miles to its length during 1907, bringing its total mileage up to 296½, divided as follows: Quebec to Roberval, 188 miles; Chambord Junction to Chicoutimi, 51 miles; La Tuque branch, 52 miles; Gosford branch, 5½ miles. A subsidy contract was entered into between the Dominion Government and the company in respect of the construction of railway for 35 miles from the company's line near River Jeannotte to La Tuque, on the St. Maurice River, Quebec. This contract covers the La Tuque branch, which has been opened for traffic. (Nov., 1907, pg. 831.)

Quebec, Montreal and Southern Ry.—The extension of the line from Pierreville to St. Philomene, Que., 44.50 miles, which has been under way for some time, is being proceeded with satisfactorily. Track has been laid from Pierreville to station 1220, a distance of four miles, and considerable grading has been done between that point and St. Philomene.



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O'Brien and Mullarkey, Montreal, are the contractors, and F. D. Anthony, Montreal, is Chief Engineer. (Jan., pg. 23).

Quebec and New Brunswick Ry.—At a general meeting of shareholders called to be held Feb. 12, a resolution was submitted authorizing the directors to sell from time to time as may be advisable the undertaking and other assets of the company; to adjust all claims against the company, and to pay the same so far as the assets will permit. (Jan., pg. 21).

Saskatoon, Saskatchewan, Peace River and Dawson Ry.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company with this title for the purpose of constructing a railway from Saskatoon, Sask., to the Athabasca River, at or near Athabasca Landing, Alta.; thence northwesterly to Peace River Landing; thence to the Nelson River at or near Fort Nelson, B.C.; and thence to Dawson, Yukon, passing through or near the following principal points: Saskatoon, Langham, Athabasca Landing, Lesser Slave Lake settlement, Peace River Landing, Fort Nelson, Centreville and Dawson. The company asks powers as to telegraph and telephone lines, wharves, warehouses, vessels, hotels, the generation of electricity, etc. Authority is asked to make agreements with the G.T. Pacific Ry., the Canadian Northern Ry., the C.P.R., or the Klondike Mines Ry., and any other railway whose lines are to be crossed, approached or connected with. The provisional directors are: A. G. Hunter, W. Gilchrist, R. Credicott, W. B. Livett, Toronto; and J. W. Astley, Winnipeg (Dec., 1907, pg. 889), see also Klondike Mines Ry., Oct., 1907, pg. 747).

Sydney and Louisburg Ry.—The branch line under construction from Grand Lake Junction to Victoria Mines, N.S., will have a total length of seven miles. The Lindsay Construction Co., Liverpool, N.S., has the contract, and satisfactory progress is being made with the work. Surveys are being made for a line from Victoria mines to Luigan mines, a distance of 2½ miles. C. M. Odell is Resident Engineer in charge for the Dominion Coal Co. (Jan., pg. 23).

Temiskaming and Northern Ontario Ry.—Referring to the statement in the statistics of the railways of Canada published by the Department of Railways for the year ended June 30, 1907, that the cost of the T. and N.O. Ry. was \$76,047 a mile, Col. Matheson, Treasurer of the Province, is quoted as saying that the figure is "wrong, outrageous and rascally." The Comptroller of Statistics in reply says the figures upon which the amount was calculated were contained in the sworn statement supplied by the Chairman and Secretary of the Commission having charge of the construction and operation of the railway, in which the mileage of the railway was given as 138.9 miles, and the capital outlay to June 30, 1907, \$10,570,549.51. The cost divided by the mileage gives the figure quoted.

The mileage given was the actual mileage being operated, while the capital expenditure included not only the cost of the 138.9 miles in operation, but the amount paid to June 30, on account of the additional mileage to the junction with the G.T. Pacific Ry., of which there has been put in operation 67 miles, making 205 in all; and of some miles of branch lines.

Track has been laid to milepost 208 from North Bay, a total distance during the year of 70 miles. There is under construction a further 43 miles upon the main line which will carry it to a junction with the National Transcontinental Ry. (Eastern Division G.T. Pacific Ry.), the contractors for which are McRae, Chandler and McNeil,

Driftwood City, Ont. The branch lines under construction are: Cobalt to Kerr Lake, 4 miles; contractors, McQuigge and Hunt, Cobalt, Ont.; Englehart to Charlton, 8 miles, contractors, Canadian Construction Co., Montreal.

The question of the location of the spur from the main line to the steamboat wharf at Haileybury, is reported to be still undecided. The route recommended by the engineers is through the residential portion of the town, to which, however, the property owners object. The alternative route to the south would be more expensive to construct, and on account of a heavy gradient, would be an expensive piece of line to operate. Meanwhile, negotiations are proceeding with a view of arriving at a decision.

Toronto, Hamilton and Buffalo Ry.—A contract has been let for the construction of the spur to the Canadian Westinghouse Co.'s works, Hamilton, Ont., 1.26 miles. Emerson Goodale, Hamilton, is the contractor for the grading. (Mar., 1907, pg. 245).

Toronto Union Station.—A resolution has been under discussion by the Toronto Board of Control asking the Board of Railway Commissioners to direct that the construction of the proposed new Union Station at Toronto be commenced within six months after the viaduct question has been settled. (Aug., 1907, pg. 563.)

Vancouver Island and Eastern Ry.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company with this title with the object of constructing a railway from Victoria, B.C., with a bridge across the Narrows to the mainland, and thence to Edmonton, Alta., by way of the Yellowhead Pass. The applicants for the charter include T. W. Patterson, railway contractor, Victoria, and M. J. Haney, railway and general contractor, Toronto. (Jan., pg. 23. See also Pacific and Eastern Ry., Aug., 1906, pg. 455.)

Western Ry. of Canada.—See Canada West Coal Companies Rd. (Nov., 1907, pg. 831).

White Pass and Yukon Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing the British Yukon Ry. Co. (the Canadian title of the W.P. and Y. R. Co.) to construct an extension of the existing line of railway from near milepost 106, south of Whitehorse, Yukon, northwesterly to the Tahkeena River, a distance of about 15 miles. The line is to be constructed within five years, and bonds or other securities not exceeding £6,000 a mile of the new line may be issued.

We are advised that the company purposes constructing this year a branch to open up the various copper mines in the neighborhood of White Horse, Yukon. This branch will leave the main line 103.5 miles north of Skaguay, and about 6.5 miles south of White Horse, and run northwesterly. Construction will be started about Mar. 15, or as soon as the weather permits, and it is hoped to complete the track in July. The mileage to be constructed during the year is, main line, 12.50 miles; spurs and sidings, 3.80 miles; total, 16.30 miles. Though the route lies through very rough country, there are no extraordinary difficulties to overcome. On the main line, the total curvature is 2,429°03', equalling 5.27 miles; total tangent, 7.23 miles; average curvature per mile 194° 18', curvature percentage 42, maximum curvature 18°, maximum gradient 2.25%, difference in elevation between terminals 265.7 ft., total rise 507.2 ft. (Feb., pg. 101).

Winnipeg City Power Plant.—Track has been laid on the railway under construction in connection with this project, from Lac du Bonnet, Man., to the crossing of the Winnipeg River, about 2.50 miles. A wooden

trestle bridge, consisting of 12 spans of 80 ft. each, on concrete piers, is being constructed across the river. Grading from the crossing of the river to Point du Bois, about 21.50 miles, has been practically completed, and when the trestle bridge is finished tracklaying will be resumed. W. Newman, Winnipeg, is the contractor for the grading and bridge construction, the city doing the tracklaying and ballasting by day labor. (Jan., pg. 23.)

Canadian Northern Ry. Construction.

Canadian Northern Quebec Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of a line from near St. Jerome to St. Eustache, Que., and authorizing the company to construct or otherwise acquire a line from or near Ottawa, via Hawkesbury to Montreal, branching on Montreal Island to enter Montreal from both the northeast and the southwest.

Considerable progress has been made with construction on the cut-off from Garneau to Quebec. On the western division track has been laid from Garneau to the Batiscan River, and from Lachevrotiere west to the St. Ann River, 18.14 miles. The material for the superstructure of the bridge across the St. Ann River is being delivered. This bridge consists of four 90 ft. deck-plate girders. On the eastern division, 2.5 miles of track has been laid from Lachevrotiere easterly, and considerable grading done. The grading on the loop at Quebec has been completed.

The St. Jerome-Montford branch which connects the main line with the old Montford and Gatineau Colonization Ry., which was opened for traffic in Sept., 1907, is 15.2 miles long. The stations and freight sheds at St. Jerome and Shaw Bridge have been completed. Bridges have been completed at all points except at the first crossing of the North River.

Canadian Northern Ontario Ry.—During 1907, the grading of 50 miles upon the company's line from Hawkesbury, Ont., to which point the Canadian Northern Quebec Ry. extends, was practically completed.

The line formerly known as the James Bay Ry., forms the section of the C.N.O.R., extending from Toronto to Sudbury. Upon this section track was laid during 1907, upon 99.8 miles northerly from Sudbury, and branch lines were completed bringing the total mileage laid during the year to 138.03. Adding to this the 149 miles being operated between Toronto and Parry Sound, gives this portion of the company's lines a total mileage of 287.03. Upon the portion of the line between Toronto and Parry Sound, considerable work has been done towards double-tracking the portion of the old Belt Line at Toronto, which has been taken in; a steel bridge has been erected at Gamebridge, and track has been laid to the new docks constructed at Lake Joseph and Bala, in the Muskoka Lakes country. On the line north of Parry Sound the following bridges have been erected: A 40 ft. deck-plate girder at Shawanagan; a 142 ft. deck-plate girder at South Magnetawan; an 80 ft., two 60 ft., and two 40 ft. deck-plate girders at Still River; a 70 ft. deck-plate girder at Elbow River; a 100 ft. deck-plate girder at Wanapeti; and a 70 ft. deck-plate girder at the first crossing of the Vermillion River. The material for the construction of a 300 ft. span across the Pickerel River, and for the bridge across the French River, was either on the ground or in course of delivery, and construction is being proceeded with. This latter bridge will consist of one span of 128 ft., and two spans of 120 ft. each, deck-plate girders. Three combined stations and section houses, and five tanks have been erected. Poles for the tele-

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phone line between Parry Sound and Key Harbor have been put up, and a wire for a temporary telephone service strung.

The work done in connection with the construction of the Key Harbor branch and docks was fully described in our Jan. issue.

Nearly all the grading has been done on the Hutton branch, and 6.8 miles of track laid, in addition to considerable ballasting. Two tanks have been erected, and the telegraph line has recently been completed. At the iron mine the necessary sidings have been put in and by connecting the high and low levels a Y has been formed. The Garson branch extends from the Hutton branch to the Mond nickel mine, and has a length of 3.08 miles. Track has been laid to the mine and some ballasting done. A freight service is being given over the branch, the traffic being turned over to the C.P.R. at Sudbury. A telegraph and telephone line is being constructed.

The Canadian Northern Systems Terminals, which was incorporated under the Dominion Companies Act, has been granted a license to do business in Ontario, G. F. Macdonnell, Toronto, being appointed its attorney.

Application is being made at the current session of the Dominion Parliament for an act authorizing the company to construct a line from some point on its line between Udney and Rathburn to the Georgian Bay.

Canadian Northern Ry.—Track was laid during 1907 upon 267.34 miles of new line, as follows: Atikokan spur, 3.31 miles; Oakland extension, 17.14 miles; Virden, main line to station, 0.63 mile; Rosburn towards Russell, 13.64 miles; Cardinal to De Lourdes, 1.24 miles; Brandon to Regina, 219.9 miles; Etomami towards Pas Mission, 11.48 miles.

Surveys are in progress or grading contracts have been let as follows: Oak Point, Man., northerly 15 miles; completion of Rosburn to Russell line, 25 miles; Dalmeny northerly, 28 miles; Saskatoon to Goose Lake, 58 miles; and Edmonton westerly. Upon the Qu'Appelle, Long Lake and Saskatchewan Ry., a revision of about 8.4 miles, between Lumsden and Disley, Sask., was under contract.

Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of the following additional branch lines: From Humbolt southwesterly to tp. 27, range 7, west 3rd meridian, then westerly to Calgary, Alta.; from the Brandon-Regina line westerly to Lethbridge, Alta.; from near North Battleford, Sask., to Athabasca Landing, with a branch to Green Lake, near the Beaver River; from Strathcona southerly to Calgary, Alta.; from Regina southwesterly to the International boundary; from near Edmonton to the headquarters of the MacLeod and Brazeau rivers, or to the head of one of these rivers with a branch to the other; from near Russell, Man., westerly via Yorkton, to near Goose Lake, Sask.; from a point south of Neepawa, Man., northwesterly to the main line crossing of the South Saskatchewan River. The bill also provides for an extension of time for the construction of the following branch lines: From 10 miles north of the company's line between Winnipeg and Ste. Anne, Man., southerly to the Manitoba boundary; from between Port Arthur and Fort Frances, Ont., northeasterly and southeasterly to Quebec, and from points on the line hereby authorized to points in or near Port Arthur, Ottawa and Montreal; from west of Battleford westerly to the Brazeau River; from near Regina to Humbolt, via the Carrot River valley to the Pas Mission, and from between Humbolt and the South Saskatchewan River at the crossing of the South Saskatchewan River by the C.P.R. Prince Albert branch.

Edmonton, Yukon and Pacific Ry.—The Dominion Parliament is being asked at its current session for an act authorizing the company to construct a branch from its authorized line by the most feasible route to Vancouver, B.C., and a branch to the headwaters of the MacLeod and Brazeau rivers. An extension of time is also being asked for the construction of the line authorized in 1899, from its projected line either to the Yellowhead Pass or the Peace River Pass, and thence to a port in British Columbia; or to connect with the line which the British Pacific Ry. is authorized to construct. Another section gives the company power to issue bonds to the extent of \$35,000 a mile, instead of \$25,000 a mile as previously authorized.

Winnipeg Joint Terminals.—The new joint station at Winnipeg for the Canadian Northern Ry. and the National Transcontinental Ry. will be built on the east side of Main St., the west front facing Broadway, looking towards the Parliament buildings. The portion of Broadway east of Main St. will be closed and used for railway purposes, a new street being opened further north from Main St. to the Broadway bridge over the Red River. The new station will be a through one. All the passenger tracks will be elevated, so as to avoid crossing any streets at grade. It is probable that a bridge will be built over the Red River at the foot of Lombard St., to give the National Transcontinental Ry. entrance from the east, and that this bridge will also be used by the Canadian Northern Ry. The latter company's present bridge over the Red River will be used for freight traffic. Another bridge for passenger traffic will be built over the Assiniboine River nearer Main St. than the present one, which will then be used for freight traffic.

Increasing the Railway Commission.

The Minister of Railways has given notice of the introduction of a bill in the Commons to increase the Railway Commission by the appointment of an Assistant Chief Commissioner at \$9,000 a year, and of two additional Commissioners, at \$8,000 a year. The new Board will therefore, consist of six Commissioners, the Chief Commissioner receiving \$10,000, the Assistant Chief Commissioner \$9,000, and four other Commissioners \$8,000 each.

The Toronto Globe's Ottawa correspondent gives the following particulars, which may be regarded as semi-official: "The enlargement of the personnel of the Commission will enable the Commissioners to more adequately and expeditiously handle the rapidly growing mass of work now coming before them. With six Commissioners several applications can be heard simultaneously in various parts of the country, if need be, two Commissioners being enabled to hear and decide upon a case. In fact, under the present law one Commissioner has authority to hear a case, and this will also be allowable in the new Board. Where the cases are of considerable general importance, however, the whole Board, or else a majority of the Board, will hear the evidence. The Commission, as in the case of the U.S. Interstate Commerce Commission, will have a pretty free hand in deciding, at its own discretion, what Commissioners shall deal with individual cases, etc.; the general plan of having all decisions and evidence referable to the whole Board for consideration, as at present, being unchanged.

"A further Government bill to amend the Railway Act will be introduced, placing telephone and telegraph companies under the jurisdiction of the Railway Commission. The powers now conferred on the Commission with respect to the control of railways will be analogously applied in the case of

all telephones and telegraph companies, i.e., the Commission will have full control with regard to tolls, operating rules, etc.

"It is also understood that the bill will include an amendment to the Railway Act, practically giving effect to the desire of shippers that a reciprocal demurrage clause should be inserted in the act. The exact wording of the clause is not yet determined upon, but it is probable that the Railway Commission will be empowered to make regulations and enforce penalties against railway companies analogous to the demurrage regulations now enforced by the railway companies against shippers. The Commission will have discretion in the matter, and will be able to do justice both to the railway companies and to the shippers."

Recent Dominion Legislation.

Among the acts to receive the royal assent, Feb. 12, at the current session of the Dominion Parliament, were the following affecting transportation interests:

British Columbia Southern Ry.—Extending the time for the construction of the authorized lines.

Campbellford, Lake Ontario and Western Ry.—Extending the time for the construction of the authorized lines.

Esquimalt and Nanaimo Ry.—Extending the time for the construction of the authorized lines.

Manitoba and Northwestern Ry.—Extending the time for the construction of the authorized lines.

West Ontario Pacific Ry.—Extending the time for the construction of the authorized lines.

Economics of Railway Operation.

This is the title of a volume of 666 pages with an index, by M. L. Byers, Chief Engineer Maintenance of Way, Missouri Pacific Ry., and published by the Engineering News Publishing Co., of New York. It undertakes to describe in detail the operative systems of American railways; it covers every department of operating work, but does not enter very exhaustively into the engineering field. The object of the author is to so outline the operations of each department as to give to those not familiar with its working a sufficient insight to enable them to acquire further detailed information through their own observation; and to bring into clear relief the underlying principles of economic operation with a view to the practical usefulness of the information given to the employe in securing better results in that portion of the field under his direction. The work is divided into seven parts: Organization, employment, education and discipline of forces; accounts and accounting; reports; economic operation; analytical; letterments. The treatment of each of these divisions of the subject is clear and concise, and the diagrams and other illustrative forms given, cover thoroughly every detail of railway organization and operation. The information given is such as is applicable not only to the larger railway systems, but to those having only 1,000 miles or less of line. The price of the volume is \$5 net.

A. K. McDougall, Canadian Ex. Co.'s agent at Bowmanville, Ont., died there, Feb. 20, aged 47.

In the article "Trent Valley Canal Contracts," on page 221 of this issue, it is stated that the contract for sec. 2 has been awarded to Weddell, Rogers & Dennon. Since that page went to press we have been advised that Mr. Weddell is not one of the contractors, and that the contract has been awarded to Rogers & Dennon.

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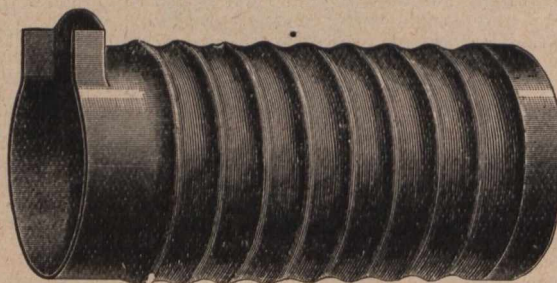
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MAINLY ABOUT PEOPLE.

C. McQuigge, railway contractor, Kenora, Ont., was married to Miss G. M. Perry at Winnipeg, Jan. 21.

J. D. Fraser, Secretary-Treasurer, Ottawa Electric Ry. Co., sailed from New York Feb. 15, for a Mediterranean trip.

G. W. Coward, of the G.T. Pacific Ry. engineering staff at Savanne, Ont., has sailed for Great Britain on a holiday trip.

Jas. Cottock, who died at Detroit, Mich., Jan. 30, was one of the contractors engaged on the construction of the old Great Western Ry.

Geo. Milden, who died at Cornwall, Ont., Feb. 6, was father of Jas. Milden, C.E., who is engaged on the Transcontinental Ry. survey.

F. W. Morse, Vice-President and General Manager G.T. Pacific Ry., has been elected a director of the Montreal Trust and Deposit Co.

H. R. Charlton, Advertising Agent G.T.R., left Montreal, Jan. 30, for England, in connection with exhibition advertising and other business.

F. Anders, cashier of the Temiskaming and Northern Ontario Ry. at Cobalt, Ont., committed suicide by shooting in the station office, Feb. 15.

F. H. McGuigan, formerly Fourth Vice-President G.T.R., has become interested in the Porto Rican Ry., and recently went on a visit to the island.

Hayter Reed, Manager-in-Chief C.P.R. hotels, lectured on the Battles on the Plains of Abraham, at Trinity Church schoolroom, St. Denis, Que., Feb. 17.

E. S. Piper, President of the N. L. Piper Railway Supply Co., Toronto, has been re-elected a director of the Holmes Electric Protection Co., Toronto.

W. Mackenzie, President Canadian Northern Ry., has been elected a member of the finance committee of the new buildings for Toronto General Hospital.

Elmore Cline, who died at East Toronto, Feb. 17, aged 74, was one of the promoters of the St. Thomas Street Ry. and was its manager for a number of years.

D. Marpole, son of R. Marpole, General Executive Assistant C.P.R., Vancouver, was burned to death by a fire at his residence, Spence's Bridge, B.C., Jan. 29.

John Brown, C.P.R. city ticket agent, Stratford, Ont., has resigned the Secretaryship of the Stratford Agricultural Society, which he held for the past 24 years.

W. H. Chandler, of McRae, Chandler & McNeill, contractors Temiskaming and Northern Ontario Ry., has gone to Nassau and the Bahamas with Mrs. Chandler.

Grieve Macrone, a member of the G.T. Pacific Ry. engineering staff at Kitimaat, B.C., who shot himself there recently, was at one time located at Savanne, Ont.

Lieut.-Col. Sir P. Girouard has returned to Great Britain, on leave of absence for nine months, from his position as High Commissioner of Northern Nigeria, Africa.

D. B. Hanna, Third Vice-President C.N.R., has been spending considerable time in Chicago recently, as one of the receivers of the Chicago and Milwaukee Electric Ry.

W. Wainwright, Fourth Vice-President G.T.R., was in Toronto, Feb. 20, on his way to British Columbia, in connection with matters relating to the G.T. Pacific Ry.

The marriage of Miss Peterson, daughter of P. A. Peterson, Chief Engineer Guelph and Goderich Ry., to Dr. D. Hingston, Montreal, is announced to take place, Mar. 3.

Dr. Pringle, C.P.R. doctor at Schrieber, Ont., was found dead in his bed there, Feb. 19. He was about 50 years of age, and had been a resident of the district for over 20 years.

C. M. Hays, Second Vice-President and General Manager G.T.R., sailed from New York, Feb. 16, for England, to confer with the directors upon G.T.R. and G.T. Pacific Ry. matters.

Dr. H. T. Bovey, Dean of the Faculty of Applied Science at McGill University, Montreal, has been appointed Rector of the Imperial College of Science and Technology, London, Eng.

R. Hobson, Vice-President Hamilton Steel and Iron Co., left early in Feb. for the Mediterranean, accompanied by Mrs. Hobson and Miss White, of Toronto. They expect to return early in May.

H. A. Woods, Assistant Chief Engineer, G.T. Pacific Ry., Montreal, spent the greater part of Feb. making an inspection of the Lake Superior branch, and portions of the main line in Ontario and Manitoba.

M. J. Haney, C.E., has been re-elected a member of the executive committee of the Toronto General Hospital Trustees for the current year, and a member of the finance and building committees of the new hospital.

Mr. Justice Burbidge of the Exchequer Court of Canada died at Ottawa, Feb. 18, after an illness of several weeks. The court among other things exercises jurisdiction in cases affecting the winding up of insolvent railway companies, and in admiralty matters.

G. T. Wilson, son of Jas. Wilson, Superintendent C.P.R. Telegraphs, Victoria, B.C., took first honors in his second year in Histology, and was twelfth in the honor list of successful candidates in chemistry at the Christmas examinations at McGill University, Montreal.

In the fire which did considerable damage to the C.P.R. warehouse at Montreal, Feb. 3, there were stored several cases of art goods belonging to Sir Wm. C. Van Horne, Chairman of the Board, C.P.R., as well as goods belonging to other of the company's officials.

J. Leitch, K.C., Chairman of the Ontario Railway and Municipal Board, whose health has not been good for some months, and who met with a slight accident in alighting from a street car recently, from which he has not altogether recovered, has gone south for a few weeks' change and rest.

Lady Gzowski, widow of the late Sir Casimir S. Gzowski, who was a large contractor for railway works, etc., died at Toronto, Feb. 18, aged 95. Her grandson is a member of the firm of Macdonnell, Gzowski & Co., contractors for the C.P.R. grade revision in the Kicking Horse Pass, B.C.

D. D. Mann, Vice-President C.N.R., accompanied by Mrs. Mann, their son and some guests, with his Secretary, left Toronto, Feb. 15, in his private car for Mexico, intending to visit Monterey, Mexico City, San Antonio and probably Florida. The party is expected to arrive back in Toronto early in March.

A. C. Turpin, heretofore Travelling Freight and Passenger Agent, Rock Island-Frisco lines, who was recently transferred to Chicago, Ill., as passenger agent, was entertained at luncheon in Toronto Feb. 1 by a number of local officials, who presented two handsome chairs, one for him and one for Mrs. Turpin.

W. T. Payne, General Superintendent of the C.P.R. Trans-Pacific steamship service, arrived at Victoria, B.C., Feb. 2, from Yokohama, where he was General Traffic Agent for the same company for twenty years.

Before Mr. Payne left Japan, the Emperor conferred on him the Order of the Rising Sun of the third class.

E. G. Johnson, a clerk in the C.P.R. audit department, Montreal, has succeeded to a baronetcy, his uncle, Sir W. G. Johnson, fourth baronet, having died at Nice, on the Mediterranean, Jan. 30. The first baronet was associated with the administration of Indian affairs in the American colonies; and the second came to Canada after the declaration of independence.

Z. A. Lash, K.C., General Counsel Canadian Northern Ry., and E. R. Wood, director G.T. Pacific Ry., have been elected Vice-Presidents, and Hon. G. A. Cox, director G.T. Pacific Ry.; W. Mackenzie, President Canadian Northern Ry., and J. H. Plummer, President Dominion Iron and Steel Co., have been elected directors of the National Trust Co., Toronto.

A. W. Robinson, M. Can. Soc. C.E., of Montreal, sailed from New York, Feb. 26, having been commissioned to examine and report on the River Niger, with a view to improvement of navigation by dredging. He has also in hand the design of dredging plant for the extensive improvements on the Upper Nile, which the Egyptian Government are entering upon for irrigation purposes.

J. Stewart, who has been appointed Travelling Inspector of Locomotives and Cars, Intercolonial Ry., Moncton, N.B., has been in the service of that railway since 1880. He started shovelling ballast, then went car cleaning for 18 months, and after three years' service as fireman, was promoted to the position of driver in 1885, in which position he remained until his present appointment.

The Premier, in reply to a question in the House of Commons Feb. 3, said T. Williams, formerly accountant and Treasurer Intercolonial Ry., was still in the employ of the railway in the accountant's department, and was specially engaged in checking up the G.T.R. accounts on the joint section in consequence of the arbitrators' award against that company, also that his salary was at the rate of \$2,700 a year.

Sir H. W. Tyler, who was President of the G.T.R. from 1877 to 1895, and who died in London, Eng., Jan. 30, aged 81, had been associated with railways in Great Britain in an official capacity for many years. He was appointed an inspector of railways under the Board of Trade in 1853, and became Chief Inspector in 1870, resigning in 1877 to become President of the G.T.R. He was also for some years a director and deputy chairman of the Great Eastern Ry. in England.

J. H. Brassard, who has been appointed Inspector of Transportation, Intercolonial Ry., was born at Murray Bay, Que., Feb. 26, 1859, and entered railway service in 1881, his record being: 1881 to 1883, telegraph operator G.T.R. at various points, and lastly train dispatcher Victoria Bridge, Montreal; 1883 to 1888, train dispatcher, Burlington and Missouri River Ry., Lincoln, Neb.; 1888 to 1899, train dispatcher on the Union Pacific Rd., and on the Gould lines in Texas and Louisiana; 1899 to Jan., 1907, Chief Dispatcher, Intercolonial Ry., Riviere du Loup, Que.

R. Quinn, who died at Detroit, Mich., Feb. 9, aged 65, commenced his railway service under the late F. W. Cumberland, on the old Northern Ry., Toronto. Upon the absorption of that line by the G.T.R., he was appointed General Freight Agent for that division, and subsequently until 1895 was European representative G.T.R. He then returned to Canada, being succes-

(Continued on page 193.)

FREDERIC B. STEVENS

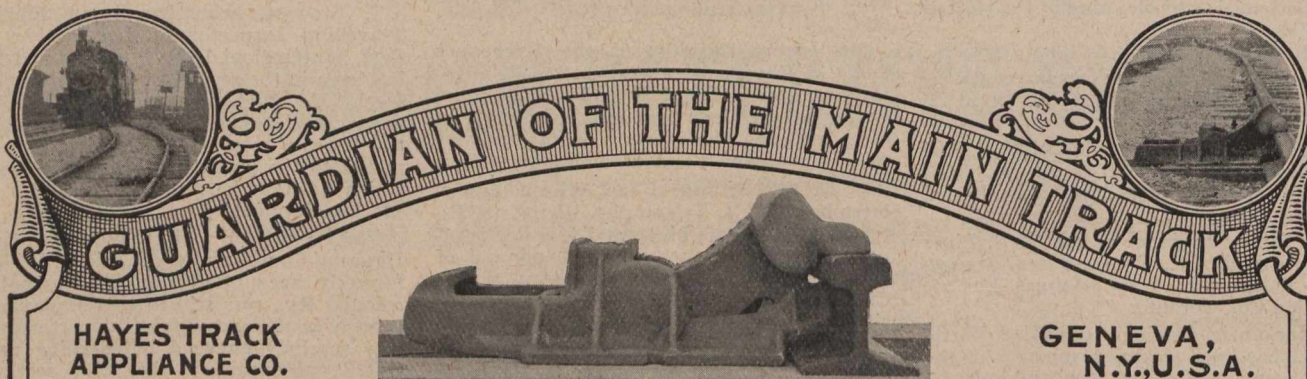
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The Wisconsin Circuit Court has overruled a motion by the State to quash a writ of mandamus procured by the Minneapolis, St. Paul and Sault Ste. Marie Ry., to compel the Wisconsin Railroad Commission to grant it authority to issue \$14,000,000 of additional stock. The Commission declined originally to grant the authority because the company did not file an amendment to its articles of incorporation. It was held that a railway is not required to file an amendment showing its authority to issue additional stock. An appeal will be made to the Supreme Court.

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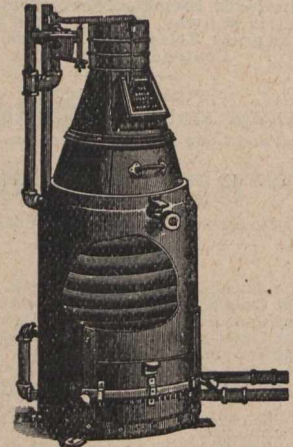
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MAINLY ABOUT PEOPLE.

(Continued from page 189)

sively local freight agent G.T.R., Hamilton, and in the fast freight department G.T.R., Detroit, and claims agent C.P.R. at Vancouver, B.C., which position he resigned on account of failing health some time ago.

J. Kyle, who has been appointed Assistant Master Mechanic Canadian Northern Ry., Edmonton, Alta., was born in Toronto April 11, 1877, and entered railway service 1893, his record being: 1893 to Jan., 1899, apprentice and machinist, G.T.R. shops, Toronto and Niagara Falls, Ont.; Jan., 1899, to Mar., 1902, machinist, C.P.R. shops, Winnipeg; Mar., 1902, to Jan., 1903, shop foreman C.P.R. roundhouse, Winnipeg; Jan. to Feb., 1903, acting locomotive foreman, C.P.R., Winnipeg; Feb., 1903, to Jan., 1907, general foreman of shops, Canadian Northern Ry., Winnipeg; Jan., 1907, to Dec., 1907, Assistant Master Mechanic, same road, Winnipeg.

C. Drinkwater, who has relinquished the office of Secretary of the C.P.R., in order to devote himself to the company's parliamentary work, was born Nov. 17, 1843, and entered railway service in 1859, as clerk with the Manchester, Sheffield and Lincolnshire Ry., now the Great Central Ry., subsequently transferring to the Great Northern Ry. in 1861. Coming to Canada in 1864, he acted for ten years as secretary to the late Sir John A. Macdonald, after which he was, from 1874 to Feb., 1881, chief assistant to the Managing Director G.T.R., and from Feb., 1881, to date of present appointment, Secretary C.P.R. On May 1, 1901, he was also appointed Assistant to the President, and now has been appointed Senior Assistant.

O. O. Winter, General Superintendent G.T. Pacific Ry., Winnipeg, Man., whose portrait appears on the first page of this issue, was born in Ohio in 1856, and entered railway service as a brakeman on the Chicago, Rock Island and Pacific Rd., 1872, and was subsequently yardmaster. After some years' service with small lines in the Southern States he became Superintendent Great Northern Ry., U.S., in 1892, and later was appointed Assistant General Superintendent, subsequently becoming General Manager, Brainerd and Northern Minnesota Rd., which position he resigned in 1903. He then entered the C.P.R. service, serving successively as Assistant Superintendent of Terminals, Winnipeg; Assistant Superintendent district 2, Central Division, and latterly Assistant Superintendent district 3, Central Division.

W. B. Lanigan, who has been appointed Assistant Traffic Manager C.P.R., at Winnipeg, was born at Three Rivers, Que., and entered railway service in 1879, on the North Shore Rd., between Montreal and Quebec. He took service with the G.T.R. in Jan., 1881, remaining there till he went to the C.P.R. in Aug., 1884, since when he has been successively: Aug., 1884, to Oct., 1886, operator and relieving agent C.P.R., Sharbot Lake, Ont.; Oct., 1886, agent Claremont, Ont.; Nov. 1886, to April, 1887, agent, Myrtle, Ont.; April, 1887, to July, 1888, agent, Dundalk, Ont.; July, 1888, to July, 1891, agent, Galt, Ont.; July, 1891, to April, 1900, Travelling Freight Agent Ontario Division; April, 1900, to July, 1901, Assistant General Freight Agent, Ontario Division; July, 1901, to date of present appointment, General Freight Agent, Central and Western Division, Winnipeg, all service since 1884 with the C.P.R.

G. J. Bury, who has been appointed General Manager, C.P.R. Western Lines, was born at Montreal, Mar. 6, 1866, and was educated at Montreal College. He entered

railway service on the C.P.R. 1883, since which his record has been: 1883 to 1887, clerk in Purchasing Department and in General Manager's office; 1887 to 1889, secretary to Vice-President, afterwards President; 1889 to Mar., 1890, acting superintendent dining, sleeping and parlor car service; 1890 to Sept., 1899, successively, Assistant Superintendent at Chalk River, Ont., and Superintendent North Bay, Ont.; Sept., 1899, to Feb., 1901, Superintendent, Fort William, Ont.; Feb., 1901, to Feb., 1902, Superintendent Crow's Nest Pass Line, Cranbrook, B.C.; Feb. to May, 1902, Assistant General Superintendent Lake Superior Division, North Bay, Ont.; May, 1902, to 1905, General Superintendent same division; 1905, to Feb., 1907, General Superintendent Central Division, Winnipeg; Feb., 1907 to Mar. 1, 1908, Assistant General Manager, Western Lines.

W. R. Baker, Assistant to the President C.P.R., who has, in addition, been appointed Secretary of the Company in succession to C. Drinkwater, was born at York, Eng., in 1852, and entered railway service in 1873 as local freight and passenger agent at Ottawa with the Canada Central Ry., since which he has been consecutively: Feb. to Sept., 1881, Assistant to General Superintendent and Local Treasurer Western Division C.P.R.; Sept., 1881, to May, 1882, Purchasing Agent, same division; May, 1882, to June, 1883, Assistant to General Manager, same road; June, 1883, to Sept., 1892, General Superintendent Manitoba and North-Western Ry.; Sept., 1892, to May, 1900, General Manager, same road; May, 1900, to June, 1901, Executive Agent C.P.R. at Winnipeg; June, 1901, to Jan., 1904, Assistant to 2nd Vice-President C.P.R. at Montreal; Jan., 1904, to Sept., 1905, Assistant to Vice-President C.P.R., Montreal; Sept., 1900, to Mar. 1, 1908, Assistant to President, C.P.R., Montreal.

F. W. Peters, who has been appointed Assistant to the Second Vice-President C.P.R., Winnipeg, was born at St. John, N.B., Mar. 25, 1860, and entered railway service in 1873, as telegraph operator with engineers on construction I.C.R., and from 1873 to 1876 acted as agent at Jacquet River and other points, same road; 1876 to 1878, assistant agent at Newcastle, N.B., same road; 1878 to 1880, agent Chatham Jct., N.B., same road; 1880 to Nov., 1881, relieving agent Chicago and Grand Trunk Ry., Fort Gratiot, Mich.; Nov., 1881, to May, 1882, billing clerk local freight office C.P.R., Winnipeg; May, 1882, to April, 1889, agent C.P.R., Brandon, Man.; April, 1889, to June, 1889, agent C.P.R., Fort William, Ont.; June, 1889, to Nov., 1896, local freight agent C.P.R. Winnipeg; Nov., 1896, to 1899, District Freight Agent, C.P.R., West Kootenay district, Nelson, B.C.; 1899 to Dec., 1900, Assistant General Freight Agent, same territory; Dec., 1900, to July, 1901, Assistant General Freight Agent, Pacific Division, C.P.R., Vancouver; July, 1901, to Dec. 31, 1902, General Freight Agent, same division; Jan. 1, 1903, to Mar. 1, 1908, Assistant Freight Traffic Manager Western Lines, same road.

The railway bill introduced in the Commons by Mr. Lancaster, providing for the limiting of the speed of trains at railway crossings, etc., has been amended by the Senate, by the addition of a clause providing that no train shall pass over a highway crossing in a thickly settled portion of a city, town or village unless such crossing is constructed and maintained in accordance with the direction of the Railway Commission; that the Commission may from time to time fix the speed of the trains in any case at any rate that it deems proper, and that the railways have until Jan., 1909, to comply.

TRANSPORTATION APPOINTMENTS.

Canadian Northern Quebec Ry.—It is expected that F. M. Spaidal, Superintendent, will have his headquarters removed from Montreal to Quebec in the near future. The probability is that the operating and allied departments of the Quebec and Lake St. John Ry. will be merged with those of the C.N.Q.R. It is also said that the C.N.Q.R. stores department will be removed from Shawinigan Jct. to Quebec.

R. S. Richardson, formerly a C.P.R. Trainmaster on the Eastern Division, has been appointed Assistant Superintendent C.N.Q. Ry. at Montreal.

Canadian Pacific Ry.—C. Drinkwater, Secretary of the company and Assistant to the President, having asked to be relieved from some of the duties heretofore performed by him, he will, on and from March 1, relinquish the office of Secretary. He will retain the position of Assistant to the President under the title of Senior Assistant, with office at Montreal. He will, under the direction of the President, have charge of all matters affecting the company in connection with legislation of the Dominion Parliament and the legislatures of the Provinces of Ontario and Quebec, and also of the business of the company connected with the Board of Railway Commissioners and the several departments of Government at Ottawa, Toronto and Quebec; and will perform such other duties as may be assigned to him from time to time by the President.

The directors have appointed W. R. Baker, heretofore Assistant to the President, to be Secretary of the company, the appointment to take effect March 1. He will also be Assistant to the President in dealing with such of the company's affairs as may be placed in his charge.

J. W. Leonard, heretofore Assistant General Manager Eastern Lines, has been appointed General Manager Eastern Lines, in charge of maintenance of way and operation. Office, Montreal.

G. J. O'Dowd has been appointed City Freight Agent at Quebec.

M. J. Buckley has been appointed locomotive foreman at Three Rivers, Que., vice W. J. Hamilton, transferred.

F. W. Cooper, heretofore Resident Engineer, district 2, London, Ont., has been appointed Resident Engineer, district 1, Toronto, succeeding W. A. Cowan, who becomes Resident Engineer at London.

G. J. Bury, heretofore Assistant General Manager Western Lines, has been appointed General Manager Western Lines, in charge of matters relating to maintenance of way and operation. Office, Winnipeg.

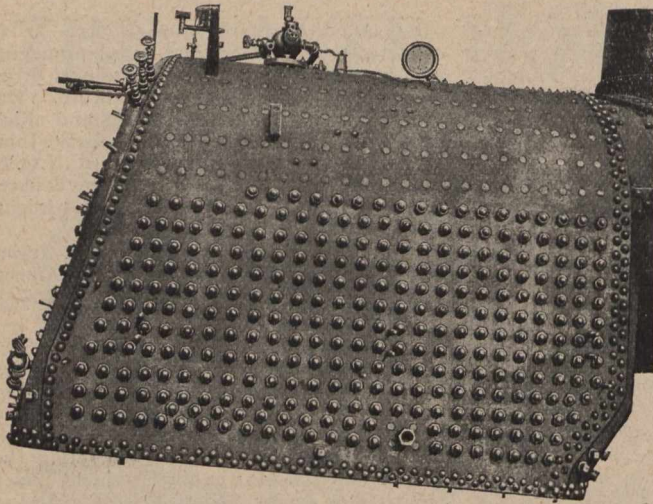
F. W. Peters, heretofore Assistant Freight Traffic Manager, Western Lines, has been appointed Assistant to the Second Vice-President, with office at Winnipeg. He will, under the direction of the Second Vice-President, have charge of such duties as may be assigned to him from time to time. We understand that his duties will be very similar to those which will be performed in the east by Mr. Drinkwater.

W. B. Lanigan, heretofore General Freight Agent, Western Division, has been appointed Assistant Freight Traffic Manager Western Lines, vice F. W. Peters, promoted. Office, Winnipeg.

G. E. Graham, heretofore Superintendent district 4, Central Division, has been appointed Superintendent Fort William and Port Arthur Terminals, vice J. G. Taylor, transferred to Moose Jaw, Sask.

T. G. Armstrong has been appointed general car foreman at Winnipeg, succeeding W. C. Hodgson.

R. R. Neild has been appointed general locomotive foreman at Winnipeg.



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P. S. Lindsay has been appointed road foreman of locomotives, district 3, Central Division, succeeding J. Stuart.

Allan Purvis, heretofore chief clerk in the General Superintendent's office, Vancouver, B.C., has been appointed Superintendent district 4, Central Division, succeeding G. E. Graham, transferred to Fort William, Ont. Office, Souris, Man.

J. G. Taylor, heretofore Superintendent Fort William and Port Arthur Terminals, has been appointed Superintendent district 1, Western Division, succeeding J. Brownlee, transferred to Cranbrook, B.C. Office, Moose Jaw, Sask.

T. R. Flett, heretofore Trainmaster at Calgary, Alta., has been appointed Trainmaster district 1, Western Division. Office, Moose Jaw, Sask.

Thos. Bates has been appointed locomotive foreman at Moose Jaw, Sask.

A. Mallinson has been appointed locomotive foreman, Medicine Hat, Alta.

J. Brownlee, heretofore Superintendent at Moose Jaw, Sask., has been appointed Superintendent district 4, Western Division, succeeding G. Erickson, resigned. Office, Cranbrook, B.C.

R. J. Lydiatt has been appointed Trainmaster at Calgary, Alta., succeeding T. R. Flett, transferred to Moose Jaw, Sask.

E. L. Chudleigh, heretofore acting Trainmaster at Moose Jaw, Sask., has been appointed Trainmaster district 4, Western Division, succeeding J. R. McNabb, transferred. Office, Cranbrook, B.C.

J. C. Reed has been appointed locomotive foreman at Cranbrook, B.C.

W. T. Payne, heretofore General Traffic Agent for Japan at Yokohama, has been appointed General Superintendent of the company's Trans-Pacific Steamship service, succeeding D. E. Brown, resigned. Office, Vancouver, B.C.

A. R. Owen, heretofore agent at Shanghai, China, has been appointed General Traffic Agent for Japan, succeeding W. T. Payne, transferred to Vancouver, B.C. Office, Yokohama, Japan.

Jas. Rankin has been appointed agent at Shanghai, China, succeeding A. R. Owen.

W. T. Wilgress, heretofore chief clerk in the company's Yokohama office, has been appointed agent at Kobe, Japan, succeeding Jas. Rankin.

Grand Trunk Pacific Ry.—Unconfirmed press reports state that J. E. Dalrymple, General Freight Agent G.T.R., will be transferred to Winnipeg, Man., to take charge of freight matters for the G.T. Pacific Ry. J. W. Loud, Freight Traffic Manager G.T.R., is also Freight Traffic Manager G.T. Pacific Ry., and W. J. Hunter, G.T.R. Commercial Agent at Winnipeg, was also appointed Division Freight Agent G.T. Pacific Ry. at Winnipeg, in Nov., 1907.

W. Gell, heretofore Master Mechanic G.T.R., Ottawa, has been appointed Master Mechanic G.T. Pacific Ry., in charge of motive power, cars and shops. Temporary headquarters, Winnipeg.

Grand Trunk Ry.—W. Sargeant has been appointed acting foreman erecting shops, Montreal, succeeding R. Cowan, promoted.

Robt. Cowan, heretofore foreman of erecting shops, Montreal, has been appointed Master Mechanic, Ottawa Division, succeeding W. Gell, resigned to enter the G. T. Pacific Ry. service. Headquarters, Ottawa.

F. P. Nelson, formerly Travelling Freight Agent, Hamilton, Ont., and latterly Soliciting Freight Agent at Toronto, has been appointed chief clerk, Division Passenger Agent's office, vice F. A. Nott, transferred to Montreal.

E. A. Fernley, of Toronto Jct., has been appointed Soliciting Freight Agent at Toronto.

R. P. Isbister, heretofore Soliciting Freight Agent, has been appointed Travelling Freight Agent at Hamilton, succeeding F. P. Nelson, transferred to Toronto.

E. R. Thorpe has been appointed Soliciting Freight Agent, Hamilton, Ont., succeeding R. P. Isbister, promoted.

W. M. Goodwin, formerly Chief Train Dispatcher, London, Ont., and latterly chief operator there, who has been in the company's service for about 55 years, has been retired under the pension regulations.

F. A. Howe, General Agent, Chicago, Ill., after 40 years of faithful and continuous service with the company, retired Feb. 1, under the provisions of the pension rules.

G. J. Harris, heretofore agent Canada Atlantic Transit Co., Chicago, has been appointed Lake and Rail Agent, G.T.R., at Chicago, Ill., succeeding F. A. Howe, General Agent, retired.

We are officially advised that there is no foundation for the report in N.S. papers, referred to in our Feb. issue, that G. W. Dickson is to be appointed a master mechanic on the G.T.R. He is not entering the employ of the G.T.R. in any capacity so far as the Motive Power Department is aware.

The following agents have been appointed: St. Dominique, Que., H. N. Bolte; Campbellford, Ont., P. Meyer; Barry's Bay, Ont., F. S. Partridge.

Halifax and Southwestern Ry.—G. C. Farish, heretofore Assistant Superintendent, Yarmouth, and since the death of J. G. Sullivan, acting as Superintendent of the whole line, has been appointed Claim Agent, and chief clerk to the General Manager. Office, Halifax, N.S.

Intercolonial Ry.—E. H. Allen, Claims Agent, has resigned to become Provincial Secretary of New Brunswick.

Maine Central Rd.—M. McDonald, heretofore General Superintendent, has been elected Vice-President and General Manager, succeeding the late G. F. Evans.

G. S. Hobbs, heretofore Controller, has been elected Second Vice-President.

Morrissey, Fernie and Michel Ry.—J. D. Hurd has been appointed General Manager, and J. B. Turney, Purchasing Agent. Office, Fernie, B.C.

Niagara Gorge Rd.—C. W. Graves has been Appointed District Passenger Agent for Ontario. Headquarters, 63 Yonge St., Toronto. This does not in any way affect R. M. Melville, of Toronto, who remains as Canadian Passenger Agent.

Pere Marquette Rd.—Following the re-organization the headquarters of various officials have been removed from Cincinnati, Ohio, where they had been associated with the Cincinnati, Hamilton and Dayton Rd., to Detroit, Mich.; the officers whose headquarters have been changed include the Vice-President and Controller; Secretary and Treasurer; and Freight Claim Agent.

The following appointments have also been made: W. C. Atherton, Purchasing Agent, Detroit; H. G. Meyers, Auditor of Disbursements, Detroit, succeeding F. A. Deverell; C. S. Sikes, Auditor Traffic Accounts, Detroit; H. K. Patriarche, Travelling Freight Agent, Detroit.

Temiskaming and Northern Ontario Ry.—W. A. Griffin has been appointed Traffic Accountant. Office, North Bay, Ont.

C. N. Ferguson has been appointed paymaster. Office, North Bay, Ont.

C. Henry, C. P. R. locomotive engineer, Ottawa, who has retired after 48 years' service as fireman and engineer, it is claimed was never in an accident and never received any injury, while during the whole period of his service only one man was run over by the locomotive he was on.

National Transcontinental Railway.

Tenders will be received by the Commissioners of the Transcontinental Ry. to Mar. 10 for the construction of the following additional sections of the line:

DISTRICT A.—From about 58 miles west of Moncton, N.B., to the crossing of the Intercolonial Ry., at mileage 97.7, a distance of 39.7 miles. From the latter point to the Tobique River, at about mileage 165.7, less one mile, about 67 miles. From the Tobique River to about 2½ miles west of Grand Falls, N.B., about 31.5 miles.

DISTRICT B.—From the Quebec-New Brunswick boundary westerly for about 52.4 miles.

DISTRICT D.—From about eight miles west of the crossing of the Abitibi River, Ont., westerly for 100 miles.

DISTRICT E.—From about 19.5 miles west of the crossing of Mud River, near Lake Nepigon, Ont., easterly for 75 miles.

The three sections to be tendered for in New Brunswick, with the sections now under contract, cover the entire mileage in that Province with the exception of a short distance at Moncton, the location of which has not been finally determined. The section in District B will connect up the contract for 150 miles easterly from the southern end of the Quebec Bridge, held by the Messrs. Davis, and the section from Great Falls to the New Brunswick-Quebec boundary held by Lyons & White. The section in District D runs westerly from near the junction with the Temiskaming and Northern Ontario Ry., which will be completed to that point during the summer, and so enable construction supplies to be got in. The section in District E will touch at a point to be reached by the navigable waters of Lake Nepigon, and is being let so that supplies can be got in by water.

Replying to a question in the House of Commons, Feb. 3, the Premier said there were approximately 1,803 miles of the line between Moncton, N.B., and Winnipeg, Man., located. About four miles remained to be located. About 859 miles were under contract, and tenders had been asked for an additional 365 miles. It was estimated that the obligations already entered into on account of the construction of the line amounted to about \$38,000,000. Disbursements to Jan. 28, on account of the line, were \$21,364,364.

Track has been laid at a number of points of the line under contract between the Quebec Bridge and La Tuque, Que., totaling altogether 34 miles, and from St. Boniface, Man., easterly, at a number of points, totalling 49 miles. This track will not exceed two or three miles in any one particular place, and has been laid to facilitate construction.

GRAND TRUNK PACIFIC RY.

In an interview, Feb. 12, the Minister of Public Works stated that he had been waited upon by C. M. Hays, President, and F. W. Morse, Vice-President and General Manager G.T. Pacific Ry., in connection with the provision of terminal facilities for the company on Courtenay Bay, St. John, N.B. Both these officials expressed themselves as being favorably impressed with the advantages which the bay would furnish for the purposes of the railway. He had discussed the matter with the Premier and several of his colleagues and they had expressed a willingness to make jointly with the city a conveyance of such foreshore rights as were necessary to the G.T. Pacific Ry. The subject of having borings made in order to test the character of the bottom had also been discussed, and the Government was willing to join with the city in bearing the expense of making the same.

Track has been laid on the Lake Superior

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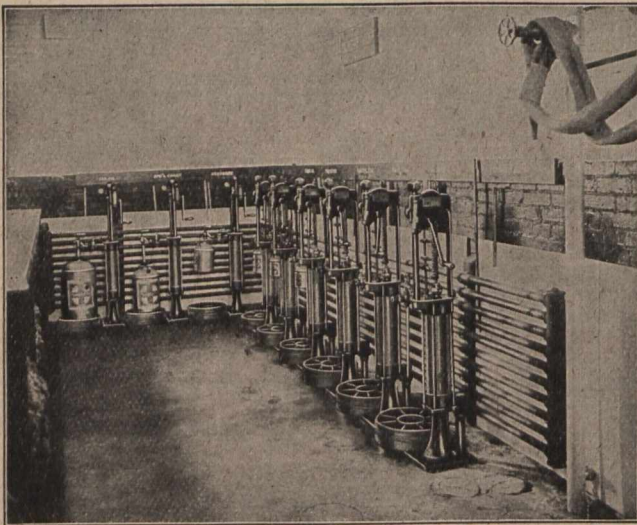
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branch from Fort William to Knowlton, Ont., about 100 miles, and seven miles of sidings have been laid. Tracklaying is being proceeded with. This branch will have a total length of about 200 miles and connects with the Eastern Division, under construction by the Transcontinental Ry. Commission, about 240 miles east of Winnipeg. For 65 miles west of Fort William until the height of land is reached the gradient is carried at the maximum, with the exception of a few short stretches. The maximum gradient, however, is light, being only 6-10 of 1%, compensated, and the curvature is kept at 6°. Very little grading remains to be done on the branch and it is expected to have the track laid to the junction in May.

Grading has been completed on the line between Winnipeg and Portage la Prairie, Man., and tracklaying will be commenced in the spring. On Dec. 31, 1907, track had been laid for 325 miles between Portage la Prairie, Man., and Saskatoon, Sask., as follows: From the crossing of the Assiniboine River east of Portage la Prairie, to Ituma, Sask., 274 miles; and from mileage 416.5 west of Winnipeg to the crossing of the South Saskatchewan River, 51 miles. There had also been laid 28 miles of main line sidings. Tracklaying is being proceeded with and it is expected to have the line completed into Saskatoon during the summer. For the accommodation of freight trains, yards are being laid out west of the Canadian Northern Ry. station and about three miles of side tracks were reported to have been laid Feb. 13. Temporary shops and a round-house will be put under construction early in March in order to be ready for the opening of the line.

For the first 40 miles west of Portage la Prairie the line is reported to be without a curve; then in passing through the sand hills there are but three easy curves; and then another stretch of 40 miles without a curve, and with a gradient of 4-10 of 1%. This has been accomplished by cutting through hills, many over 40 ft. high, and by making fills, of as great a height, while at certain points trestles, some nearly a mile long, and one 120 ft. in height, are required. These trestles will in the future be filled in, and steel bridges will be constructed where streams are crossed. At Rivers, the first divisional point, the whole yard was dug down from six to ten feet in order to maintain the gradient.

West of Saskatoon a considerable portion of the grading has been completed, and it is expected that the track will be laid into Edmonton, a further distance of 328 miles, or 794 miles from Winnipeg, by the fall.

A contract has been let to Foley, Welch & Stewart, successors to Foley Bros. & Larson, for the construction of 126 miles of line from Edmonton westerly to Wolf Creek. Preliminary work is to be started at once, about six miles west of Edmonton. The work is said to be difficult, a large part of it being through scrub and marsh running up to the foothills of the Rocky Mountains. The contract price is said to work out at nearly \$50,000 a mile. Contracts are reported to have been let for the ties for this portion of the line as follows: Carruthers, Round & Co., \$100,000; McPhee Bros. & Hislop, \$100,000; H. A. Calder, \$200,000. Delivery is to start early in the spring, and to continue to July, 1909.

W. Wainwright, Second Vice-President G.T. Pacific Ry., on his return to Montreal from Victoria, B.C., Feb. 13, stated that the result of his negotiations with the Provincial Government regarding the 13,000 acres of auxiliary lands that the G.T. Pacific Ry. Co. acquired from the Indians for townsite purposes at Prince Rupert, had been satisfactory. Some matters had been definitely settled, but others had been reserved for the final decision of the President and

Vice-President. He also stated that no option had been given on the townsite, and no portion had been sold.

A contract is reported to have been given to Brett & Hall, Boston, Mass., for the laying out of the site of Prince Rupert. There are 16 miles of water front, and the area of land available will enable the laying out of a city upon generous and handsome lines.

The question of the letting of a contract for the construction of 100 miles easterly from Prince Rupert, is understood to be a matter which C. M. Hays, President, will discuss with the directors of the G.T.R. during his present visit to London, Eng. The cost of this 100 miles is estimated at about \$7,000,000. It extends from Prince Rupert to the Kiteselas, and includes a large percentage of heavy rock work. It is also stated that there will be several tunnels, one at a place called Hole-in-the-Wall having an estimated length of 2,200 ft.

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

Atlantic Division Bridges.—A contract is reported let for the erection of three concrete piers in bridge 53.7, Woodstock section, at the first crossing of the St. John River at Upper Woodstock, N.B. The contract requires that the three piers must be completed to low water mark by Mar. 30.

New Brunswick Ry.—The C.P.R., exercising the franchises of the N.B. Ry. as lessee, has deposited with the local authorities plans for change of location of the line in the Parish of St. Leonard's, Madawaska County, N.B., and for a new bridge across the St. John River in the same parish, which have already been approved by the Board of Railway Commissioners. It has also deposited with local authorities plans of a change of line, and a new bridge at the crossing of the Grand River, also in the Parish of St. Leonard's, N.B.

Montreal and Lake Maskinonge Ry.—The C.P.R., as lessee of this branch line, extending from St. Felix to St. Gabriel de Brandon, Que., 11 miles, is applying to the Board of Railway Commissioners for authority to construct two short spur lines near St. Gabriel.

Angus, Montreal, Shops.—During 1907, extensive additions were made to these shops. The additions are as follows: Single story extension to locomotive shop, 166 x 46 ft., to be used as a flue and flanging shop; single story building, 60 x 50 ft., to be used in connection with locomotive department as casting storehouse; single story extension to blacksmith shop, 125 x 70 ft. 6 in., to be used in connection with locomotive department; a double story extension, 250 x 75 ft., to what has been used as upholsterer's shop and hardwood storage; a double story building, 300 x 75 ft., to be used as upholsterer's shop, the shop vacated by upholsterers and the new extension, in all 525 x 75 ft., to be used as cabinet shop; a single story building, 80 x 50 ft., to be used for carpet beating and cleaning; a single story car building shop, 672 x 100 ft.; this building completes the original plan of four car buildings, each having a capacity of 28 cars. In adding this addition to car capacity, it was found necessary to add an additional electric power transfer table, the transfer pit being extended 672 ft., making a total run for the transfer table of 1,750 ft. To meet the extra requirements for heat, power and light, the power house was extended 64 x 103 ft., and the boiler capacity increased 46%, electric generating capacity 23%, and the per foot capacity of air power increased 50%. For fire protection, two hose and reel houses, 17 x 29 ft., were built, located north and south of the midway. All the buildings and extensions, with the exception of the casting store-

house and the carpet cleaning building, were built of brick with cement foundations; the two exceptions were constructed of wood, sheet iron encased.

Montreal Stock Yards.—Tenders were asked, Feb. 16, for the construction of new stock yards which it is the intention of the company to establish at Montreal. They are to be situated on Frontenac St., and it is estimated will cost over \$1,000,000. The specifications call for the completion of the work by the end of July.

Northern Colonization Ry.—A subsidy contract has been entered into by the company with the Dominion Government for the construction of a line from Lake Nominique to Le Lievre, Que., 35 miles. The ultimate intention is to extend the line so as to connect with the old Ottawa and Gatineau Colonization Ry. at Manawaki.

Campbellford, Lake Ontario and Western Ry.—An act extending the time for the construction of this projected railway for two years for commencement and five years for completion, has been passed at the current session of the Dominion Parliament.

A recent Montreal despatch stated that the C.P.R. had no intention of abandoning the construction of this line, which has been surveyed from the Ontario and Quebec Ry., east of Smith's Falls, and serving the Lake shore towns, to a junction with the O. and Q. Ry. near Leaside Jet. The construction of this line, it was stated, would do away with the necessity of constructing a second track on the present line, and further, that when a double track line between Montreal and Toronto became necessary, the second track would be constructed on the right-of-way of the C., L.O. and W. Ry.

Lindsay, Bobcaygeon and Pontypool Ry.—The Dominion Parliament is being asked at the current session for an act extending the time within which to complete the construction of this railway as authorized in 1901. The extension in question, as authorized, is from Bobcaygeon, through the townships of Verulam, Harvey, Galway and Snowden, to the Irondale, Bancroft and Ottawa Ry. within ten miles of Furnace Falls, Ont.

Hamilton and Guelph Junction Ry.—Application is being made at the current session of the Ontario Legislature for an act extending the time within which this line may be commenced and completed. While the line is projected by a local company at Hamilton, it is understood that the construction will be done by the C.P.R., which operates the Guelph Junction Ry. It was stated in Hamilton, Feb. 4, that the local company had received a letter from the C.P.R. management stating that it was prepared to go ahead with the construction of the line between Hamilton and Guelph Junction as soon as the question of the right-of-way through the city is settled. This is again under consideration by the city council.

South Ontario Pacific Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the commencement of construction of this railway for a further period of two years.

Extensions in London, Ont.—Reports are current in London, Ont., that C.P.R. agents have been in the city recently obtaining options on large areas of land along its line west of the city. The report states that it is contemplated to establish extensive freight yards and terminals there.

West Ontario Pacific Ry.—The Dominion Parliament, at its current session, has passed an act extending the time for the construction of this company's projected branch line, which was specifically authorized to be constructed by sec. 1, chap. 178, of the Statutes of 1906, the route being from the company's line at or near London, Ont.,

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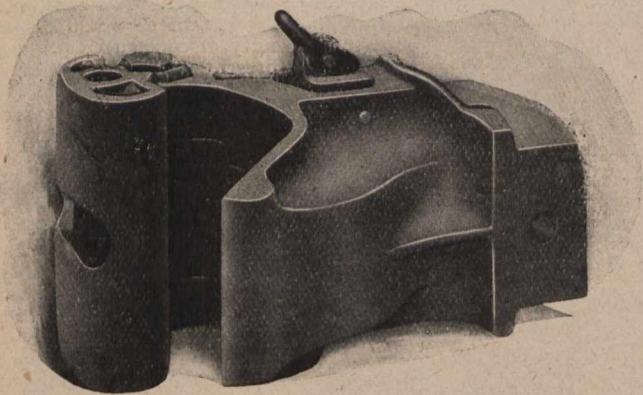
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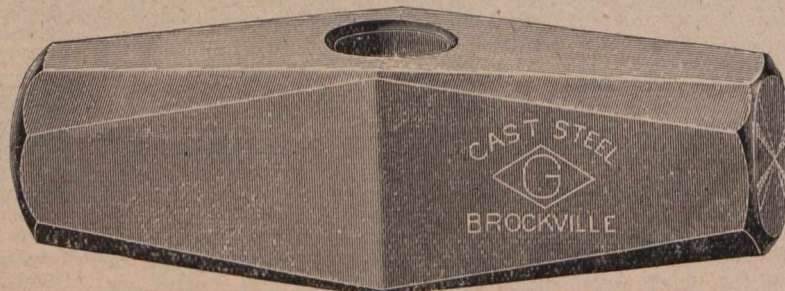
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St. Mary's and Western Ontario Ry.—Track has been laid on the first three miles of this line, and grading is in progress upon the remaining 12 miles; no ballasting or surfacing has been done. J. E. Webb, Toronto, is the contractor. Location surveys are in progress for an extension of the line from St. Mary's to Sarnia, Ont., about 74 miles; J. G. Macklin, St. Mary's, Ont., being Chief Engineer. In connection with this work it was recently reported that the surveys had been completed as far as Exeter.

Guelph and Goderich Ry.—Track has been laid on the branch from Linwood to Listowel, Ont., for a distance of 13 miles, and it is expected to have the remaining $3\frac{1}{2}$ miles completed at an early date. B. Gibson, Toronto, is the contractor, and P. A. Peterson, Goderich, Chief Engineer.

Walkerton and Lucknow Ry.—Track was laid to Dec. 31, 1907, from mileage 0 to 24, and construction trains have been running into Hanover, Ont., since Christmas. A big pile bridge has to be erected at this point before tracklaying can be resumed towards Walkerton, and it was expected that this would be completed by the end of Feb.

Toronto-Sudbury Line.—J. Ross, of Ross and Harris, contractors for the construction of 40 miles on this line, is quoted as having stated in Montreal, Feb. 13, that track had been laid on the last section, and that the entire line will be completed in June. Two steam shovels were at work and the ballasting is being done on with as rapidly as possible. The line was constructed as a branch of the C.P.R. from near Romford, 6.2 miles east of Sudbury, southerly to Bolton Junction, on the old Toronto, Grey and Bruce Line.

Fort William-Winnipeg Second Track.—During 1907, the work of constructing a second track between Fort William, Ont., and Winnipeg, Man., has been proceeded with, and there was taken over by the operating department additional stretches aggregating 100 miles in Ontario and 80 miles in Manitoba. With the 30 miles completed in 1906, there is now 210 miles of second track in operation, in addition to the mileage which was constructed at various points as crossing places for trains, prior to the decision to second track the line, making altogether 224 miles, distributed as follows: Fort William to Finmark, Ont., 35 miles; near Falcon to Ignace, Ont., 10 miles; from Ignace to Raleigh, Ont., 15 miles; from near Dryden to Vermillion, 30 miles; from MacMillan to Kenora, Ont., 17 miles; from Kenora, Ont., to Winnipeg (with the exception of eight miles between Kalmar and Ingolf), 117 miles. On the remaining 196 miles there has been done a considerable amount of rock-cutting, filling, grading and bridge building. It is the intention of the company to have this work completed during the current year.

Winnipeg Beach Branch.—The relaying of the line to Winnipeg Beach, 51 miles, with 80-lb. rails, will be started early in the spring, and it is expected to have the work completed before the rush of the summer traffic commences.

Teulon Branch Extension.—The construction of an extension of the Teulon branch from the present terminus to Icelandic River, about 26 miles, will be gone on with during the coming season, and it is intended to have it completed by the end of the year.

Manitoba and North-Western Ry.—By an act passed at the current session of the Dominion Parliament, authority is given for the construction of a branch from near Theodore, southeasterly to a junction with the Russell branch, in tp. 20 or 21, range 28, west of the principal meridian, a distance of about 110 miles. The branch is to be com-

menced within two years, and completed within five years, and bonds to the amount of \$20,000 a mile may be issued.

The line is at present in operation to Sheho, Sask., 256 miles from Portage la Prairie, Man., and a considerable amount of grading has been done between Sheho and Lanigan, at which point a junction will be effected with the Pheasant Hills branch, starting from the main transcontinental line at Kirkella, near the Manitoba-Saskatchewan boundary. It is proposed to complete this 82-mile stretch during the current season. Trains are already in operation over the Pheasant Hills branch from Kirkella, via Lanigan, to Saskatoon, 330.9 miles. There is also a line in operation from Saskatoon westerly to Asquith, and a considerable amount of grading has been done with a view of connecting up the line with the Wetaskiwin branch of the Calgary and Edmonton Ry., now terminating at Hardisty, Alta., where the Battle River will have to be crossed. It is proposed to continue and possibly complete work on this line during the current season. The distance from Saskatoon to Hardisty is 326 miles.

Bredenburg to Esterhazy.—It is proposed to complete the construction of the line between Bredenburg on the Manitoba and North-Western Ry., and Esterhazy, Sask., on the Pheasant Hills branch, about 20 miles.

Sheho to Prince Albert, Sask.—Surveys are reported to be in progress for the construction of a line from Sheho to Prince Albert, Sask. A survey party passed through Humboldt recently.

Wolseley-Reston Line.—We are advised that it is intended to carry to completion during the current season the line to connect Wolseley, Man., at mileage 1,718 on the transcontinental line, with Reston, Man., on the Arcola-Regina line. Track was laid on this line during 1907, from Reston, Man., to Kaiser, Sask., 98.2 miles, of which 25 miles are in Manitoba. The total length of the line is to be 122.8 miles, so that there is 24.3 miles between Kaiser and Wolseley yet to be completed.

Weyburn to Stoughton.—A line about 40 miles long has been graded between Weyburn, Sask., on the Portal line, and Stoughton, Sask., on the Arcola-Regina line, and it is intended, during the current year, to lay track and complete the line for operation.

Moose Jaw Northerly.—Of this branch, which is at present in operation from Moose Jaw to Tuxford, Sask., it is expected to complete a further distance of 50 miles during the forthcoming construction season. The grading was reported to have been practically completed to mileage 50 in Aug., 1907, at which time a contract was let to J. D. McArthur for grading the line to mileage 123. This line is intended to connect with the Lacombe Branch of the Calgary and Edmonton Ry., at present in operation to Stettler, Alta.

Swift Current-Medicine Hat Grade Revision.—The work of grade revision, which has been going on for some time between Swift Current, Sask., and Medicine Hat, Alta., 153 miles, will be completed during the current season.

Lethbridge to McLeod.—The programme of work arranged for the current season includes the reconstruction of the line between Lethbridge and McLeod, to avoid the circuitous route now followed, owing to the erratic course of the Belly River. This work involves the construction of a high level bridge across the Belly River, described Aug., 1907, pg. 587.

Wetaskiwin Station.—A contract for the erection of a station at Wetaskiwin, Alta., has been let to the McDiarmid Co., Winnipeg, Man., which company is building the station at Strathcona. Work has already been commenced on the foundations.

Killam to Strathcona, Alta.—Application is being made at the current session of the Dominion Parliament for an act authorizing the company to construct or acquire a line of railway from near Killam, a station on the Wetaskiwin branch of the Calgary and Edmonton Ry., mileage 70, northwesterly to, at or near Strathcona, Alta. The company may issue bonds to the extent of \$25,000 a mile of the branch, or may issue consolidated debenture stock in lieu of the bonds.

Pacific Division Bridges.—A considerable amount of money will be expended during the coming construction season, said W. Whyte, Second Vice-President, on his return to Winnipeg from Montreal, upon the improvement of the main and branch lines in British Columbia. This will consist principally in the substitution of masonry and steel bridges for the present wooden ones.

Hector Grade Revision.—The work of driving the two tunnels on the grade revision work between Field and Hector, B.C., is to be taken in hand at once. Workmen at present are clearing the approaches and getting all ready for the drillers. It is intended to work from both ends of each tunnel. Macdonnell and Gzowski are the contractors.

Kootenay District.—The appropriations for the year provide for the elimination of the big loop at the Northern Lode mine, and the substitution of a switchback therefor; the laying of about 20 miles with new 85-lb. steel, the filling in of trestles or the substitution of steel or concrete spans for woodwork.

British Columbia Southern Ry.—At the current session of the Dominion Parliament, an act has been passed granting a further extension of time for the construction of the projected line between Fort Steele and Golden.

Kootenay Central Ry.—The construction of the line from Golden to Spence's Bridge, B.C., will be proceeded with during the current season, W. Whyte, Second Vice-President, stated, after his recent visit to Montreal, to discuss the construction programme for the year. The work, however, will not be rushed.

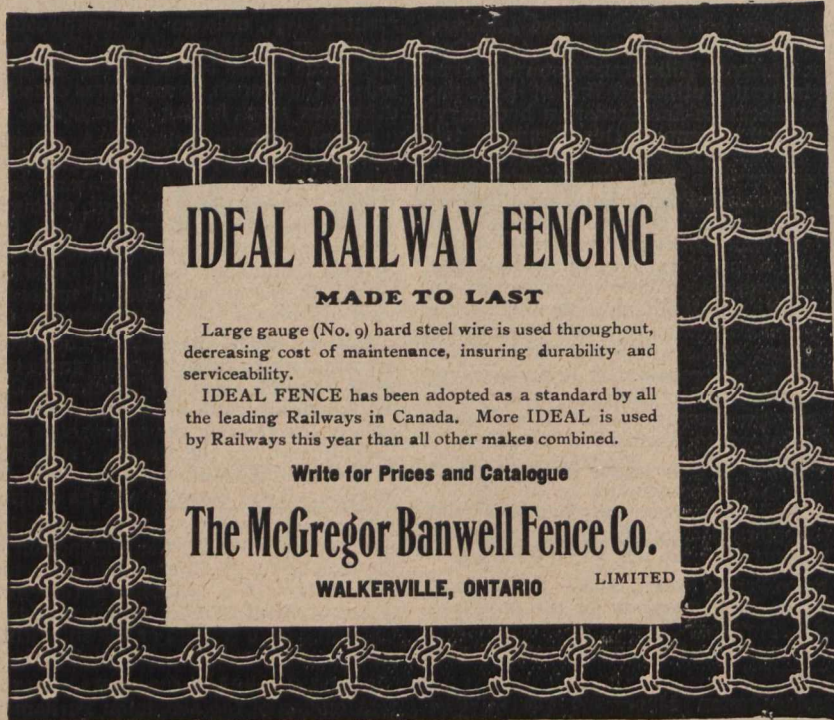
Grand Forks, B.C.—F. F. Busted, General Superintendent Pacific Division, has completed a trip over the division in connection with the appropriations for the current year. It is reported that the plans include the laying out of division buildings at Grand Forks, B.C. The expenditure, it is said, during the year, will amount to \$150,000, provision being made for a 15-stall roundhouse, with coal chutes; a \$40,000 station building, and an expenditure of \$40,000 upon yard accommodation.

Bridge at Mission.—The British Columbia Government has opened negotiations with the C.P.R. with the object of arranging for the construction of a general traffic addition to the bridge which the company proposes to erect over the Fraser River at Mission.

Empress Hotel, Victoria.—This hotel, which was illustrated and described June, 1905, pg. 241, and Aug., 1905, pg. 365, has been opened for business.

Esquimalt and Nanaimo Ry.—By an act passed at the current session of the Dominion Parliament, the company has been granted an extension of time for the construction of the lines authorized by its Act of 1906. These lines are an extension of the main line to Comox, and a number of branches including the following: From Comox to Campbell River; from near Duncan to Alberni, via Cowichan Valley; from near Englishman's River to the Alberni Canal; and from near Comox to the Alberni Canal via Cumberland.

Two contracts have been let in connection with the extension of the line from Wellington to Alberni, B.C. Between Wellington and Nanoose Bay, a distance of 12 miles, the contract is for the grading of the right-of-way



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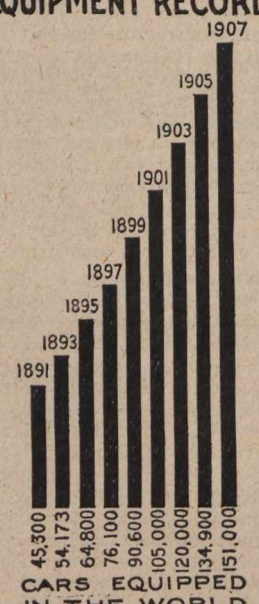
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1893	54,173
1895	64,800
1897	76,100
1899	90,600
1901	105,000
1903	120,000
1905	134,900
1907	151,000

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ready for tracklaying, and the contract for the 46 miles between Nanoose Bay and Alberni, covers the clearing of the right-of-way only J. Bright, Vancouver B.C., has one contract, and A. Carmichael is reported to have the contract for clearing at the Alberni end. It is also proposed to undertake at some time a line from French Creek to Campbell River, a distance of about 90 miles. Preliminary surveys for this line are being made. C. E. Cartwright, Vancouver, B.C., is Chief Engineer.

Duluth, South Shore and Atlantic Ry.—The construction work of this company during 1907 was limited to the laying of about four miles of spur tracks for industrial concerns at various points along the line.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—During 1907, the company entered upon the construction of a line from Brooten to Duluth, Minn., a distance of 187 miles. Upon this there was laid to Dec. 31, from the Brooten end, 49.96 miles of track. The contractors are Foley Bros., Larson & Co., St. Paul, Minn. It also laid track on a line between Dogden and Max, N.D., 27.70 miles.

Press reports state that the company has plans under consideration for the extension of its line from Thief River Falls, Minn., northeasterly to Roosevelt, at the Canadian boundary, a distance of about 82 miles.

Steam Railway Track Laid in 1907.

The total single track laid on Canadian railways during 1907 is ascertained, from official information supplied by the various companies to have been 1,454.38 miles, distributed as follows:

CANADIAN NORTHERN ONTARIO RY.		Miles.	Miles.
Between Parry Sound and French River, Ont.	45.3		
Between French River and Sudbury	45.2		
Key Harbor branch	6.0		
Hutton Mines branch	20.6		
Garson Mines branch	3.6		
		120.70	
CANADIAN NORTHERN QUEBEC RY.			
St. Jerome to Montford	15.60		
Garneau Jct. easterly	12.40		
St. Anne's River to Belle Isle River	7.50		
		35.50	
CANADIAN NORTHERN RY.			
From Brandon to Regina, Sask.	219.90		
From Rossburn towards Russell, Man.	13.64		
From Cardinal to De Lourdes, Man.	1.24		
From Virden main line to Station, Man.	0.63		
Oakland extension, Man.	17.14		
Towards Pas Mission, Sask.	11.48		
Atikokan spur, Ont.	3.31		
		267.34	
CANADIAN PACIFIC RY.			
Toronto-Sudbury Line.—Mileage 92.20 to 160.20	68.00		
From mileage 185.70 to 202.50	16.80		
Guelph and Goderich Ry.—From mileage 63.60 to 80.00	16.40		
Listowel branch.—From Linwood towards Listowel	13.00		
Walkerton and Lucknow Ry.—Mileage 0 to 24	24.00		
St. Mary's and Western Ontario Ry.—From mileage 0 to 3	3.00		
Pheasant Hills branch.—Newdorf to Lanigan, Sask.	148.70		
Pheasant Hills branch.—Lanigan to Saskatoon, Sask.	76.10		
Moose Jaw to Tuxford, Sask.	15.30		
Wolsley-Reston branch.—Reston, Man., to Kaiser, Sask.	98.20		
		479.50	
CENTRAL ONTARIO RY.			
Bird's Creek to Maynooth, Ont.	10.00		
MARITIME COAL AND RY. CO.			
From Joggins old mine to new mine	1.00		
MIDLAND RY. OF MANITOBA.			
International boundary north of Walhalla, N.D., to Morden, Man.	15.54		
NAPIERVILLE JUNCTION RY.			
Loop connecting the line with the C.P.R. and G.T.R. at St. Constant, Que.	1.40		
Transfer connection with G.T.R. at Lacolle, Que.	0.35		
		1.75	
NATIONAL TRANSCONTINENTAL RY.			
Between Quebec Bridge and La Tuque, Que.	34.00		
From St. Boniface, Man., easterly	49.00		
		83.00	
GRAND TRUNK PACIFIC RY.			
From track end 35 miles westerly from Portage la Prairie to Ituma, Sask.	239.00		

From milepost 416.5 west of Winnipeg, to crossing of the South Saskatchewan River	51.00	
Lake Superior branch.—From Fort William to Knowlton, Ont.	100.00	390.00
ORFORD MOUNTAIN RY.		
From Mansonville, Que., southwards toward North Troy, Vt.	2.50	
QUEBEC AND LAKE ST. JOHN RY.		
From mileage 28 to La Tuque, mileage 40	12.00	
From mileage 4 to Clark's, Gosford branch	1.50	13.50
QUEBEC, MONTREAL AND SOUTHERN RY.		
From Pierreville to station 1220, Que.	4.00	
TEMISKAMING AND NORTHERN ONTARIO RY.—From McDougall's Chute to milepost 208		
	5.00	
VANCOUVER, VICTORIA AND EASTERN RY.—Chopaka to Keremeos		
	18.00	
WINNIPEG CITY POWER PLANT RY.—From Lac du Bonnet, Man., to Winnipeg River Crossing		
	2.50	
YORK AND CARLETON RY.—Stanley to Ryan Brook, N.B.		
	4.55	

The C.P.R. shows the largest mileage of new track laid, 479.50 miles, and when to this is added the 180 miles of second track laid between Fort William and Winnipeg, it stands far in advance of any of its competitors. The Canadian Northern lines come next with 423.54 miles, or 436.04 if the mileage laid by the Quebec and Lake St. John Ry., which is controlled by the same interests, is included. The G.T. Pacific Ry. comes third with 390 miles of new track. Arranged by provinces the mileage is as follows:

	1907	1906
Saskatchewan	609.68	171.76
Ontario	380.21	336.06
Manitoba	349.69	272.69
Quebec	91.25	113.10
British Columbia	18.00	76.09
New Brunswick	4.55	14.85
Nova Scotia	1.00	89.88
Alberta		97.63
Yukon		32.00
	1,454.38	1,204.06

The C.P.R. subsidiary company, the Minneapolis, St. Paul and Sault Ste. Marie Ry., laid 77.66 miles of new track, viz.: From Dogden to Max, N.D., 27.70 miles, and from Brooten towards Duluth, Minn., 49.96 miles; and its other subsidiary company, the Duluth, South Shore and Atlantic Ry., laid four miles of branch tracks, making altogether 81.66 miles of additional lines. United States lines serving districts parallel with Canadian lines, on connecting with Canadian lines, constructed the following additional mileages during 1907:

BANGOR AND AROOSTOOK RD. South Lagrange to main line junction at West Sebois, Me.		33.00
BIG FORK AND INTERNATIONAL FALLS RY.—Big Fork River to International Falls, Minn. (opposite Fort Frances, Ont.)		34.00
DULUTH, RAINY LAKE AND WINNIPEG RY.—Near Ash Lake to Ramer, Minn. (opposite Fort Frances, Ont.)		35.00
MINNEAPOLIS AND RAINY RIVER RY.—Branch lines		5.34
WASHINGTON AND GREAT NORTHERN RY.—South of Oroville to International boundary, Washington, B.C.		20.65
		127.99

Since the above was put in type we have been advised that the C.P.R. also laid 3/4 of a mile of track on its South Bank branch at Montreal, and 2 miles on its extension from Nominig, Que, northwesterly. This brings the total for the Dominion up to 1,457.13 miles and the C.P.R.'s mileage up to 482.25.

Western Freight Rate Cases.—The Board of Railway Commissioners has reserved judgment in the application of the Great Northern Ry., U.S., to compel the Canadian Northern Ry. to concur in a joint tariff rate of \$2.50 a ton on coal from Duluth to Winnipeg. Several sittings of the Commission were also held at Ottawa in connection with the application of the Winnipeg Board of Trade for the disallowance of the C.P.R. new schedule of rates for Western traffic. The arguments were concluded Feb. 14 and judgment reserved.

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

Ottawa Union Station and Hotel.—The Dominion Parliament is being asked by the Minister of Public Works at the current session for an act confirming an order-in-council, dated Sept. 20, 1907, authorizing the sale of a part of Major's Hill Park to the G.T.R., for the purposes of a site for an hotel, and directing that the proceeds of the sale shall be placed to the credit of the Ottawa Improvement Commission.

Plans have been submitted to the Ottawa Board of Control by the G.T.R., showing an hotel and station, the former to cost \$1,000,000, and the latter \$500,000. Some opposition has been shown to the acceptance of the plans by the city owing to the amount which the company first announced its intention of spending having been cut down.

Barrie Shops.—An agreement has been reached with the G.T.R., fixing the assessment of the company's property—present and future—for 25 years at \$35,000, in consideration of which the company agrees to spend at least \$150,000 upon the construction and equipment of car shops at Allandale.

London, Ont., Improvements.—A prominent official is quoted as having stated to the London City Council that the question of track elevation in the city, which has been under discussion for two or three years, will not be further considered by the company this year. As a result of this intimation the city council has appointed a special committee to deal with railway matters.

St. Clair Tunnel.—The inauguration of the system of electric traction at the tunnel took place Jan. 29. The work of installing the plant has been in progress for several years. Large powerhouses have been erected, one at the Sarnia end of the tunnel, and the other at the Port Huron end, and an overhead system of wiring installed. Six powerful electric locomotives are in course of delivery, the entire equipment being expected to be delivered early in March.

Change in Per Diem Rate for Cars.

At the special session of The American Railway Association, held at Chicago, Ill., on Feb. 7, 1908, the following resolution was adopted:

Resolved, That the question of a change of rate in Rule I of the Per Diem Rules from 50 cents to 25 cents be presented to the members of the Association for a letter ballot; the amended rate, if adopted, to take effect on Mar. 1, 1908, provided, that it is approved by a majority of the membership of the Association representing two-thirds of the cars owned or controlled by the members of the Association, and after announcement by the Secretary of the requisite majority having been obtained. The ballot to close on Feb. 25, 1908.

In accordance with the foregoing resolution the question of the change of rate was submitted to the members of the Association for a letter ballot. The result of the voting on the question submitted was as follows: Yes—243 memberships, representing 1,601,355 cars owned or controlled. No—75 memberships, representing 589,635 cars owned or controlled. Not voting—17 memberships, representing 30,142 cars owned or controlled. The total membership of the Association is 335 and the cars owned or controlled by the members, 2,221,132. The majority requisite for approval is 168 memberships and 1,480,755 cars.

In accordance with the resolution of the Association announcement has been made by the Secretary that the question has been decided in the affirmative and that the amended rate will take effect on March 1, 1908.

ELECTRIC RAILWAYS.

Electric Railway Track Laid in 1907.

According to reports received from 11 companies, 72.27 miles of track were laid during 1907, of which 50.11 were in Ontario, 18.49 in Manitoba, and 3.67 in Quebec. The longest mileage reported laid was by the Brantford and Hamilton Ry., which completed 21.85 miles of track, the remaining mileage reported laid being extensions of existing lines. The returns are by no means complete, but many of the companies continue to show, as they have always shown, a disinclination to furnish statements of mileage, etc. The details of track laid, so far as reported, follow:

	Miles.	Miles.
BERLIN AND WATERLOO RY.— Church St. extension, Waterloo (438 ft.).....		0.83
BRANTFORD AND HAMILTON RY.— From Hamilton to Ancaster.....	6.53	
From Ancaster to Cainsville....	12.62	
From Cainsville to Brantford....	2.68	
		21.85
MONTREAL PARK AND ISLAND RY.— From Snowdon's to Blue Bonnets		1.11
MONTREAL ST. RY.—Papineau Ave. extension.....		1.98
MONTREAL TERMINAL RY.—From main line to Rifle Ranges.....		0.58
NIAGARA, ST. CATHARINES AND TORONTO RY.—From Thorold to Fonthill, Ont.....		7.00
SANDWICH, WINDSOR AND AM- HERSTBURG RY.—Windsor and Tec- cumseh Electric Ry., from Walk- erville to Tecumseh, Ont.....	8.00	
In Walkerville town.....	1.45	
		9.45
SOUTHWESTERN TRACTION CO.— From St. Thomas to Port Stanley, Ont.....		9.00
TORONTO RY.—Various exten- sions in the city (about).....		2.00
WINNIPEG ELECTRIC RY.—Vari- ous extensions and new lines.....		18.49

Projects, Construction and Betterments.

B. C. Electric Ry.—A petition is under the consideration of the management, respecting the extension of the Spring Ridge line, in the north-eastern section of Victoria.

Detroit United Ry.—At the recent annual meeting of the company, the opinion was expressed that the financial statement was evidence of the prosperity of the company, and that the earnings of the current year would justify the resumption of a dividend. J. M. Wilson, Montreal, and C. M. Swift, Detroit, Mich., were added to the directorate. This company owns the Sandwich, Windsor and Amherstburg Electric Ry.

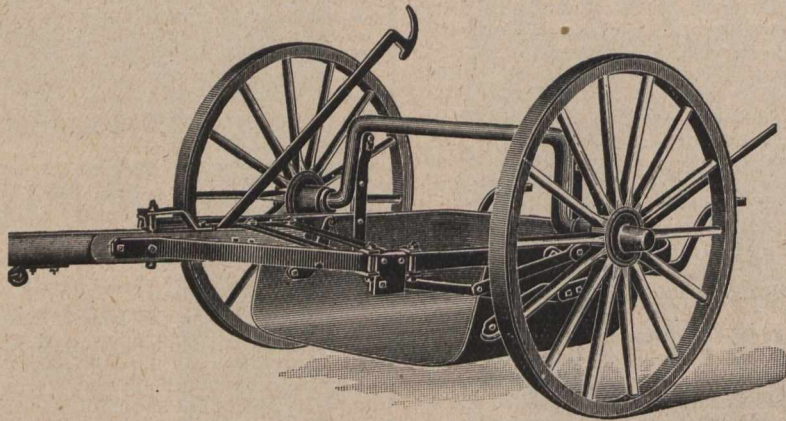
Dunnville, Wellandport and Beamsville Electric Ry.—Application is being made at the current session of the Ontario Legislature, for an act amending the act of incorporation, and extending the time for the commencement and completion of the undertaking, and extending the proposed route from Dunnville through Dunn, South Cayuga, Rainham, Walpole and Woodhouse to Port Dover.

Hamilton, Waterloo and Guelph Ry.—The Board of Railway Commissioners has granted an order for a right-of-way through G.T.R. property, north of Harvey and Dundurn Parks, Hamilton, and the company hopes to commence construction early in the spring. A private right-of-way has been obtained for a portion of the way, but for the most part the line within the city of Hamilton will run through G.T.R. property. The Hamilton Parks Board and Finance Committee approved the by-law in Sept., 1907, which calls for the completion of the line to Galt by the end of 1909, and to Guelph a year later. In the event of any unforeseen delay, an extension of a year will be granted, provided the company can show that it has expended \$100,000 on construction. Six trips each way, between Hamilton, Galt and Guelph, are to be run daily, the fares to be at 2c. a mile single, and 1½c. return. It is also provided that any other company may use the

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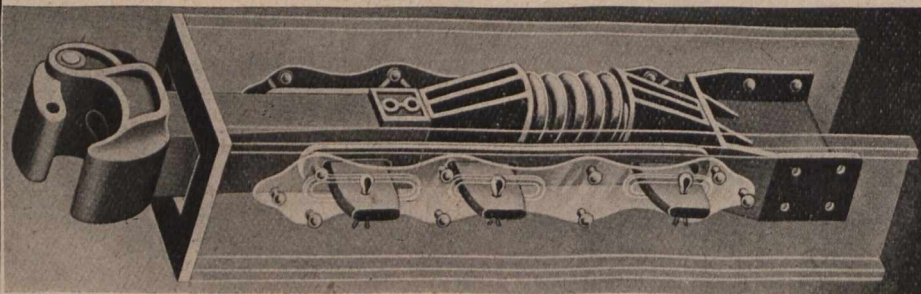
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right-of-way within the Hamilton boundaries, on terms to be fixed by the Board of Railway Commissioners. (Oct., 1907, pg. 761.)

Montreal Park and Island Ry.—During the year, considerable extensions and betterments will be made on this line.

Montreal St. Ry.—It is understood that, among the extensions proposed, is that of the Back River line eastward, to Bout de l'Isle, where connection will be made with the Terminal system.

The question of the transit of freight over the Street Railway is again to the fore, and strong representations are being made to the new council by business men, in favor of the scheme.

Mount McKay and Kakabeka Falls Ry.—At a sitting of the Board of Railway Commissioners at Fort William recently, application was made for permission to cross the C.P.R., C.N.R., and G.T. Pacific Ry. tracks. The electric railway company desire to cross on the level, but the steam railway companies urged that permission only be granted to cross by either a bridge, or a subway. Judgment was reserved.

North Midland Ry.—A. E. Welch, London, Ont., stated recently that surveying on this line between London and Stratford had been commenced, and that two surveys would be made, one via Thorndale, and one via Bryanston. He estimated that nearly \$70,000, including the cost of erecting two bridges at London and Devides, would be saved by adopting the former route. (Dec., 1907, pg. 927.)

Ontario West Shore Electric Ry.—Application is being made at the current session of the Ontario Legislature, for power to extend this proposed line from at or near Grand Bend, Stephen tp., through Osborne, south-easterly through Blanchard, and Biddulph, thence southerly and westerly through West Nissouri or London tp. to London; also to construct a branch line from Osborne, or Blanshard, through Blanshard, easterly to St. Mary's, thence through Downie to Stratford; and also into and through Kincardine. (Dec., 1907, pg. 927.)

The Ottawa Electric Ry. Co. has under consideration the construction of an extension of its line from Broad St. to the Experimental Farm, about two miles; and an extension of about half a mile of the George St. loop.

Quebec and Saguenay Ry.—Press reports say that construction will be commenced in the spring on the proposed line from St. Joachim, the terminus of the Quebec Ry., Light and Power Co.'s line, 30 miles east of Quebec, to St. Catharines Bay. The location of the line to Murray Bay, 56 miles, has been completed, and it is stated that the road could be completed within a year, as no engineering difficulties would be encountered. (Aug., 1907, pg. 603.)

The Sarnia Street Ry. Co. has arranged to construct an extension from Wellington St. to River Road, 1.25 miles. The work will be done by the company itself, and contracts have been placed for all the material required.

Southwestern Traction Co.—A bill has been introduced in the House of Commons providing for the extension of the time for the commencement and completion of construction of the company's proposed line between London and Ingersoll, Ont.

The Sydney and Glace Bay Ry. Co. is building a power house 75 by 50 ft., contract for which has been let to Rhodes, Curry & Co., Amherst, N.S. The equipment to be provided will consist of three return tubular boilers and one vertical engine, of 300 h.p., by the Robb Engineering Co., Amherst; one 200 h.p. engine, one 250 k.w. railway generator, and one 150 k.w. Westinghouse railway generator.

Toronto Ry.—During 1907, the company laid in all about two miles of additional tracks. All the principal intersections throughout the city have been renewed with special work of heavy manganese steel.

The city council is making application to the Ontario Legislature for power to enable it, without submitting the proposal to a public vote, to pass a by-law, authorizing the issue of debentures to raise \$135,000, for the cost of bridges, grading, re-paving, and purchase of land, necessary for the proposed extension of the street railway through the garrison common to the exhibition grounds; and to utilize a portion of the revenues derived from the Toronto Ry., to lay permanent paving for the railway tracks through the common.

Vancouver, B.C.—A press report states that an application is to be made shortly for a charter to build and operate a street railway at Point Grey, and that construction will be proceeded with immediately the charter is granted.

Western Central Ry.—An act is under consideration at the current session of the Ontario Legislature granting an extension of time for the commencement and completion of this projected railway. Authority is also being asked to enable the company to guarantee the bonds—as to principal or interest, or both—of any company authorized to carry on any business incidental to the working of a railway.

Electric Ry. Finance, Meetings, Etc.

Cape Breton Electric Co.—Gross earnings for 12 months ended Dec. 31, 1907, \$250,064.67; operating expenses, including taxes, \$157,048.12; net earnings, \$93,016.55; interest charges, \$42,862.30; improvement fund, \$8,650.00; dividends, 6% preferred stock, \$14,040.00; surplus, \$27,464.25; against, \$258,416.80, gross earnings; \$154,472.28, operating expenses; \$103,944.52, net earnings; \$43,160.97, interest charges; \$7,020 dividends. \$45,263.55, surplus for 1906. The company is responsible for the lighting and electric railway service in Sydney, N.S., the lighting in North Sydney, the ferry business between these points, and operates an interurban line between North Sydney and Sydney Mines. It owns \$200,000 of the \$391,000 outstanding first mortgage bonds, and \$250,000 of the \$500,000 capital stock of the Sydney and Glace Bay Ry., and half of the earnings and operating expenses of this railway are included in the figures above quoted. The company is authorized to issue \$1,500,000 first mortgage 5% gold bonds, due Jan. 1, 1932, of which \$850,000 are outstanding, has an authorized capital stock of \$2,000,000 by charter, and preferred stock of \$250,000 by stockholders, of which \$1,000,000 and \$234,000 are issued, respectively. The company is managed by Stone & Webster, Boston, Mass., A. F. Townsend being the local manager at Sydney.

Dominion Power and Transmission Co.—The following directors were elected at the annual meeting in Hamilton, Ont., recently: J. M. Gibson, J. Dixon, J. Knox, Col. J. R. Moodie, W. C. Hawkins, S. O. Greening, J. W. Sutherland, L. Harris, and A. Cooke.

Halifax Electric Tramway Co.—The following directors were elected at the annual meeting, Feb. 10: Hon. D. MacKeen, J. Y. Payzant, W. B. Ross, J. Hutchison, A. Kingman, J. C. Mackintosh, H. S. Poole, C. C. Blackadar, F. B. McCurdy. Receipts for Jan., \$12,920.09; against \$12,387.76 for Jan., 1907.

Hamilton St. Ry.—The proposal submitted to the city council for a renewal and betterment of the street railway system, provides

that the city shall receive during the next five years, sums equal to the amount paid as percentage on earnings for last year, to be increased by \$1,500 a year for the following five years, by \$2,000 a year for a third period of five years, and by \$2,500 a year for the last five years of the present franchise term. On its part, the company will add new up-to-date cars to its equipment at the rate of 10 each year, lay a new roadbed, and extend its lines in the northern parts of the city. The terms are under consideration, but have not as yet been favorably received by the council.

The receipts for 1907 were \$316,739, an increase of \$66,941 over 1906. The amount paid to the city, being 8% of the receipts and a mileage payment, was \$32,858.

Hamilton, Waterloo and Guelph Ry.—A press report states that J. Patterson, the chief promoter of the proposed railway between Hamilton and Guelph, has gone to England regarding the financing of the project.

London St. Ry.—Regarding the proposed purchase of the street railway by the city, the Mayor recently announced that nothing had been done. Investigations were being made to see if it would be in the city's interest to acquire the system, but it is generally understood that the city's finances are not in the condition necessary for the consummation of the deal.

Montreal St. Ry.—The recent issue of \$2,300,000 in 14-year debenture bonds at 4½%, which was authorized at a special general meeting Jan. 29, was successfully floated in London, Eng., it being considerably oversubscribed on the day of issue. Of the amount realized, \$300,000 will be applied to retiring the bonds due May 1, and the company's floating debt, which stands at \$1,800,000, will be dealt with.

Passenger earnings for Jan., \$280,437.05; miscellaneous earnings, \$5,078.31; total, \$285,515.36; operating expenses, \$202,503.94; net earnings, \$83,011.42; city percentage on earnings, \$14,756.41; interest on bonds and loans, \$16,732.41; contingent for renewals, \$14,021.85; rent leased lines, \$444.43; surplus, \$37,056.32; against \$266,963.55 passenger earnings; \$4,992.87 miscellaneous earnings; \$271,956.42 total; \$189,497.60 operating expenses; \$82,458.82 net earnings; \$12,844.92 city percentage on earnings; \$13,382.43 interest on bonds and loans; \$13,597.82 contingent for renewals; \$339.96 rent leased lines; \$42,293.69 surplus for Jan., 1907. Total earnings for four months ended Jan. 31, \$1,188,238.38; operating expenses, \$742,026.88; net earnings, \$446,211.50; city percentage on earnings, \$47,094.11; standing charges, \$126,723.86; surplus, \$272,393.53; against, \$1,083,992.44 total earnings; \$705,920.60 operating expenses; \$378,071.84 net earnings; \$40,711.50 city percentage on earnings; \$118,461.86 standing charges; and \$218,898.48 surplus for same period 1906-07.

Ontario West Shore Electric Ry.—A meeting of shareholders is called for Mar. 23, for the purpose of electing directors, to issue bonds, debentures or other securities to the extent of \$15,000 a mile of single track of the railway, extension and branches, and to secure same by mortgage deeds. Cameron & Killoran, Goderich, Ont., are acting for the company.

St. Thomas (Ont.) St. Ry.—Receipts for Jan., \$1,180.49, against \$995.71 for Jan., 1907.

Toronto Ry.—Car earnings for Jan., \$269,325.29, against \$254,812.52 for Jan., 1907.

Windsor, Essex and Lake Shore Rapid Ry.—The shareholders are being asked to authorize the issue of bonds amounting to

\$750,000, at par, and the procuring of \$60,000 for the completion of the railway to Leamington, Ont., and for power to issue bonds, debentures or other securities to parties who have made, or may make, advances for the benefit of the company, as a security for such advances, and to give mortgage deeds on the property and general assets of the company. It is also sought to reduce the number of directors from 9 to 7.

Winnipeg Electric St. Ry.—The annual meeting was held at Winnipeg, Feb. 12, when the annual report was presented, and the retiring directors re-elected for the current year. The street railway earnings from fares were \$861,857.42, against \$727,726.00 for 1906. The full statement has not yet been issued.

Electric Railway Notes.

The Sarnia St. Ry. Co. is arranging to add some additional cars to its rolling stock.

C. W. Graves has been appointed District Passenger Agent, Niagara Gorge Ry., at Toronto.

The Winnipeg Board of Control has decided to order that wheel guards be placed on all the street cars.

The Toronto Ry. Co. is understood to be building another 25 cars, preparatory to the introduction of the "pay-as-you-enter" system.

The Toronto Ry. Co. recently shipped six single-truck open motor cars to Monterey, Mexico, and also a similar number to Winnipeg.

The C.P.R. has commenced proceedings against the Grand Valley Ry., to recover \$3,104.70, the value of a number of ties delivered to the G.V.R. at Drumbo, Ont.

The recent charge against N. M. Cantin, promoter of the St. Joseph and Stratford Electric Railway scheme, for obtaining cash and bonds by false pretences, was dismissed at Toronto.

The Ontario Railway and Municipal Board has approved the freight tariff of the South-Western Traction Co., and the Sandwich, Windsor and Amherstburg Ry., subject to a general enquiry as to freight tariffs.

The body of the late S. F. Kilgore, President of the Huron and Ontario Ry., who died in London, Eng., Jan. 24, while engaged on the company's business, was brought to Toronto for interment, the funeral taking place Feb. 8.

The Quebec Railway, Light and Power Co. has ordered 11 motor cars for its city division. Five will be closed 18-ft. vestibule cars, and 6 open cars. Each car will be equipped with two 12a Westinghouse motors and 28a controllers.

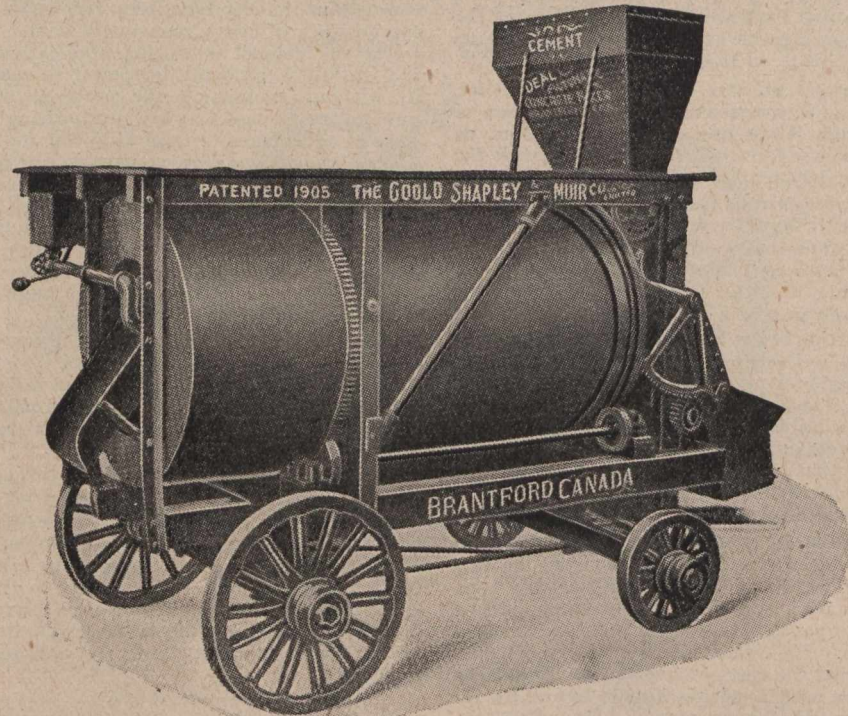
The arbitration board to investigate the differences between the Hamilton St. Ry. and its employes, consists of Prof. A. Shortt, Chairman; W. Bell, K.C., for the street railway, and J. G. O'Donoghue, representing the railwaymen's union.

The B.C. Electric Ry. Co. is trying a fender on its cars at Vancouver which, though it has not been utilized in Canada, is said to have proved successful in Great Britain, and has been sanctioned by the British Board of Trade.

The Montreal St. Ry. has complained to the city as to the manner in which snow is removed from the streets. The company does not object to pay its due share of the legitimate cost, but considers the removal is not conducted on economical lines.

The Toronto Board of Control passed a motion, Feb. 19, asking the Ontario Railway and Municipal Board to compel the Toronto Ry. to put an approved type of fender on its cars. The Board has ap-

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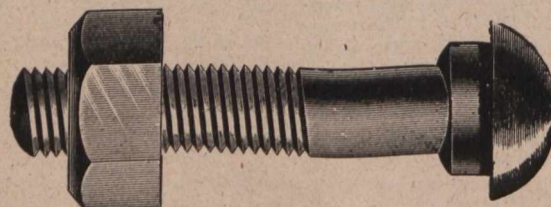
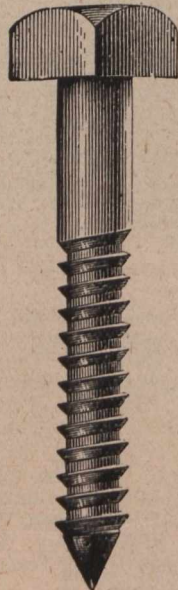
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Boiler and
Bridge Rivets



TORONTO

CANADA

proved of two makes of fenders for the Toronto street service.

The Winnipeg, Selkirk and Lake Winnipeg Ry. Co. has offered to supply light and power to Selkirk, at the rate of 10c. per thousand k.w., with discount of 10% and upwards, according to amount used, for light and from 1c. upwards per horse power, according to distance from the station, for power.

The shareholders of Bruce, Peebles & Co., contractors, met in Edinburgh, Scotland, Feb. 15, to appoint a liquidator, and to consider the question of re-organization. This firm built the South-Western Traction Co.'s line in Ontario, and also was responsible for large street railway works in Moscow, Russia, and Athens, Greece.

The application of the Chippewa and Niagara Falls Boards of Trade was heard by the Queen Victoria Niagara Falls Park Commissioners, Feb. 15, regarding a reduction of cash fares from 10c. to 5c. on the Niagara Falls Park and River Ry. The arguments were not concluded when the Commissioners rose, and the matter was adjourned to Feb. 29.

An application as recently made to the Ontario Railway and Municipal Board for leave to proceed against the Port Arthur St. Ry., for a breach of the Lord's Day Act, in running its cars on Sundays. The town of Port Arthur, which owns the railway, was unsuccessful in its attempt to obtain legislation on this point some time ago, but has been running its cars without it.

The case of Toronto Junction against the Toronto Ry. Co. regarding the question of running cars from Humberstone to Keele St., Toronto Junction, before the Ontario Railway and Municipal Board, has been adjourned to May 12. The railway company will run its cars to Keele St. in accordance with the interim order recently granted, pending the decision of the case.

A bill to amend the Municipal Act in regard to the running of street cars on Sundays, was read a first time in the Manitoba Legislature recently. It specifically applies to Kildonan, and provides that the section of the act shall not apply to that district, if the right to operate the cars on Sundays shall be given by a vote of three-fifths of duly qualified electors who actually vote.

Hon. J. S. Hendrie has introduced in the Ontario Legislature a bill to amend the Ontario Railway and Municipal Board act of 1906, to give power to the Board to determine any dispute arising between a railway company and a municipality as to the location of rails in any street or highway; to apportion the cost of repaving consequent upon the relaying of rails, and to control the heating and lighting of the cars, the use of open and closed cars, the height of steps, and the type of seat and brakes to be used. He also introduced a bill to provide that in cases where electric railways are diverted from the highways, cattleguards shall be erected at the points of diversion, and also that the Board may order the erection of a fence between the railway and the highway, by either the company or the municipality.

Replying to a question in the House of Commons asked by R. Blain (Peel County) the Premier said the revenue for the nine months ended Mar. 25, 1907 (which constitutes the last fiscal year, under the new system), from wharves, piers and harbors had been:

Ontario.....	\$2,844.27
Quebec.....	3,125.26
Nova Scotia.....	3,876.63
New Brunswick.....	1,995.85
Prince Edward Island.....	1,001.90
British Columbia.....	262.00
Total.....	\$13,105.91

B C. Electric Railway Co.'s Report.

Following are extracts from the directors' report for the year ended June 30, 1907: "The business shows continued and increasing prosperity in all departments, and the directors are pleased to be able to recommend a further increase in dividend, which will place the deferred ordinary stock on an 8% basis, and, consequently, the preferred ordinary stock on a 6% basis. For the 12 months to June 30, 1907, the gross receipts show an increase over those of the preceding year of \$329,204, and the net earnings, including income from investments in subsidiaries, after charging renewals, show an increase of \$186,251. The following charges have been made against the revenue account of the year, viz.:

	£	s.	d.
Provision for renewals maintenance (from which £8,567 18s. 11d. has been deducted for adjustments and expenditure on renewals during the year).....	26,160	12	5
Bonus to employes.....	5,702	9	6
Amount added to capital amortization.....	1,865	16	9
Net profit for year, after making above deductions.....	105,012	17	10
Add balance brought forward from last year.....	2,619	7	8
	£107,632	5	6

	£	s.	d.
Deduct—			
Interest on debentures and debenture stock to June 30, 1907.....	23,775	0	3
Interim dividends—			
On 5% cumulative perpetual preference stock for 6 months to Dec. 31, 1906.....	7,500	0	0
On preferred ordinary stock for 9 months to Mar. 31, 1907.....	11,250	0	0
On deferred ordinary stock for 6 months to Dec. 31, 1906.....	14,000	0	0
	56,525	0	3

Leaving available for distribution and reserves..... £51,107 5 3

From this the directors have decided—

	£	s.	d.
To transfer to reserve fund.....	18,876	5	9
To provide for dividend on cumulative perpetual preference stock for 6 months to June 30, 1907.....	7,500	0	0
To provide for dividend on preferred ordinary stock at 5% per annum for 3 months to June 30, 1907.....	3,750	0	0
* To recommend payment of additional dividend on preferred ordinary stock at 1% per annum for 6 months to June 30, 1907.....	1,500	0	0
To recommend payment of dividend on deferred ordinary stock at 8% per annum for 6 months to June 30, 1907, making 7½% for the year.....	16,000	0	0
	47,626	5	9
To carry forward to next account.....	£3,480	19	6

*The Preferred Ordinary Stock is entitled to participate ratably with the Deferred Ordinary Stock in profits distributed as dividends after the Deferred Ordinary Stock has received a dividend of 7% and, consequently, the Preferred Ordinary Stock will receive an extra dividend for the six months ended 30th June, 1907, at the rate of 1% per annum, which will be paid with the next half-yearly dividend on November 30.

The reserve fund has also been credited with £4,123 14s. 3d., being the estimated value of certain bonus lands in North Vancouver now being utilized by the company. The number of lights in use at June 30, 1907, was 216,786, an increase of 49,456 over June 30, 1906. The number of passengers carried during the year was 16,281,766, an increase of 3,886,184. During the year £140,855 7s. 9d. has been spent in extensions and improvement of the property and equipment. The North Vancouver extension is in active operation, and there is every indication that it will prove a valuable adjunct to the system. The Vancouver Power installation continues to work satisfactorily. To meet increased demands, an additional unit is now being installed, which will bring up the capacity of the plant to 22,000 horse-power. Further

extensions and improvements have been made in the plant and equipment of the Vancouver and Victoria Gas Companies with satisfactory results. Hon. M. R. Gifford is now in British Columbia on a visit of inspection, and the Managing Director will proceed there in the spring. The directors have much pleasure in recording their appreciation of the services of the General Manager, R. H. Sperling, and the staff in British Columbia, and their satisfaction with the excellent relations which continue to exist between the company and its employes. An agreement has recently been made with the employes, settling a revised wages schedule for the next three years. The share of profits for the past year distributed among the employes was \$27,342. During the year an issue of £300,000 4¼% perpetual consolidated debenture stock has been made in order to provide funds for general requirements, and, in particular, for the construction of a line from New Westminster to Chilliwack, a distance of 60 miles. Construction work on the Chilliwack line has been commenced.

REVENUE ACCOUNT.

	£	s.	d.
Gross earnings.....	299,107	8	5
Sales of bonus land and sundry receipts.....	3,081	11	10
	£302,189	0	3

	£	s.	d.
Balance brought down.....	117,112	4	3
Interest of loans and dividends on investments (less interest payable).....	23,286	9	7
Registration fees.....	85	12	6
	£140,484	6	4

	£	s.	d.
By balance.....	105,012	17	10
Brought forward from last year.....	2,619	7	8
	£107,632	5	6

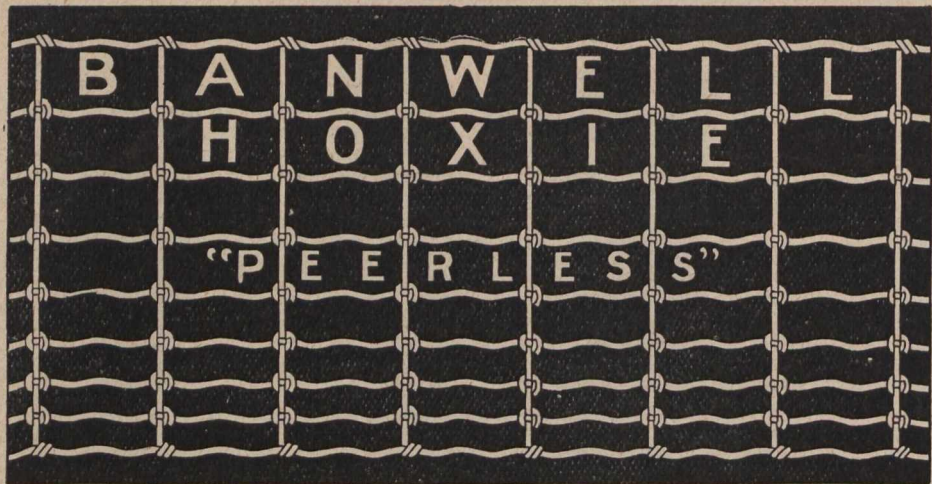
	£	s.	d.
Operating expenses.....	158,916	3	7
Renewals, maintenance.....	26,160	12	5
Balance—			
Carried down.....	117,112	4	3
	£302,189	0	3

	£	s.	d.
Managing Director's salary, directors' fees and percentage in accordance with articles of association.....	4,835	17	6
Office rent and salaries, printing and stationery, advertising, general, legal, travelling, audit and agency expenses.....	2,764	14	3
Trustees' fees.....	502	11	3
Premium on redemption of 60 debentures of £40 each.....	120	0	0
Bonus to employes.....	5,702	9	6
Capital amortization fund.....	1,865	16	9
New issue expenses.....	19,679	19	3
Balance.....	105,012	17	10
	£140,484	6	4

	£	s.	d.
Interest on first mortgage debentures.....	10,687	10	3
Interest on Vancouver power debentures.....	9,900	0	0
Interest on 4¼% perpetual consolidated debenture stock.....	3,187	10	0
Balance carried to balance sheet.....	83,857	5	3
	£107,632	5	6

R. M. Horne-Payne, chairman of the company, who presided at the annual meeting in London, Eng., recently said: "For the tenth time in succession we have the pleasure of submitting to you a very satisfactory report and balance-sheet for the year. We may congratulate ourselves particularly on two points—that we are able to recommend to you an increase in dividend, which places the deferred ordinary stock on an 8% and the preferred ordinary on a 6% basis, and that at a moment of unparalleled financial stringency, when money is being sought for on almost any terms, however extravagant, by the foresight of your directors your company is able to show cash and other liquid assets to the extent of over £180,000. Although I think that in view of what has occurred during the past year throughout Great Britain, and to a less extent in Eastern Canada and the Eastern United States, we may look upon the fetish of municipal ownership as being quite dead,

and I think that ratepayers all over the world clearly understand that municipal ownership almost invariably means extravagance and corruption, fat offices for aldermen and councillors, and unbearable rates for the rest of the population, I would like to state a few facts for the instruction of anybody in British Columbia who is still inclined to listen to agitators on this subject. From time to time during the past few years one has heard outcries against the Montreal Electric Co. for paying 10% on its shares at the expense of the public, and similarly against the Ottawa, Toronto, Winnipeg, and all other successful companies, and now, no doubt, the same cry will be raised against us. These people who raise this outcry always fail to mention that it is on a very small portion of the capital that the higher dividend is paid. In our case it is on less than 4-15ths of the total money raised and expended in the enterprise, the bulk of the money still returning only a fraction more than 4½%. I have been analyzing our results year by year, and applying the total amount paid out as dividend and interest to the total amount of the actual cash investment year by year. From 1898 to 1902 inclusive, we returned less than 4½% per annum on the money actually put into the enterprise. In 1903 our investment yielded 4.8%. In 1904 5.1%, in 1905 5.2%, in 1906 5.1%, and this year, including our 8% dividend, the return on the actual cash invested is 5.564%. It must be apparent, I think, to the most ordinary intelligence that an enterprise can be run by a board of directors who are enabled to carry out a continuous policy from year to year, and from decade to decade, more economically and far more advantageously to the public they serve than by a body of men, however able, who are constantly changing from year to year. The former are able, for instance, to plant their extensions, always provided they are not handicapped by short franchises, for years ahead, in such a way as to best meet the requirements of a growing city, and to assist and nurse its industries and its best interests. The board of the B.C. Electric Railway have adopted already in a general way a comprehensive scheme spread over the next three years. On the other hand, we have again and again witnessed instances of successive councils inclining to rival scientific systems, which has involved the tearing-out and destruction by the one year's council of costly installations put in by its predecessor. Another point at which the municipal officials are at a great disadvantage is that of finance. The cities of Vancouver and Victoria and New Westminster have for the past ten years been represented by a succession of exceptionally able mayors. Even if we have not agreed with them all, we have admired them all for their unquestionable honesty of purpose; but be a man as able as you please, if he be not brought up to finance in one of the great money centres of the world, I can conceive no more pitiable plight than to be suddenly called upon to raise several hundred thousand pounds yearly, and to raise it promptly, to meet the needs of ever-growing cities like those we serve, and to raise it in addition to the ordinary municipal requirements. Such a man must necessarily be a catspaw at the mercy of the financiers of London and New York, and when we consider that several of the greatest cities in the United States and Great Britain have during the past few years completely failed to raise money at 4½% to 5%, it is obvious that smaller cities will in the future have to pay a return of a good deal more than our 5.564% for large sums of money. I for one believe the days of cheap money for municipalities are gone, once and for all, and I think that in the near future the



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- 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 " " "
" " 10.00 " " "	239.70	" " "	81.62 " " "
" " 11.00 " " "	263.60	" " "	89.78 " " "
" " 12.00 " " "	287.60	" " "	97.96 " " "
" " 13.00 " " "	311.55	" " "	106.10 " " "
" " 14.00 " " "	335.60	" " "	114.32 " " "
" " 15.00 " " "	359.50	" " "	122.44 " " "

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

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

F. T. GRIFFIN, Land Commissioner, Winnipeg.

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embarrassments of municipalities will prove a serious menace to finance, and that large sums of money will be lost in municipal securities during the next ten years.

Reverting to my remark as to the large amount of cash which this company has on deposit, I should like to point out that whilst money has been scarce in Canada, as in other places, no serious crisis has arisen, and the troubles of her great neighbor have been reflected only by the temporary difficulties of a few men in Montreal and Toronto who have been caught speculating in New York. I think Canadians may well point to this with pride and with great satisfaction, and that we who are interested more or less directly in Canadian finance should feel and express a debt of gratitude to the wise heads—the presidents, vice-presidents, and general managers of the great Canadian banks—whose foresight and strength of character have produced such results. Returning to more general subjects, I am glad to report that the prospects of Canada in general, and in British Columbia in particular, have never been brighter. Because Canada has not gone ahead quite so rapidly as during the previous year, many people have become disheartened, and inclined to show a lack of confidence in the country. The fact is beyond all doubt that to-day Canada is one of the most prosperous—possibly the most prosperous country in the world—and if the march of prosperity stopped for a few months, it has been but for Canada's greater good, it has prevented a speculative boom which might have been disastrous, and it has stopped but to gain force for still greater forward strides. In British Columbia the tide of progress has not hesitated; on the contrary, it seems to be but just beginning. A great movement of rich emigrants set in this summer, and will be renewed next spring. These emigrants are chiefly come from the prairies, and consist of the old-timers who, having made money, are attracted by the more genial climate and beautiful surroundings of British Columbia to seek homes there. In 1901 we were serving altogether a white population of about 75,000. To-day we are probably serving some 150,000, and personally I have not the least doubt in ten years' time we shall have a white population of between 300,000 and 400,000 to provide for. I see nothing but success and prosperity before the country and our company."

The retiring directors, R. M. Horne-Payne and G. P. Norton, were re-elected.

Toronto Railway Company's Report.

Following are extracts from the report for the year 1907: "Your directors feel that the shareholders are to be congratulated on the result of the past year's operations. Both the gross and the net earnings show very gratifying and satisfactory increases over those of the preceding year. A resumé of reports and statements dealing with 1907 shows the following results:

Gross earnings.....	\$3,511,197.86
Operating expenses.....	1,893,236.41
Net earnings.....	\$1,617,961.45

DEDUCT FIXED CHARGES.

Payments to city:	
Percentage on earnings.....	\$ 419,606.91
Pavement charges.....	80,994.33
Interest on bonds, etc....	221,201.24
	<u>721,802.48</u>
Surplus.....	\$ 896,158.97
Deduct four quarterly dividends of 1½% each.....	473,378.31
Net surplus after payment of all fixed charges and dividends.....	\$ 422,780.66

APPROPRIATED AS FOLLOWS.

Transferred to contingent account.....	\$ 125,000.00
Balance carried forward to profit and loss account.....	297,780.66
	<u>\$ 422,780.66</u>

"The gross earnings have increased from \$3,109,739.61 in 1906 to \$3,511,197.86, or 12.9%. The operating expenses for the year were \$1,893,236.41, or 53.9% of the gross earnings, as compared with 52.9% in 1906. This increase is due very materially to an advance in wages granted the greater number of our employes in June last, and representing a pro rata increase of 10% over the wages bill of a year ago. The increase in net earnings is \$154,737.11, or 10.6%. Fixed charges, which include bond interest and payments to the city, have increased \$74,673.80, due chiefly to increased percentages paid to the city, on greater earnings.

"During the year the city received from the company for taxes, percentages and pavement charges, \$542,090.53, an increase of \$74,725.09 over 1906. Continuing the policy established some few years ago, the directors have charged to contingent account during the year \$167,461.70. This, in addition to an allowance for depreciation on the properties, represents extraordinary repairs and renewals (not properly chargeable to betterments) of several miles of track, on King, Queen, Yonge and College Streets. The system has been greatly improved by the reconstruction of this track now laid with 90-lb. girder rail and best heavy manganese steel intersections. \$536,388.12 has been expended during the year for extensions, additions and betterments (not properly chargeable to repairs or renewals), chiefly as follows: In securing lands and properties deemed advisable for the purpose of providing adequately for the company's future growth; in continuing the installation of underground cable connecting the several sub-stations and power house; in completing the 40 ft. double truck convertible cars, mentioned in last year's report, and the first lot of the 100 new type pay-as-you-enter cars. In track extensions on Roncesvalles Avenue, and at Scarboro Beach.

"The properties have been maintained in excellent physical condition, and substantial improvements and betterments have been made.

"Your directors have considered that to exercise the company's power to build new lines without the concurrence of the City Council would antagonize public opinion, and comparatively few extensions have been made on account of the opposition developed by the Council to proposed new routes; notwithstanding the fact that new lines have been ordered to be constructed by the Ontario Railway and Municipal Board, and the routes suggested by the company have been recommended by the City Engineer and endorsed by the special expert engaged by the city to report upon the matter. The directors have persistently urged the Council to co-operate with them in endeavoring to provide for the growing demands of the citizens. Everything practicable is being done to improve our service to the public, and your directors hope that substantial progress will be made during the present year. The shareholders are to be congratulated upon the termination of the long drawn out litigation with the city. During the year the litigation, popularly known as the omnibus and Avenue Road cases, which involved questions vital to the company's interest upon the interpretation of the franchise agreement, was brought to a conclusion by the decision of the Privy Council. The result was a complete victory for the company on all points. The legal department has had a particularly successful year in cases arising from injuries and damages claims, having won 15 out of 22 cases tried in the High Court.

"In July last the Jackson's Point extension of the Toronto and York Radial Ry. was opened to traffic, and the results were most gratifying. The company now operates a total of 78 miles. The gross earnings of the system for the year were \$282,143.93, against

\$221,450.17, in 1906. The operating expenses were \$176,403.58, against \$138,492.29. After paying the fixed charges there remains a surplus of \$32,893.17. The express goods business is as yet practically confined to that portion of the Metropolitan Division between Toronto and Newmarket, about 28 miles, and from this service \$33,895.76 was earned. It is the intention to extend the express goods service to Sutton West in the early spring, and as a large part of this new territory is without steam railway facilities, the company should have a remunerative traffic from this division."

The number of passengers carried in 1907 was 85,574,788, against 76,958,488 in 1906. The transfers issued in 1907 were 31,370,825, against 28,159,558 in 1906.

ASSETS.

Road and equipment, real estate and buildings, including pavements, etc.....	\$13,541,020.06
Stores in hand.....	363,674.02
Accounts receivable.....	511,308.55
Cash in bank.....	205,654.27
	<u>\$14,621,656.90</u>

LIABILITIES.

Capital stock.....	\$ 8,000,000.00
Bonds—4½% sterling.....	\$2,030,373.33
4½% currency.....	983,000.00
6% debentures.....	600,000.00
	<u>3,613,373.33</u>
Injuries and damages Insurance Fund.....	\$ 21,405.56
Mortgages.....	70,775.00
Accounts and wages payable.....	142,799.92
Accrued interest on bonds.....	63,699.90
Unredeemed tickets.....	66,629.55
Bills payable.....	137,160.10
Dividend payable Jan. 2.....	119,786.15
Contingent account.....	117,593.47
	<u>739,849.65</u>
Profit and loss as at Dec. 31, 1906.....	\$1,970,653.26
Balance surplus.....	297,780.66
	<u>2,268,433.92</u>
	<u>\$14,621,656.90</u>

TORONTO AND YORK RADIAL RAILWAY CO. INCOME ACCOUNT.

	1907
Gross earnings.....	\$ 282,143.93
Operating expenses.....	176,403.58
Net earnings.....	\$ 105,740.35
Bond interest.....	
Taxes.....	
	<u>72,847.18</u>
Net profit.....	<u>\$ 32,893.17</u>

The report was adopted at the annual meeting Feb. 5. The officers and directors for the current year, all of whom were re-elected, are: President, Wm. Mackenzie; Vice-President, F. Nicholls; other directors, Hon. G. A. Cox, Sir Henry M. Pellatt, W. D. Matthews, R. Forget, J. Gunn.

Quebec Ry., Light and Power Co.

Following are extracts from the directors' report for the year ended June 30, 1907:

"The net profits were \$84,355.75 which, added to the balance of profit and loss account from the previous year, together with \$4,840.00, premium on preferred stock sold during the year, brings amount at credit of this account to \$387,819.72. From it, \$40,000 has been placed to credit of contingent account and the balance, \$347,819.72, placed to the credit of surplus account. The year has been a fairly prosperous one. The several divisions of the company's operations have shown substantial increases over those of the previous year, but the cost of operation has also increased owing to high wages, increased cost of material and interest charges. During the past two years \$251,830.70 has been paid on account of the new dam, power-house and machinery. The works are nearing completion, and the whole plant will be in operation by Jan. 1, 1908. It is confidently expected that the results to be obtained from this source will add largely to the company's future profits. The considera-

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tion of a more economical system of transmitting the electrical current from Montmorency to Quebec became necessary, owing to the approaching completion of the new dam and power-house, and the work is being carried out. The current will be transmitted at a higher voltage and a considerable saving effected over the present system, and the risk from fire largely decreased. A storage battery plant of 900 h.p. capacity has been installed in connection with the street railway service, at a cost of about \$35,000, and has been in operation since May last. The results obtained have been very satisfactory. The contract with the Canadian Electric Light Co. for delivery of 1,000 h.p. expired Feb. 14, 1907. A new contract has been made for a further term of five years. To meet the increasing traffic demands, two locomotives and 25 freight cars were added to the rolling stock of the Montmorency Division. These cars have been constantly employed, and have been found insufficient to meet the requirements, and consequently another contract has been made for the delivery next spring of thirty more flat cars."

Following are extracts from the report of E. A. Evans, General Manager "This being the tenth year of the operation of the Citadel Division, I submit a statement showing gross earnings, operating expenses and other statistics with reference to the same, for each year of its existence, from which it will be noticed that the gross earnings have been more than doubled, while the operating expenses per car mile have been but slightly increased. The operating expenses for the year 1897-98 were 10.96c. per car mile against 12.86 during the past year. The income per capita of population represents only \$3.24 a year, an exceedingly small income as compared with other cities; it, however, shows a steady advance from \$1.58 the first year, and proves that the public more and more appreciate the service, and also shows that the gross earnings can be very much increased without any considerable increase of operating expenses. The rolling stock of this division consists of 35 closed cars and 34 open cars, of which, during the winter months 33 closed cars are in daily operation, and in summer 31 open and 6 closed cars, thus leaving only three open cars for extra or special purposes, not by any means sufficient to enable the company to properly handle the public on special occasions such as St. Jean Baptiste Day, Labor Day and other public events, besides leaving no spare cars available for private parties, and, in view of the fact that next year will be the tercentenary celebration of the foundation of Quebec, it is absolutely necessary that our rolling stock should be increased by ten more closed cars, with trucks and electrical equipment, and ten more open cars with trucks only. Notwithstanding the fact that over five and a half million passengers have been carried on this division, no fatal nor serious accident of any kind has occurred during the past year. The completion of the storage battery plant of 900 h.p. has already proved to be of very valuable assistance in the operating of this division.

"The Montmorency Division still continues to show marked increases, both in the passenger and freight departments, 1,235,260 passengers were carried during the year, an increase of 123,063 over the previous year. There were also 126 organized pilgrimages to Ste. Anne de Beaupré, as compared with 118 for the previous year. The freight business, which a few years ago was of small proportions, now amounts to 84,897 tons, representing 5,277 carloads of freight, an increase of 23,458 tons and 1,101 carloads over the previous year. This increase necessitated the purchase of 25 additional freight cars and two locomotives.

The growing requirements of this part of the company's business still demand more cars, to provide for which a contract has been entered into for delivery of 30 flat cars next April. The Kent House, hotel and park, together with the rustic theatre in connection therewith, are steadily gaining popularity, and as a consequence are a means of very considerably increasing the travel on this division. No fatal nor other accident of any description has occurred on this division during the past year, notwithstanding the fact that the company has been operating an average of 76 trains a day, in and out of our terminal station."

ASSETS.	
Road and equipment, real estate, buildings, etc., including Kent House.....	\$5,851,449.54
Cash on hand and in bank.....	20,583.09
Power division—operating account, including accounts due, stores for operating equipment, etc.....	48,064.32
Kent House—operating account.....	9,976.46
Citadel division—operating account, represented by stores on hand.....	10,521.40
Montmorency division—operating account, stores on hand, cash assets, etc.....	46,124.95
Accounts receivable.....	16,839.12
	<u>\$6,004,458.88</u>

LIABILITIES.	
Capital stock.....	\$2,500,000.00
Bonds.....	2,500,000.00
Preferred capital stock.....	\$ 500,000.00
Less in treasury.....	47,000.00
Bills payable.....	453,000.00
Accrued interest account.....	63,358.78
Accounts payable and other liabilities.....	25,978.18
Contingent account.....	74,302.20
Surplus account.....	40,000.00
	<u>\$6,004,458.88</u>

PROFIT AND LOSS ACCOUNT.	
Balance at credit, June 30, 1906.....	\$ 298,623.97
Net earnings to June 30, 1907.....	\$ 232,415.41
Less interest on bonds, dividends on preferred stock and interest paid and accrued, etc.....	148,059.66
Premium on preferred stock sold during year ended June 30, 1907.....	84,355.75
	<u>4,840.00</u>
	<u>\$387,819.72</u>
Transferred to contingent account.....	\$ 40,000.00
Transferred to surplus account.....	347,819.72
	<u>\$387,819.72</u>

Ottawa Electric Railway Company.

Following are extracts from the report for the year 1907: "The gross earnings were \$574,278.46, compared with \$525,746.59 in 1906. The net earnings were \$225,349.07. Dividends amounting to 12% were paid. After providing for the interest on bonds and loans, and for mileage payments, the net earnings show over 18% earned on the company's capital stock. 12,623,440 passengers were carried during the year, compared with 11,408,422 in 1906. In order to cover expenditure on capital account during the past few years, your directors decided in Nov. last to issue 2,500 shares of new stock at par pro rata to shareholders. All these shares have been subscribed and will be paid for within the next few months.

"During the year Sussex St. from St. Patrick St. to Government House gate, Gladstone Ave., and Laurier Ave. from Nicholas St. to King St., were relaid with 80-lb. rails, and a second track was laid on Gladstone Ave. The work of relaying the tracks within the city with heavy rails is now almost completed. At the end of Dec. an agreement was reached between the water power owners on both sides of the Ottawa at the Chaudiere for the purchase of the Little Chaudiere water powers and for conserving the waters of the Ottawa River. This will result in an increased and more uniform flow of water, and will be of great benefit to this company's valuable water powers. The company's traffic continues to increase steadily from year to year, and your directors use their best endeavors to keep pace with the development by constantly adding

to the rolling stock and in other ways improving the service. Everything points to a very satisfactory year's business in 1908."

ASSETS.	
Roadbed and equipment, water power property and plant, real estate and buildings.....	\$2,058,431.22
Stores.....	5,296.41
Cash.....	4,899.20
Insurance paid in advance.....	5,200.00
	<u>\$2,073,826.83</u>

LIABILITIES.	
Capital stock.....	\$ 998,200.00
First Mortgage, 4% bonds.....	500,000.00
Dividend payable Jan. 1, 1908.....	44,806.50
Interest on bonds, payable Jan. 5, 1908.....	10,000.00
Unpaid dividends.....	390.67
Pay list to Dec. 31, 1907.....	11,220.20
Bills payable and interest.....	216,085.00
Bank of Ottawa.....	24,058.34
Accounts payable.....	5,077.24
Contingent account, including balance from 1906.....	29,000.00
Rest account.....	200,000.00
Profit and loss.....	34,988.88
	<u>\$2,073,826.83</u>

PROFIT AND LOSS.	
Balance at credit Dec. 31, 1906.....	\$ 199,564.46
Net profit for year 1907.....	225,349.07
	<u>\$ 424,913.53</u>
Dividends.....	\$ 119,484.00
Interest on bonds and loans.....	31,626.40
Mileage payments.....	12,814.25
Rest account.....	200,000.00
Contingent account.....	26,000.00
Balance at credit Dec. 31, 1907.....	34,988.88
	<u>\$ 424,913.53</u>

Following is a comparison of the percentage of operating expenses to receipts: 1899, 57%; 1900, 57%; 1901, 63%; 1902, 60%; 1903, 61.8%; 1904, 62%; 1905, 59.4%; 1906, 57.8%; 1907, 59.8%.

The directors and officers for the current year, all of whom were re-elected, are: President, T. Ahearn; Vice-President, P. Whelen; other directors, G. P. Brophy, Hon. G. A. Cox, W. Y. Soper, T. Workman.

Grain Elevator Notes.

The North Star Elevator Co.'s elevator at Milestone, Sask., containing 16,000 bush. of grain, was destroyed by fire recently.

The Southern Alberta boards of trade, at a recent joint meeting at Lethbridge, passed a resolution in favor of Government ownership of elevators.

The Northern Elevator Co. will this summer commence the erection of a line of elevators along the G.T. Pacific Ry. between Winnipeg and Saskatoon.

The Ogilvie Milling Co.'s elevator at Winkler, Man., was burned Feb. 7, together with 15,000 bush. of grain. The loss on the elevator alone is estimated at \$6,000.

Grain receipts at Port Colborne, Ont., during the past season amounted to 1,669,135 bush., an increase of 173,697 over the previous year, notwithstanding that none was received during April and Dec., 1907.

For the five months ended Jan. 31, the amount of grain received at the elevators at the head of the lakes, from points in Manitoba, Saskatchewan and Alberta, was 36,665,699 bush., against 34,629,480 bush. for the same period 1906-07.

Application has been made to the London, Ont., City Council, controlling the London and Port Stanley Ry., by N. R. Price, for the lease of certain lots at Port Stanley, upon which to erect a large grain elevator. During 1907, the company which Mr. Price represents handled 750,000 bush. of wheat, all of which was handled over the L. and P.S. Ry., and distributed between Essex and Ayr, Ont., and it is stated that if the company had two or three times its present elevator capacity the business would be forthcoming. The wheat trade at Port Stanley is a new branch of business.

The Ogilvie Elevator at Fort William.

A new elevator has been erected by the Ogilvie Flour Mills Co. at Fort William, Ont., to replace the one which toppled over, by the slipping of the whole structure from some unexplained cause, May 26, 1906. After an examination of the collapsed structure it was decided to move the site of the building inland about 135 ft. from the river, and in this new location the elevator has been rebuilt, and connected with the river by means of shipping galleries. The ground level and track grade of the new location is approximately 18 ft. above the basement floor of the previous site. The excavations for the new site, however, have been made deep enough to bring the basement floor on the same level as the original building. This gives a head room of something like 18 ft. under the track grade. The tracks serving the elevator have been graded up an additional three ft., giving a total of about 21 ft. of a basement under the tracks. In this deep basement the scale hoppers are located immediately under the tracks, so that all cars are unloaded directly into the scale hoppers and the weights recorded on the scale beams, which are also located on the track floor. This arrangement obviated the necessity of carrying the cupola higher than was necessary for the elevator heads, spouting and distributing conveyors, and reduced the total height of the building something about 30 ft. The new foundation is entirely of concrete carried on piles driven to bed-rock. The basement story, up to and including the hopper bottoms of the bins, is entirely of reinforced concrete. The train shed is built two stories high, the first story containing the receiving tracks, with two double-track hoppers and four scales, giving space for unloading four cars simultaneously. The second story contains the cleaning machines, dust collecting apparatus and re-elevating legs. There are four scale hoppers in the basement of the train shed, each having a capacity of 1,500 bush. The contents of the hoppers are discharged on belt conveyors, which carry the grain to the receiving elevator legs instead of the main building. There are three steel elevator legs passing from the basement up through the bin story to the top of the cupola in the main building, each having a capacity of 10,000 bush. per hour. These elevator legs discharge through a system of spouting and distributing conveyors to the bins. There are two shipping bins connected to the shipping galleries, each with a capacity of about 10,000 bush. The galleries extend from the face of the bin story to the dock and each one is equipped with a 36-in. belt conveyor for loading grain to vessels. In addition to vessel loaders, there is a special side gallery running at right angles to the shippers, which reaches the mill building, by which the grain supply for the mill is furnished. The car-loading spout is located at the rear, or river side, of the building, and shipments of bulk grain to cars are made through two hopper scales, each equipped with garners, having a capacity of 500 bush. each, and located in the top of the bins at the head of the car spout. All grain for shipment, either directly to the cars, vessel or mill building, is drawn from the storage bins by belt conveyors in the basement and elevated to the top of the building, and reaches its destination through the spouting and conveyor system. The building has a total storage of 500,000 bush., and divided into 60 bins, varying in capacity from 2,000 to 15,000 bush. each. (Abridged from the American Elevator and Grain Trade.)

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MONTREAL

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MARINE DEPARTMENT

Dominion Marine Association.

The annual meeting was held in Ottawa, Feb. 12, when the following companies were represented: Calvin Co., Hamilton Steamboat Co., F. E. Hall & Co., Lake Ontario and Bay of Quinte Steamboat Co., Midland Navigation Co., Montreal Transportation Co., Montreal and Lake Erie S.S. Co., Montreal and Great Lakes S.S. Co., Niagara, St. Catharines and Toronto Navigation Co., Niagara Navigation Co., Northern Navigation Co., Ogdensburg Coal and Towing Co., Ottawa Forwarding Co., Ottawa Transportation Co., Ottawa River Navigation Co., Parry Sound Transportation Co., Richelieu and Ontario Navigation Co., Rideau Lakes Navigation Co., J. Richardson & Sons, St. Lawrence and Chicago Steam Navigation Co., Upper Ottawa Improvement Co. The President, A. A. Wright, Toronto, was in the chair. Following is a summary of the chief points of interest in the executive committee's report on the work of the past year:

The opposition to the main provisions of Mr. Lancaster's bill respecting Masters and Mates was withdrawn, but the bill did not become law. It has been again introduced at the current session, but as it does not contain anything but the unobjectionable provision the committee is permitting it to take its course. In respect of the provisions of the law requiring signed articles, the committee prepared an amendment, but on consideration the Department came to the conclusion that the proper course was to enforce the statute to the letter in every case. The committee appreciate the advantage of signed articles in all cases if they can be procured, and if the Department's expectations are to be realized the present inconvenience will only be temporary. The question of the abolition of hospital taxes should be again taken up with the Minister, and if possible the support of the Shipping Federation should be obtained. The executive has prepared a petition to the Government to bring in a bill to amend the statute by adding Ontario to the list of provinces and states between which vessels are permitted to coast without being subjected to the provisions respecting pilotage dues. The Shipping Federation was also taking some action in regard to privileges enjoyed by vessels trading from the lakes to ports between Montreal and Father Point, and it would require effort to procure the amendment for which the Association has asked. The matter will demand the attention of the new executive committee. The bill respecting the inspection of steamboats has again been introduced and the new executive or a specially appointed committee should oppose it if necessary. The amendment suggested by the Association so as to make the Canadian statute respecting coasting laws as explicit as that of the United States, did not meet with the approval of the

Minister of Customs on the ground that the question was one of policy involving delicate issues. It was satisfactory to note that no prosecution had been instituted against any member in respect of the Lord's Day Act. On different occasions the committee has been urged to ask for further relief from the present requirements of the statute, but it has been thought inadvisable to take any hasty action upon such requests. The Minister of Justice has been asked to construe one or two provisions of the statute, but has replied that the question is one for the courts. The bill in the United States Senate repealing the reciprocal exemption clauses of the main statute had not again been introduced; this question was closely allied with the hospital tax question, and in the meantime it was important that the clauses in question should not be repealed.

The work of the International Waterways Commission with respect to the Chicago Drainage Canal, the Lake Erie dam and the Longue Sault rapids proposals, was reviewed.

The committee adopted a form of bill of lading, embodying the main features of the United States and Australian acts, for the protection of the carrier, and believe that vessel owners should compel its adoption by refusing to use any other. Definite action is, however, deferred for the moment, as the proposed bill omits the usual stipulation that the carrier is to be responsible for shortages in grain cargoes. In respect of this latter question conditions did not improve during 1907, and complaints regarding the out-turns of cargoes loaded at Fort William and Port Arthur were not confined to cargoes unloaded at Canadian ports. Several members of the Association have suffered heavily and repeatedly from shortages which must have resulted from very serious errors. After considerable correspondence the President and Secretary went to Port Arthur, inspected the grain elevators and had a long conference with parties interested. A report was prepared and a recommendation based upon the suggestions of the conference is under consideration by the Department of Trade and Commerce. The recommendation in effect proposes the imposition on the vessel of a fixed charge up to say 30c. per 1,000 bush. at certain named unloading ports, in consideration of the appointment of weighing inspectors at these points, and the guarantee of the bill of lading quantity by the Government, the Government to keep debit and credit accounts of shortages and surpluses with these elevators, which can be adjusted yearly, and which would show nothing but a comparatively small total balance either way at the end of the season. The President and the Secretary recently had an interview with the Minister of Commerce, but were not very hopeful of favorable action upon this request, the Minister having refused to

consider any assumption of responsibility by the Government. A proposal for the pooling of overages among sufferers, with Government assistance, meets with more approval. In the meantime the matter stands until the Grain Commission's report is printed, and it is expected that the officers will then be further consulted by the Government. If assistance cannot be secured it will be necessary to adopt the more drastic remedy which is open to vessel owners, namely, to refuse to carry except upon an amended bill of lading.

The Association had been consulted by the Government respecting the height of the G.T.R. bridge over the Trent Valley Canal route at Trenton, the construction of railway bridges over the Kaministikwia River at Fort William, the extension of the period of navigation on Lake Superior and other matters. It was proposed to make another effort to secure relief from the most objectionable and dangerous nuisance of the Cornwall Canal electric traction cable by means of a petition to and an interview with the Minister of Canals. The question of the improvement of the Welland Canal had also been considered and the executive committee had endorsed a recommendation of the Deputy Minister of Railways and Canals, that a commission should take up the whole question and report; it is hoped that if the improvement of the Welland cannot be undertaken at once such a commission will be appointed without unnecessary delay. Other matters considered and upon which action was taken included consideration of the rules governing the navigation of part of the Detroit River; suction and swell damage cases, coal trade of Port Arthur and Fort William (rate from Duluth to Winnipeg); examination of masters and mates; hydrostatic boiler tests; working hours of marine engineers; the Lake Seamen's Union; Marine Firemen, Oilers and Water Tenders' Union.

The grain section of the Association, which now owned vessels having a capacity of about 6,000,000 bush. or about ten times the capacity of 1897, discussed matters affecting its interests.

The report also referred to the death in May, 1907, of G. T. Marks, one of the Vice-Presidents of the Association, and a valued member of the executive committee and of the grain section of the Association.

The tonnage entered in the Association, and upon which dues have been paid, is now 115,292 net registered tons, of which 81,957 is steam, and 33,335 is barge or sailing property. Several new vessels expected to be included in this total were only put in commission after the assessment for the year was made. Nevertheless the total shows an increase of about 5,000 tons over that of the previous year. The Treasurer's report shows a revenue which has met all expenses with a small balance, and it is recommended

LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA FROM JAN. 1 TO 31, 1908.

Name.	No.	Where and When Built.	Rig.	Length.	B'dth.	Depth.	Reg. tons.	Port of Registry.	Owners.
Alena L. Young	122,090	Boothbay, Me., 1878.....	Schr.	52.0	17.0	7.0	35	Charlottet'n, P.E.I.	G. Dunn, Murray Harbor, P.E.I.
Lena M.	116,732	Port Hillford, N.S., 1904..	Schr.	48.6	16.8	7.4	28	Canso, N.S.	C. S. Strople, Boylston, N.S.
Rossignol.....	126,032	Liverpool, N.S., 1908.....	Schr.	119.5	30.2	11.0	199	Liverpool, N.S.	A. W. Hendry, Liverpool, N.S.

NOTE.—No steam vessels were registered during January.

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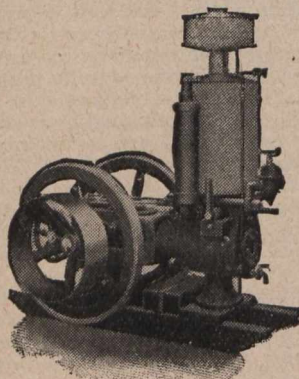
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TORONTO

AND IN ALL THE PRINCIPAL CITIES

that the present rate of assessment be continued.

The special committee upon aids to navigation reported having made a recommendation to the Department as to aids and improvements required between the head of the lakes and Montreal. In connection with these recommendations the additional lights or buoys or improvements have been fixed or made in 17 instances; are under consideration in seven cases; and are to be made at four points; no action has been taken in four other cases, and in one instance only has the recommendation of the committee not been approved. The report was unanimously adopted.

In reference to the Minister of Justice's announcement in Parliament that it was intended to make changes in the admiralty courts and apparently to abolish the present separate judiciary and system, and transfer the jurisdiction to the regular civil courts of the various provinces, it was resolved that the Association disapprove of these proposals and the Secretary was instructed to prepare and present a memorial setting forth reasons therefor.

The executive committee was elected as follows: T. Donnelly, B. W. Folger, H. H. Gildersleeve, J. H. Hall, L. L. Henderson, C. A. Jacques, J. P. Kavanagh, D. Murphy, J. Playfair, F. Plummer, C. J. Smith, A. A. Wright.

C. H. Nicholson, of the Northern Navigation Co., advocated the adoption of some plan whereby members of the executive committee would be elected for stated periods, so that a certain number would retire annually by the expiration of their terms of office. He urged that in this way the committee would more readily receive new members, while at the same time retaining each year a certain number of members in touch with its affairs, and he gave notice of amendment of the constitution accordingly, and that the proposal be set out definitely in the call for the next annual meeting so that it may be then voted upon.

The following were appointed as a committee on aids to navigation: S. C. Calvin, T. Donnelly, W. H. Featherstonhaugh, H. H. Gildersleeve, L. L. Henderson, D. Noonan, R. W. Shepherd, C. J. Smith and A. A. Wright.

At a subsequent meeting of the executive committee A. A. Wright, St. Lawrence and Chicago Steam Navigation Co., was re-elected President; C. J. Smith, Richelieu and Ontario Navigation Co., was re-elected First Vice-President, and H. H. Gildersleeve, Northern Navigation Co., was elected Second Vice-President.

During the day the members of the Association attending the meeting visited the Marine and Public Works Departments, and the House of Commons. At the Marine Department they were received by the Minister, Hon. L. P. Brodeur. F. King, Secretary of the Association, urged that in reference to the proposals to require the engagement of pilots on all vessels east of Montreal, no amendment should be laid before Parliament without being first submitted to the Association, and he asked for the abolition of the hospital tax in Quebec Province. The President, A. A. Wright, urged that the marine engineers' bill to amend the Canada Shipping Act now before Parliament, should not be passed, showing that to require licensed engineers on tugs in minor inland waters would prove a great hardship to tug owners and put a number of competent men out of employment.

The Minister promised consideration to the remarks made regarding the Pilotage Act; stated that while legislation regarding the hospital tax would not be brought down

this session, some steps would probably be taken to alleviate the burden, and seemed much impressed with what was said regarding the marine engineers' bill, discussing the possibility of compromise to protect existing engagements and promising careful consideration.

At the Public Works Department the members were received by the Deputy Minister and Chief Engineer, in the absence of the Minister in New Brunswick. The request was made that no assent be given to more than one bridge over the Kaministikwia River at Fort William, between the G.T. Pacific Ry. bridge and the mouth of the river, and that no bridge be permitted unless of the most modern character and with no central pier. It was recommended that the new breakwater at Port Arthur be placed farther out than as at present proposed, so as to provide ample room for vessels, due regard being had to future requirements and extensions as well as present needs. The necessity of a more vigorous prosecution of the work of improving the navigation of the Ottawa River below Ottawa was also urged.

The Minister of Railways received the deputation in his room at the House of Commons, several of the deputation spoke. A strong protest was made against the compulsory use of electric traction on the Cornwall Canal. It was urged that the Government should properly survey and investigate the question of enlarging the Welland Canal before committing itself to any particular waterway. It was asked that no unnecessary delay for repairs or otherwise be permitted in opening the canals in the spring, particularly the St. Lawrence, Ottawa and Rideau canals, also that the canal regulations be strictly and impartially enforced, and that they be amended if necessary, to provide better protection against improper and unsafe mooring of vessels.

As in former years, Dennis Murphy, President of the Ottawa Forwarding Company, entertained the members of the Association to luncheon at the Laurentian Club.

Richelieu and Ontario Navigation Co.

Following are extracts from the report for the year 1907, presented at the annual meeting in Montreal, Feb. 19: The gross earnings were \$1,305,004.14, and the net profit, after providing for fixed charges, interest, etc., \$261,423.47. The operating expenses were 78.70% of the gross earnings, as against 79.70% in 1906. Four quarterly dividends of 1¼% were paid. The new observation steamer Rapids King, specially designed for the rapids, went into commission June 15 last, and her performance and advantages are such that the directors recommend the early building of a sister ship to be called the Rapids Queen. The following directors were elected during the year: Hon. J. P. B. Casgrain, vice Lt.-Col. Henshaw, deceased. A. Haig Sims, vice J. Kerr Osborne, resigned. The insurance fund has been credited with \$36,000 out of the year's earnings, and \$72,000 now stands to its credit. The steamers, hotels, shops, wharves, etc., were thoroughly maintained and improved during the year. The 1895 bond issue, originally amounting to \$571,833.33, now stands at \$293,946.71. During the year the company redeemed \$29,200 of this issue. The shareholders on Feb. 12, 1907, authorized an issue of £400,000 of 5% 30 year debentures, and since that time the directors have made arrangements for the disposal of £200,000 thereof. Out of the proceeds of this sale the total remaining outstanding debentures of the 1895 issue have been or will be redeemed, and there will

remain in the treasury cash sufficient for the company's present requirements.

ASSETS.

Steamers, real estate and buildings, dock, wharves, etc.	\$4,114,661.13
Coal, stores, provisions, etc.	94,806.29
Accounts receivable	72,551.03
	<u>\$4,282,018.45</u>

LIABILITIES.

Capital stock	\$3,132,000.00
Bonds 5% sterling	\$571,833.33
Less cancelled	277,886.62
Accounts payable	293,946.71
Unclaimed dividends	145,256.09
Bank loans	216.00
Accrued fixed charges	292,303.78
Insurance fund	4,899.10
Surplus	72,000.00
	<u>341,396.77</u>
	<u>\$4,282,018.45</u>

INCOME ACCOUNT.

Surplus, Dec. 31, 1906	\$326,503.53
Net profit for 1907	261,423.47
	<u>\$587,927.00</u>
Four quarterly dividends of 1¼%	156,600.00
Carried to insurance fund	36,000.00
Written off steamers, etc.	53,930.23
Net surplus	341,396.77
	<u>\$587,927.00</u>

The retiring officers and directors were re-elected for the current year as follows: President, R. Forget, M.P.; Vice-President, W. Wainwright; Directors, Sir H. M. Pellatt, Hon. J. P. B. Casgrain, Hon. L. J. Forget, H. M. Molson, C. O. Paradis, G. Caverhill, W. Hanson, A. H. Sims; General Manager, C. J. Smith; Secretary, F. P. Smith.

Atlantic and Pacific Ocean Marine.

The British Government has renewed the contract with the Cunard Line for the conveyance of mails between Liverpool and New York till 1928.

A press report states that the C.P.R. has chartered two steamships, named Lennox and Braemar, to take the places of the Tartar and Athenian recently sold to a Japanese company.

The Quebec Steamship Co.'s steamship Bermudian landed at New York, Feb. 6, the captain and crew of the schooner Mary L. Newhall, owned in Bath, Me., which was abandoned in a sinking condition about 200 miles off Bermuda, Feb. 3.

Captain Alex. Marshall, nautical adviser to the Fairfield Shipbuilding Co., Glasgow, Scotland, who died recently, was for some time connected with a company in establishing the Pacific steamship service which preceded the C.P.R. Empress line.

The whole of the cargo has been removed from the wrecked C.P.R. steamship Mount Temple, and a large quantity which was absolutely uninjured has been forwarded to its destination. The remainder was sold by auction, and realized about \$100,000.

The C.P.R. takes second place in the list of passenger carrying companies in the traffic from the American continent to European continental ports, the American Steamship Line being first; and fourth place in the traffic to the British Isles, the order being: Cunard, White Star, Anchor, C.P.R.

It is anticipated that a steamship service between St. John, N.B., Boston and Havana, will be inaugurated during March. P. F. Doody, of Boston, Mass., interviewed various railway companies and merchants in the province recently, and has arrived at the conclusion that sufficient business offers to warrant the service.

The Commonwealth Steamship Line of Sydney, Australia, has commenced its regular sailings between Australia and British

Columbia, with the despatch of the steamship Oriana, with a cargo of frozen mutton consigned to P. Burns & Co., Vancouver. On the return journey the Oriana will call at Puget Sound ports, and San Francisco, for lumber and general cargo.

A report from England, Feb. 9, stated that the firm of Sir James Laing and Sons, with shipbuilding yards at Sunderland and Deptford, employing over 5,000 men, was in financial difficulties, and that a meeting of creditors had been called to consider a scheme of reconstruction. Several of the Cunard and Peninsular and Oriental steamships have been built at these yards.

Hon. L. P. Brodeur, Minister of Marine, gave notice Feb. 16 that he would move a resolution in the House of Commons, to authorize the Government to enter into a contract for 10 years with any individual or company for the provision of a steamship service between Canada and France, and to grant a subsidy not exceeding \$100,000 for a service of 18 return voyages a year, and so on in proportion for a more frequent service.

A conference of the officials of the various steamship companies engaged in the North Atlantic passenger service, has resulted in the arrangement of a working agreement, whereby the recent rate war is ended, and the rates restored to a normal basis. The agreement covers the rates for all classes of passengers, both eastbound and westbound, and involves the division of the Continental third-class traffic with the Continental companies.

The Postmaster-General, replying to a question in the Imperial House of Commons, Feb. 11, said the question of the renewal for a limited period under certain conditions of the contract with the C.P.R., for the conveyance of mails to Canada and China, had been raised by the Canadian Government, and was then under consideration by the Imperial Government. The contract includes the carriage of the mails across the Atlantic and the Pacific oceans, as well as the rail transit across Canada, and is a competitive service with the former all-water route via the Suez Canal.

Replying to a question in the House of Commons recently, the Premier said a subsidy has been paid to a line of steamships between Australia and Vancouver since 1893. The subsidy paid was \$122,666.67 annually up to and including 1901-02, since then the following amounts have been paid: 1902-03, \$131,025.63; 1903-04, \$116,800; 1904-05, \$194,666.66; 1905-06, \$186,975.43; 1906-07, \$135,382; 1907, to Sept. 26, \$72,897.65. A contract has been forwarded to the contractors for signature, which has not yet been accepted, nor has the Australian Government come to terms with the contractors.

Maritime Provinces and Newfoundland.

The New Brunswick Public Works Department recently received tenders for building a low water wharf at Waterboro, N.B.

D. J. Purdy, St. John, N.B., who has considerable shipping interests in the province, has joined the New Brunswick Government, without portfolio.

Capt. T. Kidwell, who was recently transferred from the Pacific to the Atlantic service, died on board the White Star S.S. Georgia recently, and was buried at sea.

A steam trawler, named Labrador, was launched in France recently, for service off the Cape Breton coast. It is anticipated that she will arrive at Sydney, N.S., early in the spring.

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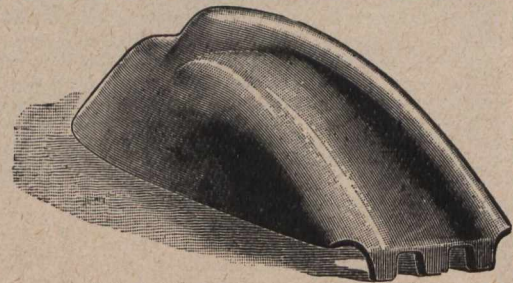
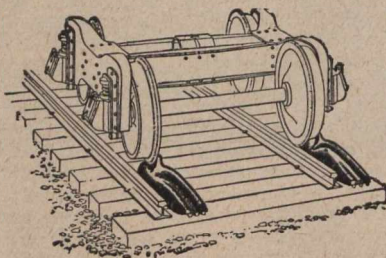
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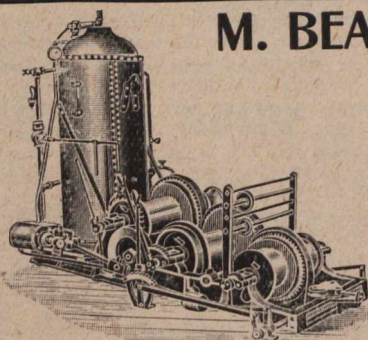


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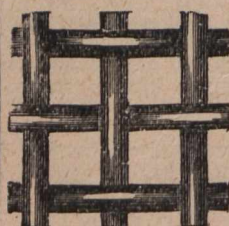
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HAMILTON, ONT.

MONTREAL, QUE.

The Leyland Line S.S. Canadian recently landed at Boston, Mass., the crew of eight men rescued at sea from the British brig Sunbeam, bound in ballast from Pernambuco to St. John's, Nfld., and which has been lost.

The Black Diamond Steamship Co.'s S.S. Coban, after loading coal and departing, returned to Yarmouth, N.S., Feb. 3, having had a mishap with her boilers. She had only recently been released from Halifax, where she had undergone extensive repairs.

The schooner Perry C., of Parrsboro, N.S., was wrecked on the Little Duck Island ledges recently. She was built at Port Greville, N.S., in 1906, her dimensions being: length, 134.5 ft.; breadth, 32.1 ft.; depth, 10.8 ft., and was run by J. W. Cochran, Fox River, as managing owner.

The crew of the N.S. schooner Baden Powell, wrecked on the Falkland Islands Nov. 23, were landed at Halifax, Feb. 8, from the Allan Line steamship Tunisian. The crew were picked up at the Falklands by a Liverpool, Eng., bound vessel, and taken there, and subsequently transferred to the Tunisian.

The Dominion Minister of Public Works, after conferring with a St. John, N.B., deputation, Feb. 13, in regard to the wharf extension to be built by the Government, agreed that it be constructed on the plans which had been prepared by the city. It is understood that the site is being transferred to the Government.

The specifications and plans for the construction of another icebreaking steamer for use in Northumberland Strait, as approved by Sir P. Watt, Chief Constructor of the British Admiralty, are under consideration by the Dominion Government. The Minister of Marine stated in the House of Commons recently that if a contract was given immediately, delivery would be obtained by Dec. 1.

The Newfoundland steamship Home, which recently visited the wrecked steamship Tolesby, on her return to St. John's, reported that the vessel had broken in two, the after part having sunk in deep water. The fore part remains fast on Seal Cove Point, and the cargo there, consisting of 5,000 bales of cotton, was apparently safe. On account of the high sea running, salvage operations were for the present impossible.

The statement of the committee responsible for the administration of the relief fund raised for the benefit of the sufferers by the loss of the schooners Effie M. and Alma, has been published in the Newfoundland Gazette. It shows that 9 widows, 20 orphaned and other children under 14 years of age, and 3 aged and helpless relatives of the men lost, have been assisted. The total amount received in subscriptions was \$4,442.40, and amount disbursed \$4,440.77.

The Dominion Government Customs S.S. Argus broke from her moorings and ran ashore near Dartmouth, N.S., during a storm, Feb. 2. She was discovered about two miles from where she had been moored, high and dry, with her funnel missing and otherwise badly damaged. She was built at Lockeport, N.S., in 1884, and is a screw steamer with engines of 50 n.h.p. Her dimensions are: length, 55 ft.; breadth, 13 ft.; depth, 6.1 ft.; with a tonnage of 27 gross and 19 register.

A severe storm raged along the Nova Scotia coast during the first week of Feb., doing considerable damage to local shipping, suspending the ferry service between Halifax and Dartmouth, and causing considerable delay in the departure of several ocean-going vessels. The Allan Line S.S. Gram-

pian, which was due to sail Feb. 1, did not leave until Feb. 4, and the C.P.R. steamship Montrose was also delayed till the same date. The damage to shipping and wharves is stated to be well up in the thousands of dollars.

The Eastern Steamship Co., which runs vessels between St. John, N.B., and Boston, and is a part of the Consolidated Steamship Lines, is, with the parent company, in the hands of a receiver. For the period of nine months ended Sept. 30, 1907, it showed earnings of \$332,488 gross, and \$195,046 net, and a statement of the company's affairs to Nov. 30 shows assets of \$7,270,884, and liabilities \$6,779,313. W. T. Cobb and C. Austin, Boston, Mass., have been appointed receivers. C. W. Morse, the promoter of the amalgamation of companies, was recently reported to be missing, but was subsequently traced to England, and on returning to the U.S. was arrested on a charge of grand larceny.

The Allan Line S.S. Sardinian recently landed at Halifax, N.S., the crew of the bark Aquila, which was reduced to a derelict, and subsequently set on fire for safety, during the recent storm, which wrecked the C.P.R. steamship Mount Temple. The Aquila was bound from Richibucto, N.B., to New York, with laths, and was caught in the storm off Cape Cod. The crew were taken from the vessel by the Anchor Line S.S. Italia, and were taken to Genoa, Italy, from whence they were sent to London, Eng., by the British Consul, where they shipped on the Sardinian. The Aquila was built at Georgetown, P.E.I., in 1888, her dimensions being: length, 92.8 ft.; breadth, 24.6 ft.; depth, 10.7 ft.

Province of Quebec Marine.

The Richelieu and Ontario Navigation Co. has placed an issue of \$1,000,000 5% mortgage bonds on the London, Eng., market, realizing slightly under 96%. The money realized will be used to pay for steamboats purchased.

The Government steamship Lady Grey is to be utilized for the service to Seven Islands, usually performed by the ice-breaking steamer Montcalm, the repairs on which have not been completed. The first trip is scheduled for the first week of March.

G. W. Stephens, Chairman of the Montreal Harbor Commission, and F. W. Cowie, chief engineer, inspected the port of London, Eng., early in Feb., after which they visited other ports in Great Britain, before proceeding to Holland, Belgium and France to inspect harbor works and conditions there.

The St. Lawrence Lumber Industrial Co., Ltd., has been incorporated under the Quebec Companies Act, with a capital of \$300,000, and power, among other things, to build or acquire and operate steam and other vessels, and to carry on the general business of carriers of passengers and goods by land and water.

Plans for a proposed car ferry steamer 260 ft. long, with a capacity for 15 cars, and with facilities for landing them at every stage of the tide, for use on the St. Lawrence, have been submitted to the Quebec City Council. It is proposed to establish a ferry, in view of the delay in the construction of the Quebec bridge, and the aid of the Dominion Government will be sought.

In regard to the Dominion Government's proposed action abolishing the various Admiralty Courts throughout the country, the Montreal Board of Trade has petitioned the Governor-General-in-Council, praying for the retention of the courts, which have given satisfaction to shipowners and underwriters, and suggest that in future the judge

of the Montreal Admiralty be remunerated by a fixed sum paid out of the consolidated fund, instead of by fees as at present.

The longshoremen at Montreal and Quebec, according to reports, are preparing for their annual demand for an increase of pay. It is stated that the Quebec men are to ask for an additional five cents an hour, making 42½ cents and 47½ cents an hour, for day work and overtime respectively. No demand has as yet appeared from the Montreal men, but it is known that an agitation for five cents an hour increase was in progress. Following on the remarks of the President, at the recent meeting of the Shipping Federation regarding the high charges in force at Canadian ports, as compared with those of other countries, the Federation has decided that the rates its members will pay in Montreal and Quebec for the approaching season will be 25 cents and 30 cents an hour for day and night work respectively, with a bonus of 2½ cents an hour for men who have worked throughout the season. The rates paid last season were, Montreal, 27½ cents and 32½ cents an hour, with 2½ cents an hour bonus; Quebec, 37½ cents and 42½ cents an hour. The C.P.R., which makes Quebec the summer terminus of its Empress boats, during last season made investigations as to the possibility of utilizing Three Rivers as a terminus, on account of the constant trouble experienced at Quebec, and declined to accept freight for Quebec unless consigned to Montreal and then transhipped by rail to Quebec. Should the trouble become acute there is the possibility that the C.P.R. may abandon Quebec as its summer terminus.

Ontario and the Great Lakes.

J. B. Peterson, a well-known lake steamship captain, died at Port Colborne, Ont., Feb. 9.

The Wabash Rd. is building a large slip dock at Detroit, Mich., for its car ferries between that city and Windsor, Ont.

E. Armstrong, who had been connected with the towage of vessels through the Welland Canal since the horse-towing days, died at Port Colborne, Ont., Feb. 16, aged 68.

Tenders will be received by the Railways and Canals Department to Mar. 12, for works connected with the construction of no. 3 section of the Ontario-Rice Lake division of the Trent Canal.

The Reid Wrecking Co., Sarnia, have raised the steamboat Fred. Pabst, which was sunk in the Detroit River in Nov. As soon as a way can be cleared of ice, the vessel will be removed for repairs.

On the arrival of the car ferry Ontario No. 1, at Cobourg, Feb. 15, the officers reported that the lake was frozen over from shore to shore. The ferry experienced no difficulty in negotiating the ice, and proved herself a reliable winter service boat.

The Montreal, Ottawa and Georgian Bay Canal Co. is making an application at the current session of the Dominion Parliament for an act granting an extension of time to 1910 for the starting of construction and to 1916 for the completion of the projected canal.

The Detroit, Belle Isle and Windsor Ferry Co.'s franchise for a ferry service at Windsor, Ont., expires Oct. 3, and the Minister of Inland Revenue stated in the House of Commons, Jan. 27, that if a satisfactory arrangement could not soon be made with the present licensees for a renewal, tenders for the franchise would be asked.

The petition for the winding up of the Upper Ontario Steamboat Co. was dismissed Feb. 4, pending negotiations for settlement of the petitioner's claim. The company

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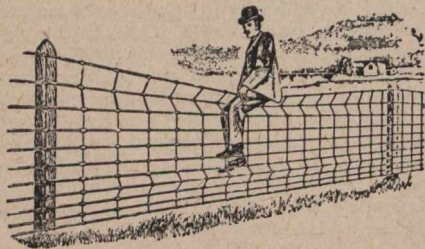
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Captain Watt, of the
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ance of a reliable sound
signal. Now I feel that
we have got it, and all
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owns three steamboats trading on the White River route, Larder Lake, Long Lake, and the Montreal River from Latchford for 75 miles. The head office is at New Liskeard, and the majority of shares is held locally.

With reference to the paragraph in our Feb. issue, stating that the Mutual Transit Co. of Buffalo, N.Y., was arranging to run a line of steamers between Goderich and Lake Michigan ports, we are advised that the matter is at present in a negotiatory state, and that until proper facilities, such as wharves and railway connections, are constructed at Goderich, nothing can be done.

The Canadian Association of Masters and Mates' sixth annual meeting was held in Toronto, Feb. 12, when it was suggested that the Government be requested to make a grade and grant certificates to second mates. The following officers were elected: Master, Capt. J. H. McMaugh, Toronto; First Officer, Capt. F. Scott, Collingwood; Secretary-Treasurer, Capt. H. O. Jackson, Toronto.

Referring to the development of trade at Port Stanley, Ont., R. W. Young, Agent of the Pere Marquette Rd., London, stated Feb. 10, that during the season of navigation of 1907, there were brought to the port 136 cars of freight direct from ocean steamers, and from Mar., 1907, to Jan. of the present year the P.M. Rd. had handled on an average 40 cars of coal a day, brought into Port Stanley by water.

The Railway Committee of the House of Commons, Feb. 18, passed the bill extending the time for the construction of the Montreal, Ottawa and Georgian Bay Canal. The company is given until 1910 to begin construction and to 1916 to complete the work, and a clause has been inserted providing that the Government may at any time appropriate the works of the company upon giving three weeks' notice.

A proposal has been submitted to the various lake steamship and dock companies under the management of R.O. and A. B. Mackay, Hamilton, Ont., for the combining of their several interests. The capital mentioned in connection with the proposed change is \$2,000,000, and the object aimed at is to secure a unanimity, as well as economy in the management, in view of the keenness of competition now experienced in regard to freight traffic on the lakes.

The U.S. Lake Survey reports the water levels of the Great Lakes for Jan. as follows: Superior, 602.10 ft.; Michigan and Huron, 580.42 ft.; Erie, 572.52 ft.; Ontario, 246.73 ft., above tide water. Since Dec., the levels have fallen, in Superior, $5\frac{1}{2}$ ins.; Michigan and Huron, 2 ins.; Ontario, $5\frac{1}{2}$ ins., while Erie has risen $3\frac{1}{2}$ ins. As compared with the average Jan. levels for 10 years, Superior is $3\frac{1}{4}$ ins. below, Michigan and Huron, 5 ins. above; Erie, $10\frac{3}{4}$ ins. above; Ontario, $18\frac{1}{2}$ ins. above.

The Huntsville, Lake of Bays, and Lake Simcoe Navigation Co.'s annual meeting was held in Toronto Feb. 11. We are advised that the report, which is not made public, showed a considerable increase in gross and net earnings over previous years. The officers and directors for the current year, who were re-elected, are: President, C. O. Shaw; Vice-President, H. Foster Chaffee; General Manager, S. H. Jacobs; Assistant Gen. Manager and Secretary, W. J. Moore; Treasurer, J. McKee.

In response to a question in the Ontario Legislature, Feb. 14, respecting the Government fisheries cruiser Lurline, recently wrecked within a few days of purchase, it was stated that the vessel was purchased Oct. 4, from J. H. Walker, of Walkerville, Ont., for \$10,000; was built in 1888, and

inspected by W. E. Redway. Nothing was spent on repairs. She was wrecked Oct. 26, and efforts were made to save her, without success. She was not insured. The engine and boiler had been sold to the highest bidder for \$850.

The Temiskaming Navigation Co., which has recently obtained a provincial license, was formed to take over the business carried on by the late A. Lumsden, and runs various services from the C.P.R. station to New Liskeard, 70 miles, and also between The Head and New Liskeard, and North Temiskaming and Murray City. It sent a representation to the Minister of Public Works recently to ask that the claim of New Liskeard for a Government dock be favorably considered, and also the question of a dam at the outlet of the lake.

Hon. W. Pugsley, Minister of Public Works, at a banquet at Collingwood recently, said: "There is an agitation to deepen the harbors of Fort William and Port Arthur. If there is one thing more than another that should be evident, it is that the depth of the harbors on the eastern shores of the Great Lakes should be the measure of the depth of the harbors on the western side. The policy I shall urge is that the harbors in the west shall be dredged to a suitable depth, and on the east side the same depth given to the harbors. In this way only can the trade of the west be kept in Canadian channels."

The Turbine Steamship Co.'s annual meeting was held in Toronto, Feb. 3, when it was suggested that the Turbinia should be placed on the Toronto-Hamilton route next season. The company has entered into a contract with the projected Buffalo, Toronto and Niagara Ry., to run a service of boats between Toronto and Niagara-on-the-Lake, in connection with the railway companies' proposed fast electric line to Buffalo, when that line is completed. The following directors were elected for the current year: J. C. Eaton, Toronto, President; J. Moodie, J. Knox, A. Leitch, Hamilton; C. R. Simpson, H. McGee, J. J. Vaughan, Toronto.

The Minister of Railways and Canals in reply to a question as to the work done by the Dominion Government on the waters tributary to the Trent Canal in Victoria and Haliburton counties, under the agreement with the Ontario Government, since the taking over of these waters from the Province, said in the House of Commons recently, no new works had been undertaken; \$15,948.09 had been expended on repairs to former works; rebuilding bridges and dams and miscellaneous works had cost \$14,948; and 12 floating lights had been placed on Seugog River, at a cost of \$1,000. Various works were to be carried out during the current year at an estimated cost of \$8,000.

The regulations respecting the operations of the ferry between Gower Point, Ont., and Lapasse, Que., across the Ottawa River, tenders for which were received Feb. 10, provide that the limits of the ferry shall commence one mile above and one mile below each point named, and that the licensee shall provide and maintain a suitable ferry boat, not less than 36 ft. long by 22 ft. wide, capable of carrying one loaded team and 20 passengers, and he shall construct and maintain on either side of the river suitable landing stages with all necessary appliances, and shall cross at any such times as public convenience may require between sunrise and sunset every day except Sundays, when hailed by passengers from either side of the river. The boat is to be placed on the route by May 1, and license granted for 5 years from that date.

The Dominion Transportation and Storage Co. is the title under which the Dominion Parliament is being asked at the current

session to incorporate a company with the following as provisional directors: D. McGillivray, J. Norcross, Port Colborne, Ont.; W. E. Phin, Welland, Ont.; J. Battle, Thorold, Ont.; R. M. Wolvin, Duluth, Minn. The capital is to be \$1,500,000, of which \$500,000 may be preferred stock redeemable at any time at the option of the directors at 115, and accumulated dividends, and the head office is to be at Welland, or such other place in Ontario as may be fixed by by-law. The company may for the purposes of its business construct, acquire and navigate steam and other vessels for the conveyance of passengers, goods and merchandise; carry on the businesses of elevating grain, of common carriers of passengers, and goods and of forwarders, wharfingers, warehousemen and shipbuilders; construct or otherwise acquire docks, elevators, warehouses, etc.; construct or aid in the construction of terminals, harbors, etc.; construct or acquire facilities for lightering steam and other vessels, and charge tolls for the same; acquire the good-will, etc., of any person or company having objects similar to the company, and to pay for the same in shares of the company, and engage in the business of a wrecking company. The company also seeks authority to issue bonds or debentures in aid of the construction of vessels, but not to a larger amount than the cost of such vessels.

Manitoba, Saskatchewan, Alberta, Etc.

A. R. Dufresne, engineer in charge of the construction of the St. Andrew's locks, stated at Winnipeg recently that the work should be completed by the opening of navigation in 1910. The work of excavation for the approaches, lock and dam, commenced in June, and since then 19,000 cubic feet of concrete has been laid and the lock completed. The lock is 290 ft. long, 215 ft. from gate to gate, 45 ft. wide, and 37 ft. deep. The drop for vessels will be about 21 ft. The dam will be 230 ft. long, and is expected to be completed by the end of March. To enable the work to be accomplished during the winter, a large space is enclosed, and the materials for the concrete kept at an even temperature by steam pipes. The dam is said to be the first of its kind on this continent, being a movable one, which will allow accumulations of water to escape from time to time, while maintaining a proper depth of water above the locks. The movable part is made up of a series of steel frames and curtains, operated by electrical power from an overhead service bridge. When this work is completed, the largest vessels operating on Lake Winnipeg will be able to go up to Winnipeg.

B.C. and Pacific Coast Marine.

The British barque Englehorn, bound from Hamburg to Tacoma, was towed into Esquimalt in a damaged condition recently, having experienced rough weather.

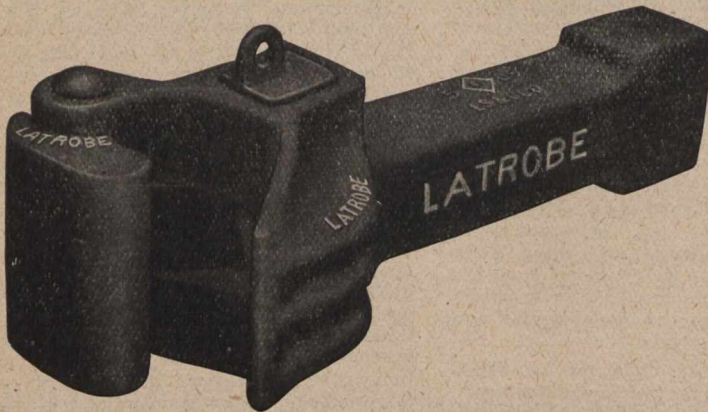
The C.P.R. steamship Princess Ena, launched in Nov., arrived at Victoria recently in charge of Capt. Cooper, formerly of the C.P.R. steamship Athenian.

A marine way is being constructed by A. Wallace at North Vancouver, B.C., of sufficient size to take on any of the vessels trading to the port. The cost of the plant is estimated at \$250,000.

The Rock Creek Lumber Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$50,000 and power, among other things, to acquire and operate steam and other vessels for its business.

The Chase Lumber Co., Ltd., has been incorporated under the B.C. Companies Act,

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Gen. Man. Western Canada, Toronto.

with a capital of \$10,000, and power among other things to acquire and operate steam and other vessels in connection with its business.

Capt. F. E. Ferris, who recently left the C.P.R. Pacific coast steamboat Princess May to become Assistant Superintendent of the Pacific Coast Co., has resigned that position, and taken that of master of the oil tank steamer Argyle.

The Department of Marine has plans and specifications prepared for the construction of a 20 knot, armed, seagoing cruiser, for the patrol of the deep sea fisheries on the Pacific coast. Tenders will be called for at an early date.

The C.P.R. appropriations for the current year include provision for the construction of a tug and an eight-car barge on Arrow Lake, B.C.; an eight-car barge on Slocan Lake; an eight-car barge for the fruit trade on Okanagan Lake, and a deck barge for Trout Lake.

In response to a question in the Dominion House of Commons Feb. 3, the Premier said that action had been taken by the Government to secure compensation from the United States for seizure of the steamboat Coquitlam, which the U.S. courts had decided was illegal.

The B.C. Government during the year ended June 30, 1907, expended \$14,430.52 on repair and maintenance of wharves, and paid \$1,250 to the Upper Columbia Transportation Co., as a subsidy for the maintenance of a steamboat service on the Columbia River above Golden.

The contract for repairing the damages sustained by the British sailing ship, Port Patrick, which collided with the lightship in the Columbia river, and subsequently ran aground near Gray's harbor, Jan. 6, has been placed in Victoria, the amount involved being about \$22,000.

The Kincolith Packing Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$60,000, and power, among other things, to acquire foreshore rights, wharves, steam and other vessels; to carry passengers and freight, and to carry on the businesses of shipowners, ship brokers, freight contractors and carriers by land and sea.

The Dominion Government has received \$82,549 from the Russian Government in settlement of outstanding claims for wrongful seizure of Canadian vessels. The distribution of this sum was under consideration, according to a statement made by the Premier in the House of Commons, Feb. 3. This arises out of claims for the illegal seizure of vessels engaged in sealing operations.

The Boscowitz Steamship Co.'s steamship Vado, which ran ashore at Cape Lazo, Jan. 16, has been towed to Esquimalt by the B.C. Salvage Co.'s steam tug Salvor. The salvage operations were conducted under considerable difficulties on account of heavy weather. After being floated, temporary repairs were undertaken at Comox, prior to placing her on the B.C. Marine Railway at Esquimalt, where an examination will be made and tenders called for repairs.

The Proctor Lumber Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$250,000, to carry on the business of timber merchants, etc., with power to construct and operate tramways, etc.; to avail itself of the advantages and immunities conferred by the Rivers and Streams Act relating to the improvement of waterways; to acquire steam and other vessels, and to carry on the general business of shipowners, and general carriers by land and water.

The Shuswap and Thompson Rivers Boom Co. is applying at the current session of the Dominion Parliament for an Act authorizing it, among other things, to deepen, widen or improve the channels of any of the two rivers or their tributary waters, by removing all hindrances to navigation. The head offices of the company are at Revelstoke, B.C.; its capital is \$100,000 and the provisional directors are: O. Lachmund, Revelstoke, B.C.; F. L. Buckley, Enderby, B.C.; S. H. Bowman, Minneapolis, Minn.; J. McGoldrick, Spokane, Wash.; T. Kilpatrick, Revelstoke, B.C.

The enquiry into the collision between the S.S. Tartar and the ferry steamboat Charmer, both belonging to the C.P.R., off Vancouver, Oct. 17, has been concluded. The court held that both vessels were to blame for travelling too fast in a fog. The pilot of the Tartar, and the captain of the Charmer were severely censured, while the captain of the Tartar was exonerated from all blame. Under all the circumstances, it was stated there was not sufficient to justify any cancellation of certificates, and as both vessels were owned by the same company, no order as to costs was made.

R. J. Burde, Alberni, is reported to be negotiating for the purchase of a scow and steam tug at Victoria, which it is intended to use in the Alberni canal, in conjunction with the steamboat Tasmanian. The Tasmanian was built at Lake Bennett in 1899, and was operated on Lake Le Barge for some time, subsequently being taken to Skagway, where she was sold and sent to Victoria, where she was bought by G. A. Huff for the Alberni canal navigation. She is a screw steamer of 5 n.h.p., 21 tons gross, 12 tons register; her dimensions are: length, 64 ft.; breadth, 9.4 ft.; depth, 4.4 ft.

The Western Rivers Improvement Co. is applying at the current session of the Dominion Parliament for an act of incorporation and authority subject to the provisions of the Navigable Waters Protection Act, to improve the navigation of the Thompson River and tributary waters, and maintain on the same tugs and other vessels. It also asks power to construct and operate telegraph and telephone lines in connection with its works. The capital of the company is \$50,000; its offices are at Kamloops, B.C.; and the provisional directors are: J. C. Shields, Regina, Sask.; G. L. Ormsby, A. Bauman, Kamloops, B.C.; H. T. Warné, Annis, B.C.; D. Murphy, Ashcroft, B.C.

The stern-wheel steamboat ordered by the G.T. Pacific Ry., as mentioned in our Feb. issue, was launched from Alex. Watson's yard, Victoria West, recently, and will be ready for service in the spring. Her dimensions are: length, between perpendiculars, 136 ft.; beam, extreme on bottom, 29 ft.; on deck, 30 ft.; depth, moulded, 5½ ft. The machinery, which is being supplied by the Polson Iron Works, Ltd., Toronto, consists of one pair of stern-wheel type engines, with cylinders 15 ins. diameter, by 72 ins. stroke, supplied with steam by a locomotive type boiler, 27 ft. 4½ ins. long over all, by 68 ins. diameter, at a pressure of 212 lbs.; a turbine generating set supplying power for 100 16 c.p. lamps, and one 12 in. searchlight; steam capstan with two 7 by 9 engines; steam steering gear, two duplex ram pumps, each 6 by 4 by 6, hand deck pumps, syphons, and all engine room fittings.

Agnes and N. N. Smith, carrying on business as R. Smith & Co., Winnipeg, in connection with the operation and furnishing of the C.P.R. boarding car department in Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, have dissolved partnership, the business being continued by N. N. Smith.

Notices to Mariners.

The Dominion Department of Marine has issued the following notices:

No. 1. Jan. 7.—British Columbia—1. Chatham sound, Hodgson reefs, gas and whistling buoy established. 2. Observatory inlet, uncharted rock between Larcom and Frank islands.

No. 2. Jan. 10.—Ontario Lighthouse division—3. Ottawa river, Lake of Two Mountains, Oka, lighthouse moved. 4. County of Vaudreuil, Que.; Ottawa river, Rigaud river entrance, lighted buoys established.

No. 3. Jan. 13.—British Columbia—5. Vancouver island, west coast, Clayoquot sound, Hecate passage, Halftide rock, buoy established. 6. Vancouver island, west coast Clayoquot sound, Templar channel, buoys established. 7. Juan de Fuca strait approach, Swiftsure bank, gas, whistling and bell buoy adrift.

No. 4. Jan. 15.—Nova Scotia—8. Southwest coast, Seal island, change in character of light.

No. 5. Jan. 27.—Quebec—9. Gulf of St. Lawrence, north shore, Watagheistic sound, uncharted rock in entrance. St. Pierre, Miquelon—10. Little Miquelon or Langlade Island, Plate point, change in fog alarm.

No. 6. Jan. 29.—Ontario—11. List of storm signal stations on the Great Lakes and connecting waters.

No. 8. Feb. 5.—Nova Scotia—15. West coast, off Cape Fourchu, submarine fog bells established. United States of America—16. Maine, St. Croix river, Dochet island, intended fog signal.

No. 9. Feb. 8.—Ontario—17. River St. Lawrence, Brockville narrows, east end, gas buoy established. 18. River St. Lawrence, gas buoy established above Cole shoal. 19. Lake Ontario, off Toronto, Gibraltar point lighthouse, date of establishment corrected. 20. Lake Huron, Southampton, front range lighthouse repaired, exhibition of permanent light. 21. Lake Huron, Manitoulin island, Providence bay, hand foghorn at light station. 21. Lake Simcoe, Fox island, light discontinued.

No. 10. Feb. 10.—Ontario—23. Lake Erie, Port Colborne, change in position of back range light, change in lights.

No. 11. Feb. 11.—New Brunswick—24. South coast, Bay of Fundy, Quaco, eastern breakwater pier damaged, lighthouse destroyed. Nova Scotia—25. Bay of Fundy, Minas basin entrance, Cape Sharp, fog alarm improved.

Canadian Coasting Trade.

Following is the full text of the order-in-council passed by the Dominion Government Jan. 13, which was summarized in our last issue: The Governor-General-in-Council is pleased to order that the orders-in-council hereinafter cited, admitting ships or vessels of the following countries to the coasting trade of the Dominion of Canada on the same terms and conditions as are applicable to Canadian vessels, viz.: As to Italy—order-in-council, Aug. 13, 1873. As to Germany—order-in-council, May 14, 1874. As to the Netherlands—order-in-council, Oct. 9, 1874. As to Sweden and Norway—order-in-council, Nov. 5, 1874. As to Austro-Hungary—order-in-council, June 1, 1876. As to Denmark—order-in-council, Jan. 25, 1877. As to Belgium—order-in-council, Sept. 30, 1879, and as to the Argentine Republic—order-in-council, May 18, 1881, shall be and the same are hereby repealed, on, from and after Jan. 1, 1909; and that the exemption existing under the orders-in-council hereby repealed shall cease to apply to the ships and vessels of Italy, Germany, the Netherlands, Sweden and Norway, Austro-Hungary, Den-

mark, Belgium, and the Argentine Republic, on, from and after Jan. 1, 1909; and that the ships and vessels of each of the said countries,

on, from and after the said date shall be subject to the terms of sec. 955 of chap. 113 of the Revised Statutes of Canada, 1906,

which provides that no goods or passengers shall be carried by water, from one port of Canada to another, except in British ships."

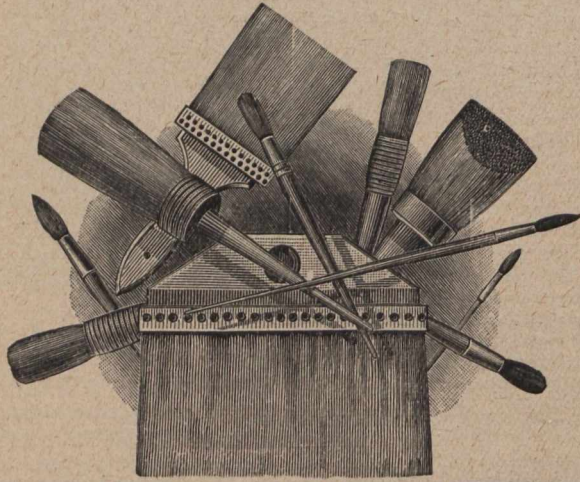
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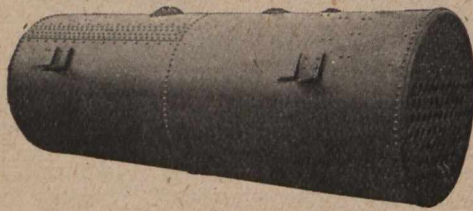
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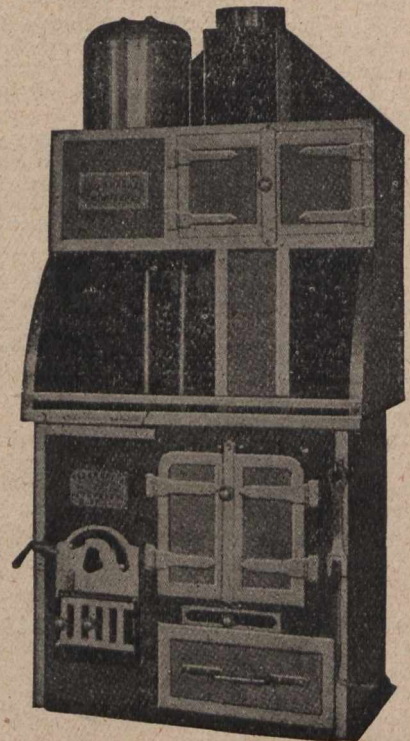
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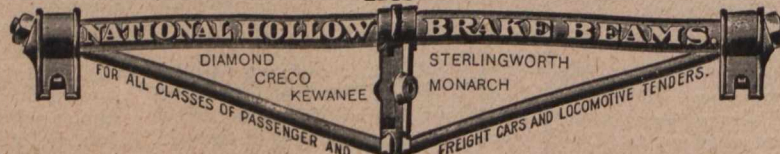
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Trent Valley Canal Contracts.

The following contracts have been let for construction work on the Trent Valley Canal: Brown and Aylmer for sec. 5, Ontario-Rice Lake division, at schedule prices, work to be completed by Nov. 30, 1908; amount of deposit by contractors \$27,584. The Randolph Macdonald Co., Ltd., Toronto, at schedule prices, for the Rosedale section, Ontario-Rice Lake division; amount of deposit \$10,000. L. P. Nott, for sec. 1, Ontario-Rice Lake division; amount of deposit \$43,333. J. Reilly, for sec. 2, Holland River division, amount of deposit \$10,000. In giving this information in the House of Commons recently, the Minister of Railways and Canals said although J. Reilly's tender was accepted June 1, 1907, he had not executed the contract; and L. P. Nott had declined to execute the contract awarded him on account of the fair wage schedule, which he claimed was too high. The Government had not given its consent to the abandonment of any of these contracts, and the question of the forfeiture of the deposit in the two cases particularly referred to would be dealt with when it arose. The contract for section 1 has since been let to Larkin & Sangster, St. Catharines, Ont., and for section 2 to Weddell, Rogers & Dennon, of Trenton and Peterboro. The Randolph Macdonald Co. was notified Jan. 21 to execute the contract, and it has since been announced that this has been done. Their section, the Rosedale one, which is about two miles long, is at the head of Lake Cameron, about five miles north of Fenelon Falls, Ont. It includes a lock, a dam, and some heavy rock excavation and submarine work, and will cost about \$300,000. W. R. Macdonald, son of the President of the company, is in charge of the work, on which a start has already been made. Some 20 years ago Randolph Macdonald built a lock and approaches at Fenelon Falls for this canal.

Shipping Federation of Canada.

The fifth annual meeting was held in Montreal Feb. 12, at which were represented the owners of 478,385 tons of shipping, as compared with 475,195 tons for 1906. The President, H. A. Allan, in the course of his address, said: The season of navigation for 1907 was late in opening, and the first vessel did not arrive in Montreal until May 2, and the last ocean vessel left the port Nov. 29. The number of sea-going vessels arriving at Montreal was 742, of a combined tonnage of 1,925,986; compared with 820 vessels in 1906 of a tonnage of 1,973,223; showing a decrease of 78 in number, and 47,237 tonnage. The ocean passenger business of the St. Lawrence season exceeded that of any previous year. The season's business on the whole cannot be considered satisfactory, with unremunerative freight rates, increased labor and port charges.

The lighting of the river and gulf has not only been very much improved, but the attention to lights has left nothing to be desired. The attention of the Department to any defect has been prompt, and the service generally first-class. The Minister of Marine is to be congratulated on the vast improvements he has made in this Department, which, no doubt, has been brought about largely by the formation of the Light-house Board. It is a matter of great satisfaction to the Federation to learn from the Minister that it is his intention to continue the widening and deepening of the channel between Montreal and the sea. After the present scheme is complete, and in order to expedite the work as much as possible, further dredging plant will be provided. The work of improving the ship channel

has, during the past season, progressed satisfactorily, and a large amount of dredging was done between Montreal and Quebec, and also below Quebec. The work of providing a 30 ft. channel has been going on for a number of years, and the object is to get that depth to the sea at low tide, a distance of 340 miles. In order to obtain this, 70 miles of the channel required dredging, and at the end of last season 56 miles had been completed, while during the past season four miles more was dredged, leaving only 10 miles to complete the channel to the sea. During the past season the depth of water in the ship channel had been unusually high, and no difficulty had been experienced by any vessel to load to the full draught desired, and the lowest water recorded was 31 ft. 8 in. Sept. 21.

While realizing the difficult task the new Harbor Commissioners of Montreal had undertaken, and the able manner in which they have carried out the work of building the new permanent sheds on the wharves during the past season, Mr. Allan thought it well to put on record the unanimous opinion of the Federation as expressed to the Commissioners, viz., that while the sheds are under course of construction the extra expense in handling steamers has been very serious, and that some concession should be granted the regular lines by the Commissioners while this work is in progress. The new and increased charges for rentals for these sheds have come as a heavy burden upon the shipping interests, and this tax, put forward at a time when so many extra expenses are being incurred, will not be conducive to the development of the port. It has been found by all the lines that during the past season the cost of handling steamers at the new sheds has been very heavy, and the unavoidable interference with economical handling, owing to the construction that is going on, has been a great tax on shipping. The space outside the ground floors of the sheds formerly used for storing coarse goods has now been allotted to railway tracks and roadways, and in the absence of any means of reaching the upper stories the space at the disposal of the lines has been considerably curtailed. It would therefore seem reasonable that the rentals should be suspended until the construction of the new sheds is completed. The Montreal port charges for the voyage of a vessel are \$542.64 higher than those of New York, and \$1,959.07 and \$1,883.52 greater than those of Portland and Boston, respectively.

The following officers were elected for the current year: President, H. A. Allan; Secretary, T. Robb; Treasurer, J. R. Binning; Executive Council: J. Thom, Chairman; H. A. Allan, A. A. Allan, D. W. Campbell, W. R. Eakin, R. W. Reford, and F. L. Wanklyn.

A press report states that the Canadian Northern Ry. Co. has recently sold 100,000 acres of farm lands in Manitoba, at \$10 an acre.

Express Companies' Liability for Damage.

In the case of Thiaville vs. the Canadian Ex. Co., for \$262 contingent damages, alleged to have been sustained through the failure of the company to deliver a valve for a pump, utilized by plaintiff on a ferry plying between Lachine and Caughnawaga, Justice Archibald in delivering judgment said: "The main question to be decided is whether the plaintiff can recover for such damages as he claims in this action. The article 1073 of the Civil Code provides that the damages due to the creditor are in general the amount of the loss which he has made, or of the profit of which he has been deprived, saving the exceptions and modifications contained in article 1074 of the Civil Code: 'The debtor is only bound for the damages which have been foreseen, or could have been foreseen at the time when the obligation was contracted, when it is not in consequence of a fraud that the obligation was not executed. Even in the case where the inexecution of the obligation results from the fraud of the debtor, the damages comprise only what is the immediate and direct consequence of the inexecution of the obligation.' It has already been said that the defendant at the time of receiving the valve in question knew nothing about the nature of its use or the loss which would result to the plaintiff by reason of his being deprived of its use. It is difficult to say that such damages as these which the plaintiff now claims could be considered as damages which could have been foreseen by the defendant at the time of the contract. Are they even such damages as are the direct and immediate consequence of the failure of defendant to safely convey and deliver the article in question? It is, of course, clear that the plaintiff must have expected to have been deprived of the valve for a certain space of the time necessary for the carriage from Lachine to Sorel for



THE CANADIAN EXPRESS COMPANY'S NEW BUILDING, MCGILL STREET, MONTREAL.

the manufacture of a new valve, and for the return of the new valve from Sorel to Lachine.

"Now, it is a principle in the estimate of damages that a person who claims the in-execution of an obligation which causes damages, must himself be active and must adopt such measures as to minimize as much as possible the damage which he suffers. If he does not do so, the immediate cause of his damages is not the in-execution of the obligation by his debtor, but his own carelessness and negligence in the management of his business. Supposing one week to have been sufficient for the return of the new valve, the plaintiff ought to have promptly

thereafter put the defendant in default, and if the defendant gave no satisfaction to his demands, the plaintiff ought to have provided himself either with a new valve for his old pump, or if that could not be done in the open market he could have got a new and better pump in place of the old one, for the sum of \$50. In this case, if the plaintiff had promptly taken action possibly he might have had a claim against the defendant for the price of the new pump, although the article carried and lost was of no value.

He did not do so. He appears to have continued running his boat the whole of the season with what he calls the temporary arrangement of a syphon to replace the valve in question. At any rate, he bought no new pump; he did not even, in any effectual way, notify the defendant, even verbally, until after, at least, a month, and he did not notify him in writing until after the expiry of more than four months from the delivery of the valve to the defendant. The article of our code requiring that

THE CANADIAN PACIFIC RAILWAY COMPANY.

Dividends for the half-year ended 31st December, 1907, have been declared as follows:

On the Preference Stock, Two per cent.
On the Common Stock, Three per cent.

A further sum equal to one-half of one per cent. on the Common Stock will be paid thereon at the same time out of interest on the proceeds of land sales.

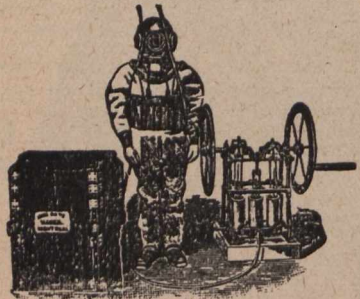
Warrants for the Common Stock dividend will be mailed on 31st March next, to Shareholders of record at the closing of the books in Montreal, New York and London respectively.

The Preference Stock dividend will be paid on Wednesday, April 1st next, to Shareholders of record at the closing of the books at the Company's London Office, No. 62 Charing Cross, London, S. W. The Common Stock Transfer Books will close in Montreal, New York and London, at 3 p.m. Tuesday, March 10th. The Preference Stock Books will also close at 3 p.m. on Tuesday, March 10th.

All books will be re-opened on Thursday, 2nd April next.

By order of the Board,
CHARLES DRINKWATER,
Secretary.

Montreal, 10th February, 1908.



JOHN DATE
MANUFACTURER OF
DIVING APPARATUS
FOR SALE OR HIRE
BRASS FOUNDER & COPPERSMITH
152 Craig St. West, MONTREAL

NOTICE

is hereby given that the Annual Meeting of the Shareholders of the **VICTORIA ROLLING STOCK COMPANY OF ONTARIO, LIMITED**, will be held at the office of Messrs. Osler & Hammond, 21 Jordan Street, Toronto, on **WEDNESDAY, 4TH MARCH, 1908, AT 12 O'CLOCK NOON**, for the reception of the Annual Report and election of directors for the ensuing year.

By order,
R. A. SMITH, Secretary.

Toronto, Feb. 5, 1908.

JOHN S. METCALF CO.

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Ticket Agts. Please Note

Where **ILLINOIS CENTRAL RAILROAD COMPANY** has through car service both Coach and Sleeper and Free Chair Cars, Chicago to Hot Springs, Ark., St. Louis, Nashville, Omaha, St. Paul and Minneapolis, Memphis, Tenn., New Orleans, San Antonio, Texas and all California, On first and third Tuesdays each month until further notice through tourist sleeping car without change, Chicago to Houston, Texas, leaving 6 p.m., on above Tuesdays. Very low abnormal rates, "Homeseekers," as for instance, Chicago to Houston and return, \$25.00; New Orleans the same, good 30 days. Special homeseekers' round trip rates to the South and Southwest. Tourist rates to Arizona, Mexico, and California, liberal stopover privileges. Rates via New Orleans as low as via any other route. Look the Illinois Central map over and consult **G. B. WYLLIE**, Canadian Passenger Agent, 305 ELLICOTT SQUARE, BUFFALO, N.Y. Or F. S. Bishop, G.E.P.A., 333 Broadway, New York City.

J. J. O'CONNOR
Steamship Agent, Port Arthur and Fort William, Ont.
Address all letters and telegrams to Port Arthur, Ont.

the measure of damages of the inexecution of an obligation shall not exceed those which could have been foreseen at the time of the contract, and shall be the direct and immediate consequence of the breach of the obligation, is not new law; it is the obligation of the general law. I must decide that the damages claimed by the plaintiff are neither the direct and necessary consequence of the breach of contract on defendant's part, nor are they damages which either were, or could have been, foreseen by the defendant at the time of and under said contract. I am, therefore, of opinion that the plaintiff's action is unfounded and must be dismissed with costs."

Among the Express Companies.

The Dominion Ex. Co. has opened an office at Lanagan, Sask.

The Canadian Ex. Co. has closed its offices at Cardwell Jct., Ont., and at Belle Isle, N.B.

R. Murray has been appointed acting agent Dominion Ex. Co., at Sault Ste. Marie, Ont., vice J. Bayley, promoted.

F. G. McKenzie, heretofore route agent Dominion Ex. Co., has been appointed acting agent, London, Ont., vice A. E. Berube.

J. Bayley, heretofore agent Dominion Ex. Co., Sault Ste. Marie, Ont., has been appointed route agent, with headquarters at Montreal.

The position of special agent of the Canadian Ex. Co. has been abolished, consequent on the recent death of J. Robertson, who was for many years in the company's service.

The Great Northern Ex. Co. (U.S.) has extended its service on the extension from Walhalla, N.D., to Morden, Man., and has established offices at Haskett, Glencross and Morden.

The Canadian Ex. Co. has extended its service over the Quebec and Lake St. John Ry.'s branch between La Tuque Jct. and La Tuque, Que. The Canadian Northern Ex. Co.'s service is already in operation over this line, the two companies making a common centre at La Tuque.

An amendment to the Assessment Act is being considered at the current session of the Ontario Legislature, under which it is desired to render express companies liable to taxation in places where they do business through the railway companies' station agents. By a recent decision of the Ontario courts express companies are not assessable under the Ontario act where they do business through station agents, as the business is done mainly by the railways. The amending bill was introduced by W. H. Hoyle, M.L.A. for North Ontario.

The Mackay Companies.

The annual meeting of the Mackay Companies, comprising the Commercial Cable Co., the Postal Telegraph Co., and owning in whole or part other telegraph, cable and telephone companies, was held at New York, Feb. 15. The report shows that outstanding preferred shares, \$50,000,000, and common shares, \$41,380,400, have not been increased during the year. Dividends have been paid on both the preferred and common stock at the rate of 4% per annum. The submarine cable between New York and Havana, which was opened for business Oct. 21, 1907, the entire cost of which was paid out of current profits, has proved to be of satisfactory earning capacity. The balance sheet shows a balance of assets over liabilities of \$880,470.69; while in the profit and loss account a balance of \$152,923.47 is carried forward.

Telegraph and Cable Matters.

The Canadian Northern Telegraph Co. has opened an office at Lamzant, Alta.

The annual convention of the Association of Railway Telegraph Superintendents will be held at Montreal, June 24, 25 and 26.

Jno. Luxon, a former C.P.R. telegraph operator at Montreal, and latterly connected with the Associated Press at Worcester, Mass., died there recently, aged 50.

The Allan Steamship Line has four, and the Dominion Steamship Line three, of its vessels equipped with the necessary apparatus for wireless communication with shore stations.

The G.T. Pacific Ry. telegraph line to Winnipeg has been completed. The line from Portage la Prairie westward has been in operation for some time, for construction purposes.

The Intercolonial Ry. telegraph operators recently had a conference with the Minister of Railways, and D. Pottinger, General Manager, I.C.R., respecting a readjustment of the wages scale.

The question of the permanent improvement of the Yukon Telegraph line, more particularly that section between Hazelton and Prince Rupert, B.C., is under the consideration of the Department of Public Works.

The C.P.R. Telegraph Department has opened offices at Burmis, Alta.; has closed those at Harding, Headingly and Wood Bay, Man., and changed the names of Selkirk (East) and West Selkirk, Man., to East Selkirk and Selkirk respectively.

At a Canada Club dinner in London, Eng., recently, G. Marconi said that the wireless telegraph system in use on the St. Lawrence was unequalled, and that he would not spare any effort to show that the encouragement granted him by Canada was not thrown away.

The C.P.R. has decided that all its vessels engaged in the Atlantic service shall be equipped with the Marconi wireless apparatus, and contracts have been made for the installations at an early date. The Empress boats are already fully equipped for communication with shore stations.

The Marconi Wireless Telegraph Co. opened its Montreal office for the receipt of general commercial messages Feb. 4. A flat rate of 15c. a word is charged, covering transmission over land lines from Montreal to Glace Bay, and from Clifden, Ireland, to destination. A number of messages were transmitted, and a reply was received from London, Eng., within two hours.

Railway Telegraph Lines in Canada.

The following table shows the mileage of telegraph lines operated by the various railway companies, and the telegraph lines along railway lines operated by other companies for the year ended June 30, 1907. The mileage of telegraph lines is distributed as follows:

	Operated By Company	By Other Comp'y
Alberta Ry. and Irrigation Co.	66.21	59.00
Bay of Quinte Ry.	20.00	
Bedlington and Nelson Ry.	23.87	
British Yukon Ry.	90.32	
Brockville, Westport and North Western Ry.		45.00
Brandon, Saskatchewan and Hudson's Bay Ry.	69.44	69.44
Canada Southern Ry.	3.79	343.80
Canadian Government Railways:		
Prince Edward Island Ry.	263.90	206.20
Canadian Northern Ry.	2,639.40	
Canadian Northern Ontario Ry.	149.00	
Canadian Northern Quebec Ry.	43.00	
Canadian Pacific Ry.	10,615.00	1,081.00
Crow's Nest Southern Ry.	52.48	
Cumberland Ry. and Coal Co.	32.00	
Dominion Atlantic Ry.	82.44	169.68
Esquimalt and Nanaimo Ry.	78.00	
Grand Trunk Ry.	6,422.08	

	Operated By Company	By Other Comp'y
Halifax and Southwestern Ry.	318.70	50.20
Inverness Ry. and Coal Co.	61.00	
Kaslo and Slocan Ry.	28.80	
Kingston and Pembroke Ry.		103.40
Klondike Mines Ry.	31.50	
Lake Erie and Detroit River Ry.		150.50
Massawippi Valley Ry.		35.46
Montreal and Province Line Ry.		40.00
Montreal and Vermont Junc. Ry.		23.60
Midland Ry. of Manitoba.	38.35	38.35
New Brunswick Southern Ry.		35.00
New Westminster Southern Ry.		24.09
Ottawa and New York Ry.	60.00	
Princeton Branch Washington Co. Ry.		5.10
Qu'Appelle, Long Lake and Saskatchewan Ry.	250.02	
Quebec, Montreal and Southern Ry.	88.00	88.00
Red Mountain Ry.		55.00
Rutland and Noyan Ry.		3.39
Salisbury and Harvey Ry.	139.00	103.00
Stanstead, Shefford and Chambly Ry.		43.00
St. Lawrence and Adirondack Ry.		46.12
Temiskaming and Northern Ry.		79.88
Toronto, Hamilton and Buffalo Ry.		77.47
Vancouver, Victoria and Eastern Ry.		
Vancouver, Westminster and Yukon Ry.	14.81	
Vancouver Copper Co.	12.00	
Total miles.	21,693.11	3,073.53

The G.T.R. and Its Telegraphers.

The investigation board recently enquiring into the G.T.R. telegraph operators' wage question, consisting of Prof. A. Shortt, W. Nesbitt, K.C., and J. G. O'Donoghue, in issuing its report, says: "The board were much impressed by the suggestions that the same board had recommended a higher rate of pay to the C.P.R. telegraphers than they were prepared to recommend in the present instance. We are glad to be able to report that the parties appreciated the reasons why the board could not in this instance see their way to the recommendation of any higher rate than that finally agreed upon between the parties, and we desire to put upon record some of the reasons why we came to this conclusion.

"We thought, under the present conditions, that the company's offer in the matter of increase of wages was all that could be justified. There are many considerations entering into the question. In our view, there is the right of the men to receive a living wage, and that right is paramount. The workman is entitled to get a fair day's wage for a fair day's work. What, however, often seems to be ignored is that capital and labor are both necessary in order to produce a profit, whether it is in the operation of railways, in manufacturing, or in any other branch of trade. The aim of the worker should be to secure a fair share of this profit. But there is also to be considered the position of the man who advances the money to enable the undertaking to be carried on which gives employment. He, too, is entitled to receive a return for his money and his risk.

"A hundred millions of the G.T.R. capital stock receives no dividend whatever. If such dividends on the preferred stock as are now being paid are still further reduced by the wages bill being increased, what must necessarily follow? The company cannot obtain further money for expansion, for it can be more remuneratively employed in other undertakings. This certainly would be a disadvantage to the vast numbers who find employment on railways. Then there is the constant demand of the public for the betterment of the service and equipment, for increase of facilities, the bettering of the roadbed and general improvement in the accommodations. These can only be obtained where the parties asked to advance the money can see some possibility of return for the advance.

The North American Life Assurance Company

Held its Annual Meeting at its Home Office, in Toronto, on Thursday, the 30th day of January, 1908. The President, Mr. John L. Blaikie, was appointed Chairman, and the Managing Director, Mr. L. Goldman, Secretary, when the following report of the business of the Company for the year ended December 31st, 1907, was submitted:

New Business The policies issued for the year, together with those revived, amounted to the sum of \$4,622,635.00, being greater than the new business transacted for the previous year.

Saving in Expenses The business has continued to be conducted on a conservative basis, resulting in a further reduction in the ratio of expenses to premium income of over two per cent. This percentage of reduction has resulted in a material saving in expenses of \$26,918.17, as compared with 1906.

Cash Income The cash income for the year from premiums, interest, etc., was \$1,815,097.69, showing the satisfactory increase for the year of \$68,553.69.

Payments to Policyholders The amount paid on policyholders' account was \$607,347.44, and of this amount the sum of \$266,825.95 represents payments for dividends, matured endowments and investment policies.

Assets The assets increased during the year by the sum of \$936,811.63, and now amount to \$8,735,876.08.

Net Surplus Increased After making ample provision for all liabilities, including the special Contingent Fund of \$155,173.35 to provide for the temporary depreciation in the value of debentures, bonds and stocks, and paying the sum of \$97,304.79 for dividends to policyholders during the year, there was an addition made to the net surplus which now amounts to \$673,556.04, the year's work from every standpoint being highly satisfactory.

Assets Safely Invested The assets of the Company continue to be, as heretofore, invested in the best class of securities; a detailed list of these will be published with the Annual Report for distribution.

Monthly Audit A monthly examination of the books of the Company was made by the auditors, and at the close of the year they made a thorough scrutiny of all the securities held by the Company. In addition to the examination of the securities by the Auditors, a committee of the Board consisting of two Directors, made an independent audit each quarter.

The Officers, Field Representatives and Office Staff deserve to be commended for their efficiency and diligence.

L. GOLDMAN,
Managing Director.

J. L. BLAIKIE,
President.

The Annual Report showing marked proofs of the solid position of the Company, and containing a list of the securities held, and also those upon which the Company has made collateral loans, will be sent in due course to each policyholder.

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FOR RAILWAYS, TRAMWAYS,
GIRDERS, ETC.

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OTHER EQUIPMENT.

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SPRING STEEL.

"PHENIX" Loco. Spring Steel is the
accepted Standard in Canada.

SOLE AGENTS:
James Hutton & Co., Montreal.



TRANSPORTATION
PRINTING

"Our experience on a number of these boards has led us to the conclusion that there seems to be an oversight on the part of the public of two things: First, that there is a continual demand for an increase of expenditure upon the part of the company for facilities, and, second, a continual demand for a reduction of the tariffs which furnish the monies necessary to provide these facilities and accommodations. The growth of earnings is not keeping pace proportionately with the growth of expenses. If the operating expenses and the wages to employes must be increased from time to time, and the public so demand, very serious considerations must be given to the proposals for the reduction of freight and passenger rates, inasmuch as every reduction directly affects the ability of the railways to pay the wages asked by their employes. There is no doubt that the cost of living has greatly increased and that the employes of a railway company are entitled to be better compensated to meet such increased cost, but surely they are not entitled to be compensated at the sole expense of people who have invested their money and who would in return be deprived of their means of livelihood.

"The public should bear their share. The railway employe spends his money for the benefit of every other member of the community from farmer to manufacturer, and if the employe has to obtain more money to meet his increased cost of living, other classes of the community who receive the benefit of the money he spends should contribute their share towards enabling him to get the money he has to spend; and it is for the foregoing reasons that, under the present conditions and having in view all the surrounding circumstances, we thought that the offer of increase made by the G.T.R. had gone as far as could be justified, though not necessarily to the limit which the telegraphers ought to receive under other circumstances.

"The deterring of the investment of capital in railway undertakings would certainly not be a benefit to the community at large, and if the property of lenders is to be practically confiscated between the demand of the public on the one side, and the demand of the employes on the other, it must lead to a general reduction in wages or a shrinkage in the number of employes, with a much greater ultimate loss to labor. It has

been suggested that this state of affairs may be met by the state becoming sole owner of the railways. To accomplish this the capital necessary to make railways and work them would still have to be found. The mere fact of state ownership does not bring capital down from the skies like the manna to the Israelites in the desert. If borrowed by the state, interest must be paid for it, and probably at a higher rate than the state now has to pay, for two reasons, first, because of being larger borrowers; second, because of the risk incident to industrial undertakings. If raised by taxation, this would be nothing more than getting it from the collective resources of the country. The wages, other than the living wage before referred to, which are paid by railway companies to their employes must therefore, disguise it as we may, depend upon what a company earns after the interest on capital employed is paid. This may equally be said of all industrial and commercial undertakings, and no amount of vague philanthropic talk can alter this fact any more than it can alter the fact that two and two make four."

The award made by the Board was given in our Feb. issue.

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.
- Anti Rail Creepers**
Belle City Malleable Iron Co. Racine, Wis.
- 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. Montreal.
Rhodes, Curry & Co. Amherst, N.S.
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. Montreal.
- 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.
- Boller, 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.
- 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.
- 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.
- Caboose 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**
N. J. Holden Co., Ltd. Montreal.
- Car Heating**
Wm. C. Baker Heating & Supply Co. New York.
Canadian Gold Car Heating & Lighting Co. Montreal.
Safety Car Heating and Lighting Co. New York.
Peter Smith Heater Co. Detroit, Mich.
- Car Jacks**
F. H. Hopkins & Co. Montreal.
Mussens Limited. Montreal.
- Car Kitchen Equipments**
Geo. R. Prowse Montreal.
- Car Lighting**
Bliss Electric Car Lighting Co. Milwaukee, Wis.
Consolidated Ry. Electric Light & Equip. Co., N. Y.
Canadian Cold Car Heating & Lighting Co. Montreal.
Safety Car Heating and Lighting Co. New York.
- Car Movers**
F. H. Hopkins & Co. Montreal.
Mussens Limited. Montreal.
R. Woodman Mfg. & Supply Co. Boston, Mass.
- Car Ranges**
Geo. R. Prowse Montreal.
- Car Replacers**
Alexander Car Replacer Mfg. Co. Scranton, Pa.
N. J. Holden Co., Ltd. Montreal.
F. H. Hopkins & Co. Montreal.
- Car Seals**
R. Woodman Mfg. & Supply Co. Boston, Mass.
- Car Wash Brushes**
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.
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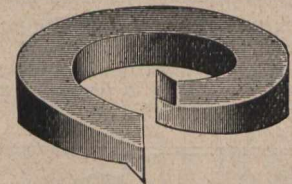
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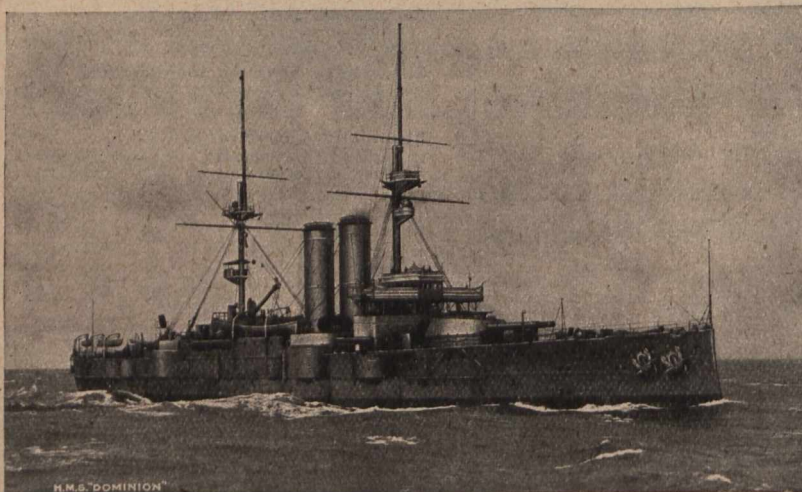
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