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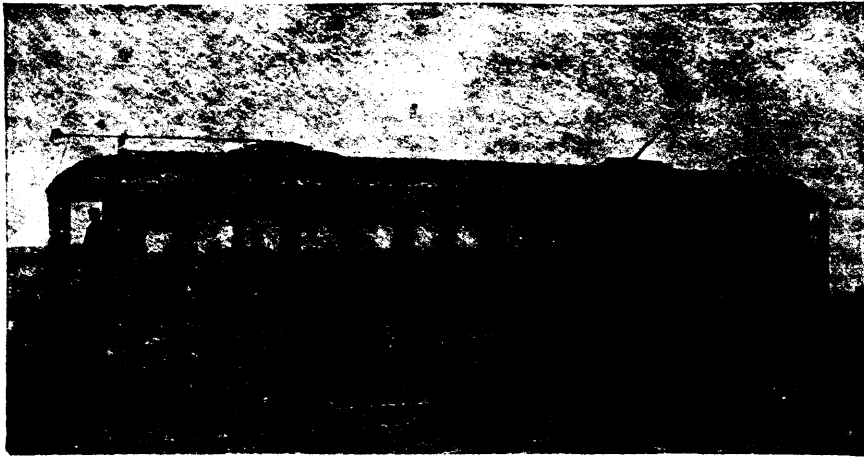
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The Railway Commissioners' Rules.

The Board of Railway Commissioners, acting under the powers conferred upon it by the Railway Act, 1903, sec. 40, has drawn up rules and regulations governing the procedure and practice, and generally for carrying the act into effect. These were published in the Canada Gazette of Nov. 26, and became of the same effect as if they formed part of the act. The Board may, upon terms or otherwise, make or allow any amendments in any proceedings before it.

The regulations provide that the general sessions of the Board for hearing contested cases shall be at its court room at Ottawa, on such dates and at such hours as may be designated; and that when special sessions are to be held at other places, such announcements as may be necessary will be made by the Board. The interpretation section provides that in the succeeding sections "application" shall include complaint; "Respondent" shall mean the person or company called upon to answer any application or complaint; "affidavit" shall include affirmation; and "costs" shall include fees, counsels' fees and expenses.

Every proceeding before the Board shall be commenced by an application in writing, signed by the applicant or his solicitor, or by the manager, secretary or solicitor of a corporate body. Such application shall contain a clear and concise statement of the facts, the grounds of application, the section of the act under which the application is made, and the nature of the order applied for, or the relief or remedy to which the applicant claims to be entitled. Such application is to be left with or mailed to the Secretary, together with a copy of any document, or copies of maps, etc., as required by the act, or which may be useful in explaining or supporting the same. The applications should be numbered, and a docket of cases made up, by the Board; such docket shall be published upon a notice board in the office at Ottawa, which shall be open for inspection of the public during office hours. Within ten days from the service of the application, the respondent or respondents shall mail or deliver to the applicant, a written statement containing an answer to the application, and a copy of the same shall be delivered to the Secretary of the Board. The answer may admit the whole or any part of the facts in the application, and shall be accompanied by maps, etc., necessary to explain or support it. The applicant shall, within four days after delivery of the answer to the application, deliver a reply thereto to the respondent, and send a copy of the same to the Board. In this reply the applicant may object to the answer as being insufficient, stat-

ing the grounds of such objection, or denying the facts stated, or may admit the whole or part of the facts. The Board may at any time require the whole or any part of the application, answer or reply to be verified by affidavit, upon giving notice to that effect; and in the event of the affidavit not being given, the application, answer or reply, may be set aside, or such part as is not verified according to the notice may be struck out. The Board may require further information, or particulars, or documents from the parties, and may suspend all proceedings until satisfied in this respect. If, at any stage of the pro-

ceedings, the Board desires to direct inquiries to be made under any of the provisions of the act, it shall give notice to the parties interested. In all proceedings where notice is required, a copy of the proceedings shall be endorsed with notice to the parties, and in default of appearance the Board may hear and determine the application ex parte. The Board may enlarge or abridge the periods for putting in the answer or reply, and for hearing the application, in which case the period shall be endorsed in the notice. Except, where otherwise provided, ten days' notice of any application, or of any hearing, shall be sufficient. The Board, upon the grounds of urgency, or for other sufficient reasons, may make orders or decisions, notwithstanding the fact that due notice had not been given. In such cases, however, any person entitled to notice, and not sufficiently notified, may within ten days after becoming aware of such order or decision, apply to the Board to have the order rescinded or varied, and the Board, on due notice, shall proceed to hear such application, and may vary or rescind the order as may seem to it just and right. In all cases the parties may consent to dispense with the form of proceedings mentioned; and the Board may, should it appear necessary, direct the parties to prepare issues which, should the parties differ, shall be settled by the Board. Points of law, which it is desirable to have settled before the merits of the application are decided upon, may be raised and decided upon a special case or in such other way as may be expedient. The Board may hold a preliminary meeting in connection with any application, or may communicate with the parties direct, and may require answers to such inquiries as it may consider necessary. The production of documents, etc., may be required by either party, and notices to produce, notices to admit, etc., may be given as required. The attendance and examination of witnesses shall be enforced in the same manner as in the Superior Courts, and witnesses shall be paid fees and allowances as prescribed by a schedule attached. Evidence is to be given viva voce, except where affidavits are required; and the Board may direct the examination of any special witness upon a specific matter by a commissioner. Written briefs may be required from the parties to the application, and the hearing of the case shall be prosecuted from day to day until completed, unless for special reasons an adjournment is necessary.

After the hearing of the case the Board may dismiss the application, or make an order thereon in favor of the respondents, or reserve its decision, or make such order as may be warranted by the evidence; it may give verbally or in writing the reasons for its decision, and a copy of the order made shall be delivered to the respective parties. Any decision or order may be made an order of the Exchequer Court, or a rule, order or decree of any Superior Court of any of the Provinces, and shall be enforced as if given directly by such court. Any application to the Board to review, rescind or vary any decision or order shall be made within 30 days after such decision has been communicated to the parties, but the Board may enlarge the time if neces-



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The Railway Commissioners' Rules.*(Continued from page 1.)*

sary. Should either of the parties desire to appeal to the Supreme Court of Canada from the Board's decision upon any question, which is a question of law, 14 days' notice shall be given to the Secretary, and to the other party, stating the grounds upon which it is desired to appeal, but the granting of leave to appeal shall be at the discretion of the Board. The procedure in the case of an appeal is laid down in sec. 44, sub-sec. 4. The Board may make interim ex parte orders; such orders, however, shall be for such time only as is necessary to enable the matter to be heard and determined. Affidavits of service shall be filed with the Board; all persons authorized to administer oaths to be used in the Superior Courts of the Provinces may take affidavits to be used before the Board; affidavits used before the Board shall be filed with the Secretary. Where time is mentioned, it shall be computed exclusive of the first day, and inclusive of the last, unless the last day is a Sunday, Christmas Day, Good Friday, or a Dominion or Provincial holiday, in which case the time shall be reckoned exclusive of that day also. The Board may allow amendments at any time in order to enable the application to be brought to hearing, and the real question at issue between the parties determined. No proceedings under the act shall be defeated or affected by any technical objection or any objection based upon defects in form merely. In any case not expressly provided for by the act, or in these general principles of practice, the rules of the Exchequer Court may be adopted and applied at the discretion of the Board. The costs of and incidental to any proceedings shall be in the discretion of the Board, and may be fixed at a certain sum, or may be taxed; the Board may order by whom and to whom the same are to be paid, and by whom they are to be taxed, if taxation is required.

Following is a list of the forms, etc., attached to the rules:—1. Forms of application; 2. form of answer; 3. reply; 4. fees and allowances to witnesses; 5. notice of appeal; 6. form of affidavit of service. Requirements on applications having reference to plans:—1. General location of railway; 2. to alter location of line previously sanctioned or completed; 3. plans of completed railway; 4. to take additional lands for stations, snow protection, etc.; 5. branch lines not exceeding six miles in length; 6. railway crossings and junctions; 7. highway crossings; 8. bridges, tunnels, viaducts, trestles, etc., over 18 ft. span; 9. stations, general notes.

Orders by the Railway Commissioners.

The following orders have been issued by the Board:—

Authorizing the G.T.R. to carry its second track across the tracks of the C.P.R. about a mile west of Woodstock, Ont., on providing and installing a diamond crossing, together with a derailing and interlocking plant; and affirming the agreement made between the companies by which the expenses of the maintenance shall be borne equally by them. (Oct. 12.)

Approving a by-law of the Esquimalt and Nanaimo Ry., authorizing G. L. Courtney, Traffic Manager, to prepare and issue tariffs of tolls to be charged for all traffic carried on the company's trains and steamers (Nov. 9)

Approving a by-law of the Toronto, Hamilton and Buffalo Ry., authorizing the General Superintendent and General Passenger and Freight Agent to prepare and issue tariffs of tolls to be charged for freight and passengers carried on its trains. (Nov. 9.)

Approving of a by-law of the Rutland Rd., authorizing the General Freight Agent and the General Passenger Agent to prepare and issue tariffs of tolls to be charged on the company's lines in Canada. (Nov. 9.)

Authorizing the C.P.R. to open for traffic the Pheasant Hills branch from mileage 136 from the junction with the main line, at Kirkilla, Man., and mileage 146.7, a distance of 10.7 miles. (Nov. 15.)

Authorizing the G.T.R. to construct a siding along Victoria St., Palmerston, Ont., a by-law permitting its construction having already been passed by the town council. (Nov. 15.)

Authorizing the Canadian Northern Ry. to cross the tracks of the C.P.R. at Emerson, Man., on installing the necessary diamond, and providing a watchman at the crossing. The crossing to be used only for 30 days from date of order. (Nov. 19.)

Sanctioning the location of the Toronto and Hamilton Ry. through a portion of the township of Saltfleet, and through the townships of Grimsby, Clinton, Cainsboro, Pelham, Thorold and Stamford, Ont., mileage 47 to 79. The plans were approved subject to terms of a resolution of the finance committee of the Hamilton, Ont., City Council, Sept. 30. (Nov. 21.)

Approving of a number of level and over and under crossings on the G.T.R., on the Port Hope and Newtonville, Ont., diversion. (Nov. 21.)

Approving a by-law of the Algoma Central and Hudson's Bay Ry., authorizing T. J. Kennedy, General Superintendent, to prepare and issue tariffs of tolls to be charged on the company's trains and steamers. (Nov. 23.)

Approving a by-law of the Manitoulin and North Shore Ry., authorizing T. J. Kennedy, General Superintendent, to prepare tariffs of tolls to be charged on the company's line. (Nov. 23.)

Authorizing the Montreal Terminal Ry. to construct a branch line along Forsyth St., between Moreau St. and the eastern limits of the city of Montreal. (Nov. 25.)

Approving of the plan for carrying the power transmission line of the Shawinigan Water and Power Co. across the line of the Montreal and Lake Maskinonge Ry., now operated by the C.P.R. (Nov. 29.)

Approving of the location of a spur line from the G.T.R. line between Toronto and Hamilton, to the premises of the Port Credit Brick Co., Port Credit, Ont. (Nov. 29.)

Approving of the carrying of the wires of the Bell Telephone Co. across the G.T.R. between Listowel and Cowanstown, Ont., about 1½ miles north-east of the former place. (Nov. 29.)

Authorizing the G.T.R. to construct a siding from Fergus, Ont., station northeasterly through the village, to the boundary line between Nichol and Garafraxa townships, with two spur lines therefrom for industrial purposes. (Nov. 30.)

Authorizing the St. Mary's and Kirkton Telephone Co. to carry four telephones wires across the track of the G.T.R., in St. Mary's Ont., and at a point on the London road in the township of Blanshard, Ont. The G.T.R. consented to the erection of the wires, and the Board directed that any disputes that may arise shall be referred to the Chief Engineer of the Board. (Nov. 30.)

Authorizing the International Traction Co. to use for a period of six months from Nov. 25, the crossing of the C.P.R. in Sault Ste. Marie, Ont., authorized by the Board's order dated Sept. 7, 1904. (Nov. 30.)

Authorizing the Morrissey, Fernie and Michel Ry. to use the crossing of the C.P.R. at Fernie, B.C., directed to be installed by the order of Oct. 11, 1904, for 30 days from

Nov. 30, and to pay for a watchman at the crossing, pending the installation of the interlocking plant ordered to be provided. (Nov. 30.)

Authorizing the Grand Valley Ry. to open for public traffic its electric railway from Paris to Galt, Ont., about 13 miles. (Nov. 30.)

Authorizing the laying of water mains under the tracks of the G.T.R. in Whitby, Ont., by the town council. (Dec. 1.)

Authorizing the Winnipeg, Selkirk and Winnipeg Ry. to cross the C.P.R. tracks on Evelyn St., Selkirk, Man. (Dec. 2.)

Approving of five level crossings of the highway by the G.T.R. between Brantford and Lynden, Ont. (Dec. 2.)

Approving of form of consignment note and bill of lading, and live stock special contract, for the Temiscouata Ry., submitted to comply with sec. 275 of the Railway Act.

Approving of the opening for public traffic of the extension of the Orford Mountain Ry. from Eastman to the north line of the township of Potton, Que., a distance of 12 miles. (Dec. 7.)

A notice dated Nov. 25, and published officially Dec. 3, states that the forms of bills of lading and other traffic forms, filed in compliance with sub-sections 1 and 2, sec. 275 of the Railway Act, by the Canada Atlantic Ry.; Dominion Atlantic Ry.; Michigan Central Rd.; St. Lawrence and Adirondack Ry.; Ottawa and New York Ry.; Quebec Central Ry.; Toronto, Hamilton and Buffalo Ry.; and the British Yukon Ry., as well as the additional forms filed by the G.T.R., Pere Marquette Rd., C.P.R., and Canadian Northern Ry., since the order of approval of Oct. 17, have been approved and are authorized to be used until the Board shall otherwise order.

A large wall map of Quebec on a scale of 15 ft. to an inch, has been published by the Copp, Clark Co., Toronto. It has been compiled from the latest official sources of information, and in respect to railway lines, etc., is well up to date, and, though not strictly accurate, is more correct than the majority of maps issued. The county and townships boundaries are also shown, together with the whole of the undeveloped territory stretching from James Bay along the Ungava boundary to the Atlantic shore at Hamilton Inlet. The whole of New Brunswick, Prince Edward Island, and portions of Nova Scotia and Newfoundland are also shown on the same scale, the railway lines, rivers, and principal towns being shown, which makes the map of additional value. The usual plan is to make any area outside what is the main territory to be mapped, white, and without any features marked in.

At a recent meeting of the Conference Committee of the Western Trunk Freight Committee and the Central Freight and Trunk Line Associations, an understanding on the west-bound rate situation was reached. Representatives of the Western and Gulf lines were insistent that the G.T.R. should become a member of the Committee, but the general opinion was that there did not appear to be any real need of it. The road has been working in harmony with the Committee, and there was no justifiable occasion to either accuse or suspect it of improprieties. The C.P.R., its direct competitor, had no grievance to offer in this connection, and had not discovered any indication of disturbance due to G.T.R. methods or policy with regard to import business. It was conceded that the Canada Atlantic had not always kept in line, but as that road is to be added to the G.T.R., it did not seem likely that any further trouble need be anticipated from it.

The Toronto and York Radial Ry. Co. now operates the Toronto and Mimico Ry., which is designated as the Mimico Division;

the Metropolitan Ry., as the Metropolitan Division; and the Toronto and Scarboro Ry. as the Scarboro Division.

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NOTICE.—The Canadian Pacific Railway Company will apply to the Parliament of Canada, at its next session, for an act extending the time within which it may complete the lines of railway authorized by 63-64 Victoria, chapter 55, namely:—

A railway from a point on the Deloraine extension of the Souris branch of the company's railway at or near Deloraine; thence south-westerly to a point in township one or two and thence westerly for a distance of one hundred miles.

A railway from a point at or near Napinka on the company's Souris branch; thence westerly to a junction with the north-west extension of the Souris branch.

A railway from a point on the Manitoba South-Western Colonization Railway between Manitou and Pilot Mound; thence in a general southerly direction to a point at or near the International boundary.

A railway from a point on the company's Souris branch between Lauder and Menteith; thence easterly and north-easterly to a point between Glenboro and Treesbank on the Glenboro extension of the said Souris branch.

A railway from a point at or near Osborne on the company's Pembina Mountain branch; thence westerly and south-westerly to some point on the line of the Manitoba South-Western Colonization Railway between Cartwright and Boissevain.

A railway from a point at or near West Selkirk; thence in a northerly direction about sixty miles through ranges three or four east to some point on the west shore of Lake Winnipeg; thence in a direct line north-westerly to a point on the Little Saskatchewan River distant not more than six miles from Lake Winnipeg.

CHARLES DRINKWATER,
Secretary.

Montreal, 7th December, 1904.

NOTICE is hereby given that the Great Northern Railway of Canada will apply to the Parliament of Canada, at its next session, for an act empowering the company to lease, purchase, or otherwise acquire the lines of The Chateaugay and Northern Railway Company and the Quebec, New Brunswick and Nova Scotia Railway Company, or any of them, and to amalgamate with the said companies or either of them; also empowering the company to lease to The Canadian Northern Railway Company or The James Bay Railway Company, its lines and leased lines or any of them, and to give the said companies or either of them running powers thereover; also confirming an issue of consolidated bonds of the company. Also empowering the company to construct a line from a point on its main line at or near Grandmere to its terminals in Quebec City, with a branch to the Quebec bridge.

Z. A. LASH,

Solicitor for applicant.

Toronto, 8th December, 1904.



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The Future of the Intercolonial Railway.

Under this heading the Montreal Herald, a leading Government organ, recently published the article quoted below. From the tenor of the article it looks very much as if there was a desire on the part of the Government to lease the Intercolonial to one of the great Canadian railways, and before committing itself definitely to find out how such a proposition would be regarded by the country. The complete article follows:—

"Opposition journals are pointing out that the results of the operation of the Intercolonial Ry. during the past fiscal year are such as to prove that the system on which the road has been administered, under both Liberals and Conservatives, is fore-doomed to give us wasteful and costly results. There is too much truth in the charge. The losses on the railway last year were in the neighborhood of \$900,000, and the indications are that the loss on operations during the current year will be little, if any, less. When to these large deficits are added interest on the moneys invested in the road—some \$70,856,370—and the yearly expenditure on capital account we have a total loss not far from the enormous figure of \$5,000,000.

"It goes without saying that a radical and permanent remedy for such a condition should be earnestly sought. Mr. Blair, when he took charge of the Department of Railways, made a determined effort to drag the administration of the road away from the benumbing effects of political interference. He succeeded only in part, and it were idle to deny that to-day much of the loss on the I.C.R. is directly to be attributed to the paralysis of the energies of the management caused by sinister influences that do not bow before business considerations. It is true that the road is peculiarly unfortunate, from the standpoint of profit-making, in that it comes in competition, at many important points, with rates offered by water-going vessels. From Sydney, Halifax, St. John, and from minor ports, its freight rates are kept abnormally low through this competition. But making all allowances for this and other natural handicaps, the fact remains that the management have not the free hand that is necessary if they are to give a service at all approximating that of company-owned roads.

"The country at large would certainly welcome any change which would result in the present huge annual drain being stopped, the only section from which objection might come being the Maritime Provinces. But the sensible electors down by the sea are no more inclined to tolerate waste of public money than are their fellows elsewhere. Legislation taking the I.C.R. out of politics, and placing its operation on a business basis, might create a feeling of dissatisfaction in some circles in the Maritime Provinces for a time, but improved business methods would quickly reconcile the electorate to the new order of things. Good politics, as well as good business, impels to a radical change in the method of operating the road, as few things would redound more to the credit of the present Government as a business administration, than the placing of the I.C.R. on a new and permanent business foundation. To put an end to deficits, while preserving the high efficiency of the road, is a task well worthy the attention of the Government.

"If we grant that the experience of over thirty years, under many administrations of both political parties, has demonstrated the practical impossibility of conducting the I.C.R. in a business-like manner, the question arises, What system will ensure more satisfactory results? Two methods at once suggest themselves—operation by a non-partisan, independent commission, or by a leasing company. The objection to a commission is that the experience of democratically-governed countries does not prove that it affords

certain escape from political interference. Back of any commission is the Government that creates it, and that must provide the means to sustain it. The wishes and interests of such a Government, or of the individuals who compose it, cannot be wholly ignored. In regard to traffic arrangements with other roads, and in matters of railway policy respecting the many enterprises now carried on by progressive railway managers, it is inevitable that the interests of the Government of the day should be considered. In a word, the commission cannot play the autocrat, and it is a fair question if a railway can be successfully managed on any other than an autocratic basis. Company operation, on the other hand, gives this much-to-be-desired one-man-power, with all that it implies in concentration of effort, in liberty of action and in firmness of policy. State ownership of the I.C.R. should never be surrendered, but state operation is an entirely different thing. There is undoubtedly throughout the Dominion a current of opinion in favor of the ownership by the state of municipal and national utilities, but combined with private operation. This principle has found acceptance in Parliament in connection with the Government Transcontinental Ry. Why not in relation to the I.C.R.? With rates controlled by the Railway Commission, and with the certainty of the lease falling-in at a specified time, what risk would the country run that would not be small compared with the danger now annually incurred of a heavy drain upon the national exchequer to keep the wheels of the I.C.R. turning?"

The Toronto-Sudbury Lines.—Press reports recently stated that the C.P.R. and the James Bay Ry. companies had reached an agreement to have the case as to whether the C.P.R. has the right to construct a line from Sudbury to Toronto without securing special legislation from Parliament, tried before the Supreme Court of Canada, without first going to the preliminary courts. The only portion of the statement made that is correct is that the question is to be settled by the Supreme Court of Canada. There is no agreement whatever between the C.P.R. and the James Bay Ry. companies in regard to the matter. The position of affairs is that when the C.P.R. applied to the Board of Railway Commissioners for its approval to some deviations in the route of the line, the James Bay Ry. Co. objected, on the ground that the C.P.R. company's right to build branch lines had expired, and, moreover, that its charter did not give power to build branch lines in Ontario. These questions were very fully argued, and judgment was reserved. An order was subsequently made by the Board, under sec. 43 of the Railway Act of 1903, directing a reference to the Supreme Court, and the C.P.R. legal department is preparing the form of reference, which will be submitted to the James Bay Ry. Co. solicitor for approval, when it will be dealt with by the Railway Commissioners. The case will then be sent to the Supreme Court, and it is hoped to have the matter disposed of at the February sittings.

The directors of the Dominion Express Co. have decided to establish a pension fund, and a committee of the board has been appointed to work out the details.

The annual meetings of the Niagara Frontier Summer Rate Committee, and of the Great Lakes and St. Lawrence River Rate Committee, will be held at the Transportation Club's rooms, Lafayette Hotel, Buffalo, N.Y., Jan. 19, the first at 11 a.m., and the second at 2 p.m. The rate clerks will meet at the same place Jan. 10, to prepare figures. The annual meeting of the International Water Lines Passenger Association will be held at the same place, Jan. 20, at 10 a.m.

January Birthdays.

Many happy returns of the day to—

G. Bazzard, ex-Freight and Passenger Agent, Delaware, Lackawanna and Western Rd., at Toronto, now of Hamilton, Ont., born at Westhild Court, Herefordshire, Eng., Jan. 3, 1838.

A. H. Bears, Master of Bridges and Buildings, C.P.R., at Winnipeg, Man., born at Charlottetown, P.E.I., Jan. 6, 1857.

R. H. Bell, Travelling Freight and Passenger Agent, Canadian Northern Ry., at Montreal, born at Toronto, Jan. 13, 1865.

G. M. Bosworth, 4th Vice-President C.P.R. at Montreal, born at Ogdensburg, N.Y., Jan. 27, 1858.

G. McL. Brown, Superintendent of C.P.R. Dining, Sleeping and Parlor Cars and Hotels, at Montreal, born at Hamilton, Ont., Jan. 29, 1856.

P. W. Brown, Purchasing Agent, Duluth, South Shore and Atlantic Ry., and Mineral Range Ry., at Marquette, Mich., born at Uxbridge, Worcester Co., Mass., Jan. 18, 1845.

E. L. Chudleigh, Chief Train Dispatcher C.P.R., at Cranbrook, B.C., born at Clinton, Ont., Jan. 3, 1873.

N. S. Dunlop, Tax Commissioner C.P.R., at Montreal, born near Almonte, Ont., Jan. 17, 1861.

Sir Sandford Fleming, K.C.M.G., Director C.P.R., born at Kirkcaldy, Scotland, Jan. 7, 1827.

T. A. Foque, Mechanical Superintendent Minneapolis, St. Paul and Sault Ste. Marie Ry., at Minneapolis, Minn., born at Boston, Mass., Jan. 14, 1866.

H. V. Harris, General Manager Midland Ry. of Nova Scotia, at Windsor, N.S., born at Devonport, Devonshire, Eng., Jan. 16, 1857.

W. J. Hunter, Commercial Agent, G.T.R., at Winnipeg, born in Toronto, Jan. 10, 1864.

A. Lichtenhein, Galena Signal Oil Co., at New York, born there Jan. 15, 1855.

W. Phillips, General Eastern Agent Canadian Northern Ry., at Toronto, born at Toronto, Jan. 31, 1870.

J. Pullen, General Freight Agent G.T.R., at Montreal, born at Shepton Mallet, Somersetshire, Eng., Jan. 23, 1863.

S. J. Sharp, Western Passenger Agent C.P.R. Atlantic Steamship Lines at Toronto, born at London, Ont., Jan. 21, 1860.

J. R. Steele, Freight Claims Auditor C.P.R., at Montreal, born at St. John's, Newfoundland, Jan. 14, 1856.

W. A. Trueman, Director, Secretary and Treasurer Albert Southern Ry., at Albert, N.B., born at Wallace, N.S., Jan. 29, 1849.

S. G. Wagstaff, Commercial Agent, G.T.R., at Toledo, Ohio, born at Hamilton, Ont., Jan. 6, 1866.

F. J. Watson, Division Freight Agent G.T.R., at Montreal, born at Toronto, Jan. 12, 1866.

G. H. Webster, Division Engineer C.P.R., at Vancouver, B.C., born at Creemore, Ont., Jan. 31, 1857.

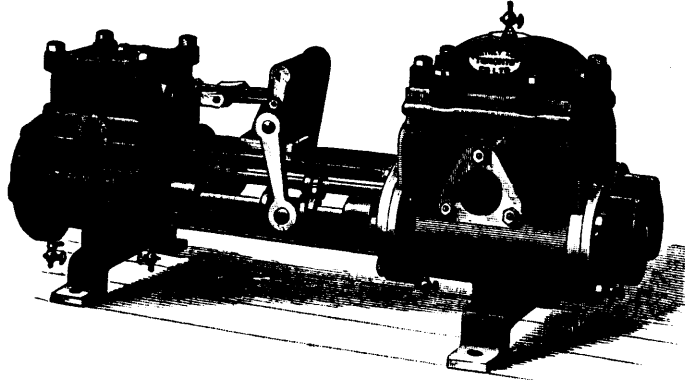
T. H. White, Chief Engineer Halifax and South-Western Ry., at Bridgewater, N.S., born at St. Thomas, Ont., Jan. 27, 1848.

The Canada Car Co., Ltd., Montreal, which was recently incorporated, has been organized with the following board:—President, W. P. Coleman; Vice-President, Sir H. M. Allan, Montreal; other directors, H. L. Holt, E. L. Pease, Montreal; F. Nicholls, Toronto; F. N. Hoffstot, A. H. Larkin, New York. Contracts have been let for the buildings, including about 3,000 tons structural steel, from the Dominion Bridge Co., for the electrical equipment with the Canadian General Electric Co., for the boilers with the Babcock & Wilcox, Ltd., and for the air compressors the Curtiss steam turbine is to be used. Up to date the contracts let total about \$350,000. Bids will be invited shortly for the shop machinery.

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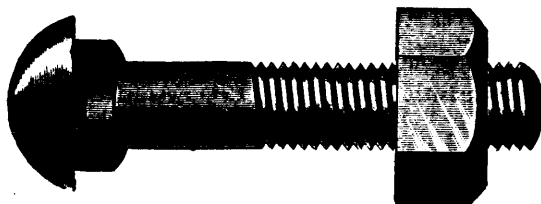
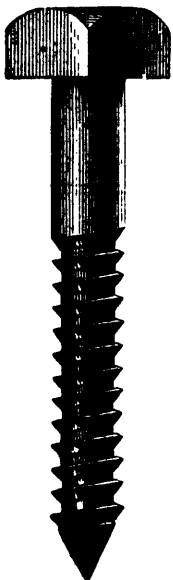
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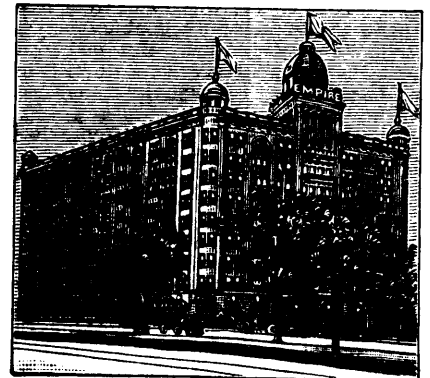
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The Atlantic, Quebec and Western Ry. Co. will apply at next session of the Dominion Parliament for an act extending for a year the period within which it has to construct 10 miles of its projected line from Gaspe towards Causapsal, Que., and 10 miles from Pasbepiac towards Gaspe, Que. It also seeks the repeal of the clause in the act providing that the two lines of railway shall be commenced and constructed concurrently. (Dec., 1904, pg. 421.)

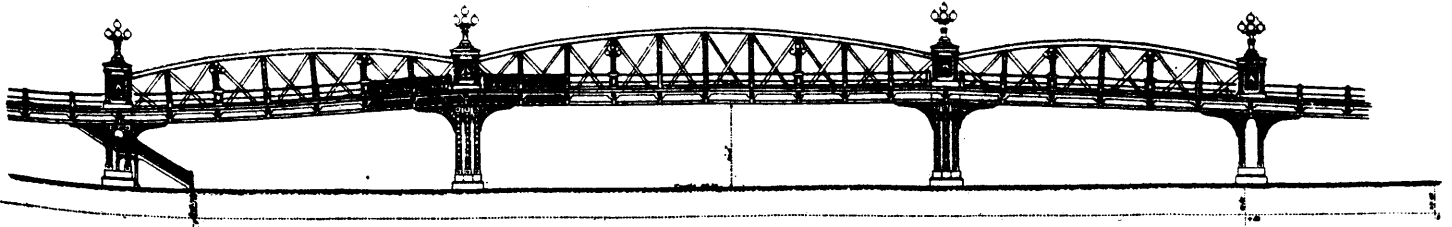
Beersville Coal and Ry. Co.—E. V. John-

L'Amable station, on the Central Ontario Ry., to Barry's Bay, on the Canada Atlantic Ry., about 30 miles. The route will be through the Mineral Range Iron Co.'s mines and lands, McArthur's mill, Fort Stewart, Craigmount and Combermere to Barry's Bay, through the townships of Mayo, Carlow, Raglan, Radcliffe and Sherwood, in Hastings and Renfrew counties. The line will be built for general traffic, as well as for the development of the mineral lands through which it will pass. A certain amount of work of a preliminary nature has been done, and we are advised that construction work will be taken up again in the spring, and pushed vigorously to completion. The B. and B.B. Ry. is promoted by the Mineral Range Iron Min-

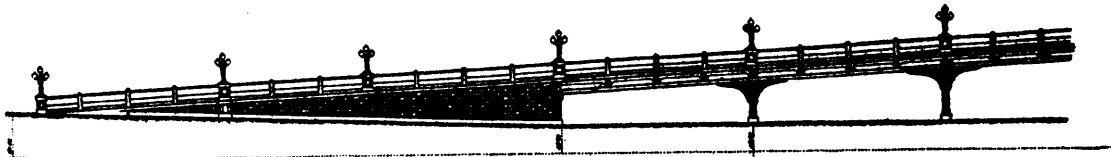
Bracebridge and Trading Lake Ry.—A meeting of shareholders was called for Dec. 20, for the purpose of ratifying an agreement as to the transfer of stock and assets to F. C. Norris, and other business in connection therewith. (Nov., 1904, pg. 405.)

Brantford and Lake Erie Electric Ry.—A by-law was passed by the Brantford, Ont., township council, Dec. 8, granting the company a franchise over the roads in the township. (Dec., 1904, pg. 421.)

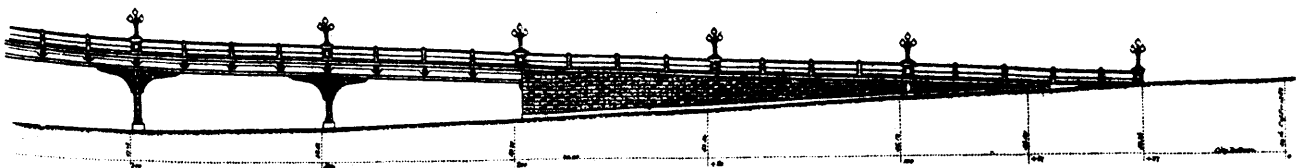
British Columbia Electric Ry.—The contract for the construction of the additions to the buildings at the corner of Carroll and Hastings streets has been let to Crowe and Wilson. The lines in Vancouver and New Westminster, B.C., and the entire lighting



PROPOSED BRIDGE OVER THE RAILWAY TRACKS FOOT OF YONGE STREET, TORONTO—CENTRE SPANS.



PROPOSED YONGE STREET BRIDGE—NORTH APPROACH.



PROPOSED YONGE STREET BRIDGE—SOUTH APPROACH.

son, an inspecting engineer of the Department of Railways, went over the line Dec. 3, in company with Dr. M. F. Keith, the manager. (Nov., 1904, pg. 405.)

Bessemer and Barry's Bay Ry.—The line projected by this company will extend from

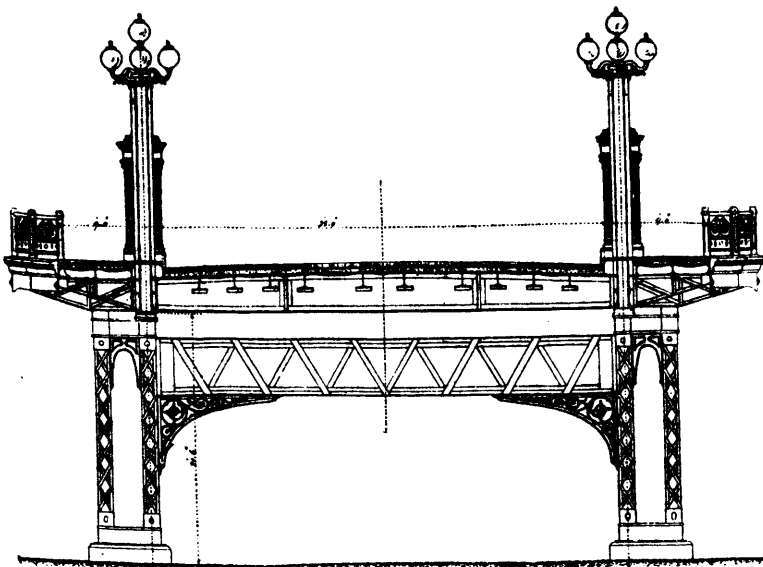
ing Co. (Ltd.), which has its head offices in Windsor, Ont. The chief officers of the company are: President, E. W. Voigt; Treasurer and General Manager, H. C. Farnum; Secretary, H. L. Bingham, who are located at Detroit, Mich. (Dec., 1904, pg. 421.)

system of the two cities are now being operated by power developed from the plant of the Vancouver Power Co., which is constructing a large plant at Coquitlam Lake and Trout Lake. The complete power system is expected to be in operation in the spring. (Dec., 1904, pg. 421.)

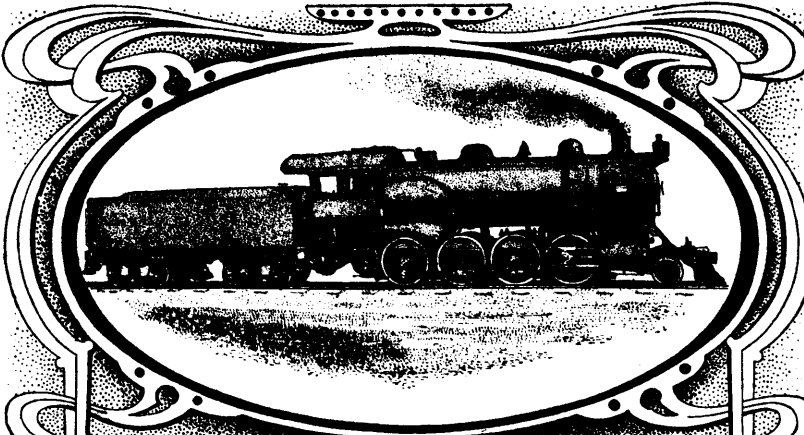
Calgary, Red Deer and Battleford Ry.—Application will be made next session of the Dominion Parliament for an act incorporating a company to construct a railway from Calgary, Alta., to Battleford, Sask. McGiverin and Heydon, Ottawa, are solicitors for the promoters.

Canada and Michigan Bridge and Tunnel Co.—Application will be made next session of the Dominion Parliament for the passing of an Act extending the time for the commencement and completion of the works authorized, viz., a railway bridge and tunnel, or either of them, over or under the Detroit river, to connect railway lines in Michigan and Canada. The company is one of the promotions of the Michigan Central Rd., which practically owns the Canada Southern Ry., whose lines would be connected by the construction of such a bridge or tunnel.

Canada Atlantic Ry.—The Mayor of Ottawa recently had an interview with C. M. Hays, 2nd Vice-President, and General Manager G.T.R., respecting the building of the central station at Ottawa. Mr. Hays stated that as soon as the C.A.R. was taken over by the G.T.R., he would discuss the whole situation



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Notice is hereby given that a Dividend of four per cent.—being at the rate of eight per cent. for the year—has been declared upon the Capital Stock of this Company, and the same will be payable on the 3rd of January, 1905.

B. W. FOLGER, Manager.
Toronto, December 6th, 1904.

NOTICE.—The Ottawa, Northern and Western Railway Company will apply to the Parliament of Canada, at its next session, for an act extending the times within which the company may commence and complete the railway authorized by section 1 of chapter 72 of the Statutes of 1900, and the extensions and branches authorized by section 1 of chapter 84 of the Statutes of 1899.

H. CAMPBELL OSWALD,
Secretary.

Montreal, 29th November, 1904.

NOTICE.—The Columbia and Western Railway Company will apply to the Parliament of Canada, at its next session, for an act extending the time within which the company may construct and complete the railways and branches which it has been authorized to construct.

H. CAMPBELL OSWALD,
Secretary.

Montreal, 29th November, 1904.

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about the station, and had no doubt that a satisfactory arrangement would be reached. (July, 1904, pg. 231.)

Canada-Middlesex Ry.—Application will be made next session of the Dominion Parliament for the incorporation of a company with this title to construct a line from the Niagara River to London, Ont., with power to acquire other railways. Chrysler and Bethune, Ottawa, Ont., are acting for the promoters. A Brantford, Ont., press report states that the line is being promoted in the interests of the Pere Marquette Rd.

Canada Southern Bridge Co.—Application will be made next session of the Dominion Parliament for an act extending the time for the completion of its undertaking.

Canada Southern Ry.—At its next session the Dominion Parliament will be asked to pass an act extending the time for the completion of the unconstructed lines or branches authorized by this company's several acts, and also giving power to lend its credit to, and guarantee the securities of companies with whose works its railway connects.

The Cape Breton Coal, Iron and Ry. Co. has purchased two water front properties at Sydney, N.S., for the purpose of constructing a shipping pier there. The company's railway from Cochrane's Lake, six miles from Sydney, is under construction. A press report states that Sir C. Rivers Wilson, President G.T.R., has purchased a large, if not the controlling, interest in the company. (Dec., 1904, pg. 421.)

Central Counties Ry.—The Dominion Parliament will be asked next session for an act amending the act incorporating this company, and authorizing the construction of a bridge with the necessary connections and approaches from a point on the line which the company is authorized to construct near Point Fortune, on the south side of the Ottawa River, to near Carillon, Que., on the north side of the river; and a railway thence to Montreal; also for an extension of time for the construction of its lines; an increase of its borrowing powers in respect of uncompleted portions of its line, and power to amalgamate with other railway companies. The C.C. Ry. extends from Glen Robertson on the Canada Atlantic Ry. to Hawkesbury, Ont., 21 miles, and from South Indian, on the C.A. Ry., to Rockland, Ont., 16 miles, which lines are leased to the Canada Atlantic Ry.

Chateauguay and Northern Ry.—During the past year the line from Montreal to Joliette, Que., 36 miles, has been re-ballasted, and a branch from L'Epiphanie to St. Jacques L'Achigan, Que., a distance of eight miles, has been partially constructed. In Montreal the terminal buildings on St. Catherine St. have been considerably improved and a new turntable and roundhouse erected. (See also Canadian Northern Ry., pg. 27.)

Crow's Nest Southern Ry.—The annual statement of construction of the Great Northern Ry. (U.S.) for the year ended June 30, 1904, recently issued, states that an extension from Swinton to the Coal Creek mines, at Fernie, B.C., had been completed, and that an extension from Fernie to Michel would probably be undertaken shortly. (Dec., 1904, pg. 421.)

Detroit River Bridge.—The question of bridging the Detroit river between Ontario and Michigan, at or near Windsor, Ont., has been again discussed by C. M. Hays, 2nd Vice-President and General Manager G.T.R., and the authorities of the Michigan Central Rd., but nothing has been announced as to any decision being reached. (June, 1904, pg. 183.)

Fraser River Tramway.—The Langley, B.C. town council has passed a by-law granting the Chilliwack Power and Light Co. an exclusive franchise for 20 years for tramway construction within the bounds of the municipality. The company must build its own

bridges, and expend \$50,000 on construction within two years. A by-law has been passed in Chilliwack giving a franchise there.

Georgian Bay and Seaboard Ry.—Application will be made next session of the Dominion Parliament for the passing of an act authorizing the construction of a railway from Georgian Bay, between Point Severn and Penetanguishene, south-easterly through the counties of Simcoe, Ontario, Victoria, Peterboro, Hastings, Lennox, and Addington, Frontenac and Lanark, or any of them, to a junction with the Ontario and Quebec Ry., between Cavanville and Maberly, Ont., with power to construct branch lines, etc. A. T. Thompson, solicitor, Cayuga, Ont., is acting for the applicants.

The G.T. Pacific Ry. has filed plans with the Department of Railways showing the lands which it proposes to acquire by expropriation, for terminal purposes, on the Pacific coast, and on Lake Superior at Port Arthur and Fort William. The plans filed for the Pacific coast terminus, the Globe's Ottawa correspondent says, will enable the Government to make a choice between Kaien Island and Port Simpson. Kaien Island is at the entrance of Tuck's Inlet, and forms a part of the Tsimpian Indian Reserve, and contains altogether about 50,000 acres. It is situated equidistant from Port Simpson and the Skeena River, and Tuck's Inlet is an arm of the sea larger than Burrard's Inlet. Port Simpson is situated 14 miles north from Kaien Island. C. M. Hays, when interviewed in regard to the matter, said that the filing of the plans did not signify that any decision had been reached in regard to the terminal. It was necessary to set before the Government the land that would be necessary at any probable terminus, so that when a decision was made by the company the consent of the Government would be already anticipated.

The plans filed for the terminals on Lake Superior show a line running into Fort William and another into Port Arthur, the one to the west of the C.P.R. terminals, and the other east of the Canadian Northern Ry. terminals. The property on the lake front south of the Kaministiquia River, known as the Mission, is asked for at Fort William; and in Port Arthur an area of 548 acres lying between the C.P.R. and the lake front from Stephen St. eastward for 10,000 ft. It includes property within the municipal bounds of Port Arthur, and runs into the adjoining township. Most of the land at Port Arthur is private property, and the expropriation proceedings will come before the Railway Commissioners.

Grand Valley Ry. (Electric).—The extension of the line from Paris to Galt, Ont., which has been under construction during the year, has been completed, and has been placed in operation. The line, which now extends from Brantford to Galt, via Paris and St. George, is about 20 miles long; the newly completed portion is about 13 miles. The line was constructed by the Von Echa Co., Woodstock, Ont., which also constructed the Woodstock, Thames Valley and Ingersoll Ry. (Electric), and took over the Brantford Street Ry. The company has been operating the line from Brantford to Paris on Sundays as well as week days, and started to do the same over the extension. Application has been made at the instance of a number of residents in Galt for an injunction to prevent the running of cars on Sundays within the limits of the city. (Dec., 1904, pg. 421.)

Great Northern Ry. of Canada.—See Canadian Northern Ry., pg. 27.

Hamilton, Ancaster and Brantford Ry. (Electric).—A by-law has been passed by the Brantford, Ont., township council granting a franchise for the construction of an electric railway through the township. C. D.

Haines, a U.S. contractor and promoter of electric railways, who appeared before the council in respect of the matter, stated that it was expected to have the line completed between Brantford and Hamilton by July. (Dec., 1904, pg. 425.)

Hamilton Radial Ry.—The extension of this line from its present terminus near Burlington to Oakville, Ont., will be constructed on an acquired right of way, adjoining and parallel to the road allowance between the 3rd and 4th concessions south of Dundas St. to the township of Nelson to lot 21 in the township of Trafalgar. At this point the line leaves the parallel course with the roadway, and passes through private property to the southerly limit of Oakville, thence along Rebecca and Randal streets to the northerly limits of the town, where connection will be made with the extension of the Toronto and Mimico Ry. The distance from the present terminus to Oakville is 10 miles. The route described is the most direct, running through the centre of Oakville. The alignment and gradients have been established with a view to advantageously meet the requirements of a fast electric passenger service. The sharpest curve has a radius of 1,146 ft. and the ruling gradient is 1%, aggregating about 5% of the length of line. The road bed will be constructed to standard widths, for double track, the grading will be light, and there will be no heavy cuttings. All streams having openings from 12 to 50 ft. will be provided with steel beams and girders, deck spans on concrete abutments. The crossings of the Twelve Mile Creek, at Bronte, and Sixteen Mile Creek, Oakville, will be steel trestles, of braced towers carrying alternate girder spans with a trussed span over the creeks, and the sub-structures will be of concrete upon pile foundations. The dimensions of the bridges, in the order given, will be 377 ft. long and 45 ft. above high water level of Lake Ontario and 634½ ft. and 41 ft. respectively. The piling for these bridges has been completed, but the concrete work will be deferred until spring. All abutments and sub-structures will be built for double track, but steel superstructure for a single track only will be erected at first. This remark also applies to track construction generally, which the company purposes doing itself. The contract for grading, clearing, fencing, foundations and concrete work has been awarded to F. Dickenson, Hamilton. A contract has also been awarded for the bridge superstructures. It is the intention of the company to vigorously push on construction as early in the spring as possible for completion by July. T. E. Hillman, Hamilton, is the engineer. (Sept., 1904, pg. 313.)

Intercolonial Ry.—Tenders are under consideration for the repairs of about 700 ft. of cribwork between Levis and Point Levis, Que.

The contract for the erection of a roundhouse at Truro, N.S., has been let to Rhodes, Curry & Co., Amherst, N.S.

The double track work between Windsor Jct. and Bedford, N.S., about five miles, was expected to be completed by the end of Dec. (Dec., 1904, pg. 426.)

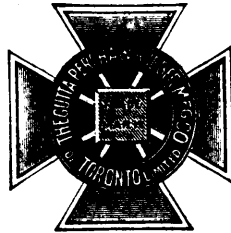
International Ry. of New Brunswick.—Construction proceeded during the past summer and fall on this line from near Campbellton, N.B., to the St. John River. The section of 20 miles to Upsalquitch River was expected to be completed by Dec. 31. The concrete piers for the bridge across the Upsalquitch River have been completed, and the Dominion Bridge Co. expected to have the superstructure finished by the end of Dec. The bridge is 225 ft. long. Clearing and grading work has been started on the third 10 miles. T. Malcolm is the contractor. (Mar., 1904, pg. 77.)

Irondale, Bancroft and Ottawa Ry.—See Canadian Northern Ry., pg. 27.

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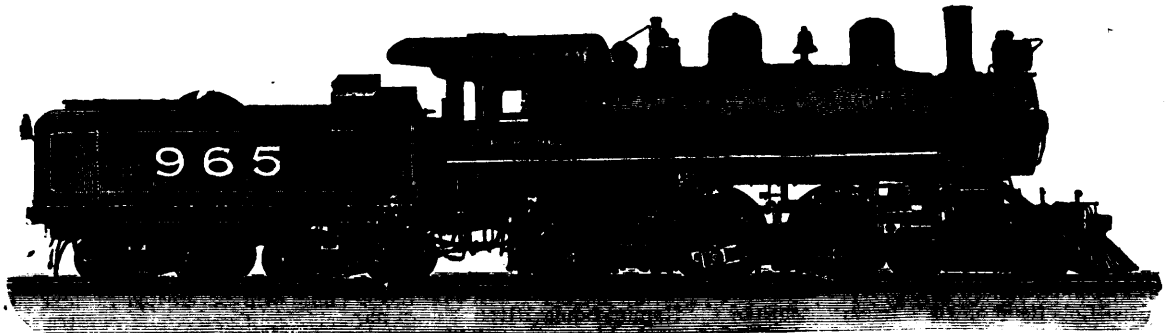
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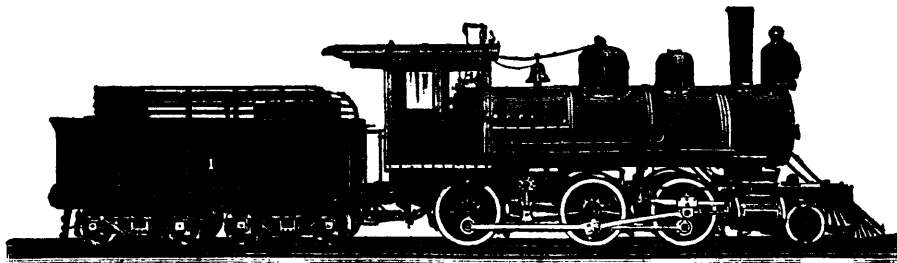
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James Bay Ry.—Mayor Johnson of Parry Sound, Ont., stated recently in Toronto that work was being rapidly pushed on the Parry Sound-Toronto line, and that there were on the Parry Sound-Washago section about 2,000 men engaged. (Dec., 1904, pg. 428.)
See also Canadian Northern Ry., pg. 27.

Klondike Mines Ry.—Application will be made next session of the Dominion Parliament for an act authorizing the company to start its projected line at Dawson; to construct a bridge over the Klondike River there; and to extend the time for the commencement and completion of its lines from Klondike City to Stewart River.

The Dawson, Grand Forks and Stewart River Ry. Corporation (Ltd.) was registered in London, Eng., Nov. 1, with a capital of £10,000 in £1 shares, the objects of the company being stated to be: "To construct and equip railways, tramways, roads or ships in any part of the world; to adopt an agreement with the Klondike Mines Ry. Co. for the construction and equipment of a railway from Dawson City to Grand Forks, Yukon, and all or any further sections of the railway authorized, or to be authorized, to be constructed by the Klondike Mines Ry. Co.; to acquire shares or securities in any railway, shipping or transportation company; to contract for public or other works; to act as managers for the Klondike Mines Ry. Co., or any other railway, tramway, shipping, or transport company, etc." (Mar., 1904, pg. 79.)

Kootenay Central Ry.—The surveyors engaged on the location survey of this line from Golden to Fort Steele, B.C., have completed their work in the vicinity of Golden, and recently moved their camp to a point 12 miles up the Government road. (Dec., 1904, pg. 429.)

Levis County Ry. (Electric).—The steel bridge over the Etchemin River, connecting the company's lines in Levis and St. Romuld, Que., has been completed, and was on Dec. 4 inspected and approved by L. Vallee, an inspecting engineer of the Department of Railways. A car service was placed in operation by Dec. 31. (Dec., 1904, pg. 429.)

London and Port Stanley Ry.—The Pere Marquette Rd. Co., lessees of the L. and P.S. Ry., has advised the London, Ont., city council that the repairs to the roundhouse and offices in London have been completed, and the stations at St. Thomas and Glenworth completed. The repairs to bridges, the company says, will have to be considered when the question of the extension of the lease is again taken up. Land for extra siding accommodation is being acquired by the P.M. Rd., in London, in connection with the line. (Dec., 1904, pg. 429.)

London and St. Clair Ry.—Official notice was given Dec. 3rd, that the Ontario and Quebec Ry. would apply next session of the Dominion Parliament for authority to construct a branch line from its main line near London, Ont., to the St. Clair River, between Sarnia and Lake St. Clair. The notice was not repeated, but on Dec. 10 a notice appeared that application would be made for the incorporation of a company with the title of the London and St. Clair Ry. Co., to construct such a line. As the Ontario and Quebec Ry. is part of the C.P.R. system, consequently the L. and St. C. Ry. Co. would appear to be projected in the C.P.R. interest.

Manitoba Boundary to Hudson's Bay.—Hon. R. P. Roblin, Premier of Manitoba, in a recent speech referred to the Dominion Government project to construct a railway from Winnipeg easterly to Moncton, N.B., and said: "If the Dominion of Canada can build through such a territory as that, the Northwest Territories and Manitoba can join forces and construct the 250 miles of road from the northern portion of the Canadian Northern Ry. to Hudson's Bay, and I think that is one

of the next great problems that the people of Manitoba and the Northwest Territories have to consider, namely, to secure the construction of that 300 miles of railway, and thus give the people the advantages and facilities of a seaport within a day's journey or within 36 hours of the centre of the great fertile district north and west."

The Maritime Coal and Ry. Co.'s collieries have been sufficiently developed to turn out 200 tons of coal a day, and it is hoped to increase the output to about 500 tons a day. The company has power to construct a railway from its mines, which are situated near Chignecto, N.S., to Northumberland Strait. Preliminary surveys have been made, but nothing definite has been settled in regard to construction. D. Mitchell is manager. (Mar., 1904, pg. 79.)

Midway and Vernon Ry.—The New York syndicate which has been looking over the route of this projected railway in British Columbia has had engineers and financial men going through the country, and it is reported that construction will be started early in the spring. (July, 1904, pg. 233.)

Montreal Street Ry.—An extension of a mile has been completed on Mount Royal Avenue, east, in the municipality of Delorimier, Que.

Muskoka.—Application will be made next session of the Dominion Parliament for an act incorporating a company to construct a railway from the James Bay Ry., or the C.P.R., or both, in the township of Wood, to the Lake of Bays, either in Maclean or Ridout township, Muskoka district, Ont. F. Hornsby, Gravenhurst, Ont., is solicitor for the promoters.

Niagara, Queenston and St. Catharines Electric Ry.—In connection with the construction of this line, the Imperial Construction Co. (Ltd.) has been incorporated under the Ontario Companies' Act, with a capital of \$40,000, and offices at Toronto, to carry on a general contracting business and to assist in the financing of other companies. The provisional directors are:—H. W. Middlemist, C.E., H. L. Dunn, A. D. Crooks, J. W. McDonald, and G. J. Valin, of Toronto. Mr. Dunn is one of the directors and H. W. Middlemist is Chief Engineer of the N., Q. and St. C. Ry. Actual construction will not be undertaken until the spring. (Dec., 1904, pg. 429.)

Nicola, Kamloops and Similkameen Ry.—Application will be made next session of the Dominion Parliament authorizing the construction of a line from Osoyoos Lake to or near Grand Forks, B.C., in extension of the already authorized line; authorizing the junction of such line with the Vancouver, Victoria and Eastern Ry. at Grand Forks, and the Columbia and Western Ry., near Midway; and granting an extension of time for the commencement and completion of the lines. (Aug., 1904, pg. 279.)

The Niagara-Welland Power Co., which is authorized to develop power on the Niagara River, Ont., will apply next session of the Dominion Parliament for permission to construct a tramway along its right of way, and for an extension of time within which its power line and other works may be constructed.

Orford Mountain Ry.—An extension from the present terminus at Eastman, Que., southerly to Potton Centre on the northerly line of the township of Potton, a distance of about 12 miles, has been completed, and the Railway Commissioners made an order Dec. 7, authorizing its opening for traffic. This extension gives the company 39 miles of line, and opens up a good lumber country. The company proposes to continue this extension in course of time to near Maisonville, Que., where connection will be made with the C.P.R. Grading has also been in progress on an ex-

tension of the line from its northern terminus at Kingsbury to Windsor Mills, and some track is reported to have been laid. (Dec., 1904, pg. 429.)

Ontario Electric Ry.—Owing to the vote of certain municipalities declining to grant aid towards the construction of this projected line from Toronto to Ottawa via Cornwall, Ont., it is proposed to change the route somewhat between Kingston and Belleville, and to pass along the bay shore into Prince Edward county, thus avoiding Napanee and other points. (Sept., 1904, pg. 315.)

Ottawa and New York Ry.—The transfer of the shops from Santa Clara, N.Y., to Ottawa, Ont., is in progress. The tools are being installed and a shop storage house has been erected. (June, 1904, pg. 189.)

Pere Marquette Rd.—The new car shops at St. Thomas, Ont., for the P.M.R.'s Buffalo Division, which includes the Lake Erie and Detroit River Ry., and the London and Port Stanley Ry., have been completed, and the machinery is being installed. The L.E. and D.R.R. shops were at Walkerville, Ont., but after the P.M.R. took over the line it was decided to transfer the shops to a more central point, and St. Thomas was fixed on. The company is arranging to secure additional land for siding accommodation at St. Thomas. (Dec., 1904, pg. 429.)

Prince Edward Island Ry.—The contract for the construction of the 4.59 miles of branch line from Village Green to Vernon River Bridge has been let to Schurman, Morrison and Mitch, of Charlottetown, P.E.I., and that for the branch line from Cardigan to Montague Cross, 6.38 miles, to W. Kitchen, of Fredericton, N.B. (Dec., 1904, pg. 430.)

Quebec and Lake St. John Ry.—The La Tuque branch, 38 miles in length, from the main line near Jeannott River to the St. Maurice River, is under construction, and track has been laid for about eight miles. Work will be continued during the winter drilling and rock cutting, and it is hoped to complete the branch by Dec. J. Paquet is the contractor. (Sept., pg. 315.)

Quebec, New Brunswick and Nova Scotia Ry.—See Canadian Northern Ry., pg. 27.

Queen Charlotte Islands Ry.—The B.C. Legislature will be asked at its next session to pass an act extending the time for the commencement and completion of the projected railway, and reviving, ratifying and confirming all the powers of the company. The company was incorporated in 1903 to construct a railway from Rennell Sound, Graham Island, to Skidgate Harbor on the same island, and from any point on the line to any point on Massett Inlet. M. King and J. Irving, of Victoria, B.C., were the incorporators.

Red Deer Valley Ry. and Coal Co.—Application will be made next session of the Dominion Parliament for an act authorizing an extension of the time for the commencement and completion of the lines authorized. (July, 1903, pg. 240.)

Southwestern Traction Co. (Electric).—The power house and car barns for the company are to be erected adjoining Chelsea Green, in Westminster township, near London, Ont., and a second car barn will be built near St. Thomas. The bridge work is progressing, but nothing has been arranged in the way of securing an entrance into St. Thomas. (Dec., 1904, pg. 431.)

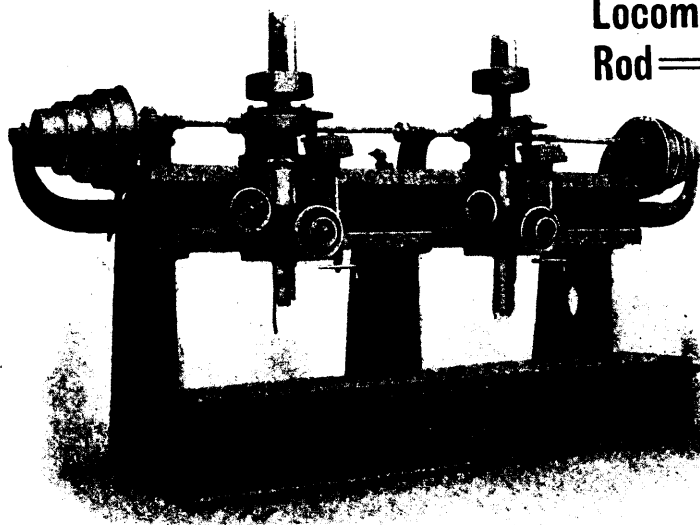
Standard Coal and Ry. Co.—Surveys will, it is reported, be made at an early date for the construction of a line from Parrsboro, N.S., to the coal mines at River Hebert, Maccan and surrounding country.

Sullivan Hill to North Star.—Application is being made under the B.C. Tramway Company Incorporation Act for the purpose of constructing a tramway between the Sullivan



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Hill, South-East Kootenay, and the North Star branch of the Crow's Nest Pass Ry., and to erect telegraph and telephone lines along the line. A general route of the projected tramway is shown on plans filed with the Government agent at Cranbrook, B.C., and with the Registrar of Joint Stock Companies at Victoria, B.C.

St. Marys and Western Ontario Ry.—The Dominion Parliament will be asked next session for the incorporation of a company with this title to construct a railway from the C.P.R. between Woodstock and London, Ont., northerly to St. Marys, thence to Lake Huron or to the St. Clair River between Grand Bend and Sarnia. J. W. Graham, St. Marys, Ont., and L. H. Dickson, Exeter, Ont., are the solicitors for the promoters.

Temiskaming and Northern Ontario Ry.—Tracklaying has been completed to Tomstown, about 14 miles beyond New Liskeard, Ont., and grading has been completed for nearly 60 miles further. On the line between North Bay and New Liskeard, 112 miles, the finishing touches are being given, and contracts have been let for the station buildings at Haileybury and New Liskeard. (Dec., 1904, pg. 431.)

Toronto and Hamilton Ry. (Electric).—Saltfleet township council has passed a by-law granting a right of way 25 ft wide adjoining the G.T.R. right of way, on the lake side, through the township. (Sept., 1904, pg. 317.)

Toronto, Hamilton and Buffalo Ry.—The new shops, which are being erected at Hamilton, Ont., to replace those burned in Oct., 1904, will be 206 by 36 ft. They will be of wood construction, the sides being sheeted and covered with corrugated iron, and the roof covered with a patent roofing. The building will be utilized as a car repair shop and blacksmith shop. (Dec., 1904, pg. 431.)

Toronto Union Station.—The matter of the expropriation of the lands south of Front St., in the burned-out district of Toronto, by the G.T.R., as a site for a new union station, has been before the Railway Commissioners on several occasions, and a special sitting of the Commission was arranged to be held in Toronto Dec. 22, to give further consideration to the matter. The G.T.R. desired to have the matter adjourned until Feb., in order to endeavor to complete negotiations with interested parties, but objection was taken to this course by leaseholders and others. Press reports stated that the C.P.R. and the G.T.R. had asked several Toronto architects to prepare plans for the new station. Enquiry among the architects failed to gather that any of them had been furnished with any data on which to prepare plans, and one of the principal officials of the G.T.R. told a Toronto architect, who asked for information on the subject, that the matter had not been sufficiently advanced to permit of plans being asked for. (Dec., 1904, pg. 431.)

Vancouver and Coast Kootenay Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the commencement and completion of the company's projected railway from Vancouver, B.C., eastward through the Kootenay district. (Jan., 1904, pg. 10.)

Vancouver and Northern British Columbia Ry.—Application will be made next session of the Dominion Parliament for an act incorporating a company to construct a railway from Vancouver, westerly and northerly via the Squamish Valley and Pemberton Meadows, to the northern boundary of British Columbia, with a branch line to Barkerville. H. J. Duncan, Vancouver, is solicitor for the promoters.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The line from Grand Forks to Phoenix, B.C., is 22 miles long, and was expected to be completed by Dec. 31, as also

was a branch line from Grand Forks to the Granby smelter, about 5 miles long. Under the charter of the Washington and Great Northern Ry. there has been constructed a piece of line 14 miles long, extending from Curlew to Midway, Wash., which is to form a section of the V.V. and E. Ry. (Dec., 1904, pg. 431.)

Vancouver, Westminster and Yukon Ry.—Application will be made next session of the Dominion Parliament for an act providing for the increase of the capital stock from \$2,000,000 to \$12,000,000; to extend the time for the completion of its lines for five years, and authorizing it to sell, lease, or otherwise dispose of its lines to any other railway company. (Dec., 1904, pg. 431.)

Walkerton and Lucknow Ry.—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Durham easterly to the Toronto, Grey and Bruce Ry. between Flesherton and Dundalk, and southerly from Lucknow to Wingham, with a branch from Teeswater northwesterly to Kincardine, Ont. A. H. Macdonald, Guelph, Ont., is solicitor for the applicants, and it is understood that the railway is being promoted in the interests of the C.P.R. (July, 1903, pg. 237.)

Western Alberta Ry.—Application will be made next session of the Dominion Parliament for an act empowering the company to transfer its railway, franchises and property to the Alberta Ry. and Irrigation Co., or to amalgamate with such company; and also extending the time for commencing and completing the construction of the projected railway from the International boundary, at some point west of range 20 west of the 4th principal meridian, northwesterly through the Old Man Valley, past Canmore and Anthracite, to the headquarters of the North Saskatchewan River, thence to the easterly base of the Rocky mountains.

Yale Northern Ry.—Application will be made next session of the B.C. Legislature for an act extending the time for the commencement and completion of the projected line from Grand Forks to the head waters of the Eagle Creek, B.C., about 75 miles, with a branch to Franklin Camp, 20 miles; and also to amend the list of charter members. H. St. Q. Cayley, Grand Forks, B.C., who is solicitor for the promoters, is one of the original incorporators.

Yonge Street Bridge.—The C.P.R. is taking steps to test the legality of the order to compel the erection of a bridge over the tracks at the foot of Yonge street, Toronto, and from all appearances there is considerable confusion as to the present position of affairs. The matter originally came before the Railway Committee of the Privy Council, which decided that the bridge was necessary, but had not issued the order when it was abolished and its duties taken over by the Board of Railway Commissioners; then there was a special act of parliament declaring the bridge matter to be one vested in the Governor-in-Council. An order was made directing the erection of the bridge, work to be commenced Oct. 15, but it was not issued until after that date. Nothing is likely to be done until the tangle is straightened out.

The plans for the bridge which the G.T.R. and the C.P.R. have been directed to build across the tracks at the foot of Yonge street, Toronto, were prepared in the office of the City Engineer, by J. Williams, M.C.S.C.E., assistant City Engineer. The illustrations of the bridge, given on page 9, show the three central spans over the tracks, the north and the southern approaches, together with a cross section near the centre. The total length of the bridge and approaches will be 880 ft., of which the steel work will be 595 ft. long and the masonry work of the approaches

285 ft. The bridge will be 56 ft. wide over all, having a roadway 38 ft. in width, and two sidewalks each 9 ft. wide on the approaches and deck spans, and 6½ ft. wide on the through spans. It will be composite in character, consisting of three deck spans about 140 ft. on the northern approach, three through spans 92½, 125 and 82½ ft. respectively, over the tracks and sidings of the railways, and three deck spans, about 150 ft., on the southern approach. The clear height of the centre span is 21½ ft., while at the side spans of the through spans it is slightly lower. The northern approach is planned to start from the south side of Front street, and is carried on concrete masonry walls for about 150 ft. It has a gradient of 3¼%, while the gradient at the end of the southern approach at Lake street, also carried on concrete walls for 140 ft., is 6%, the centre span being level. For foot passengers who wish to pass from the bridge to Harbor Street, an 8 ft. stairway has been planned on the west side of the bridge. The superstructure will be supported on steel columns, on concrete piers resting on piles. It is proposed to make the bridge deck of a permanent character, the roadway and sidewalks to have asphalt surface, and asphalt and wooden blocks on a concrete foundation; the pavement between the street railway tracks to be square cut wood blocks, also on a foundation of concrete. The whole of the concrete foundation and asphalt and block surface is to be supported by steel buckled plates, rivetted to floor girders and stringers.

In connection with the erection of this bridge it would be necessary to secure some small pieces of land on the east side of Yonge Street, south of Front, and to make some alterations and improvements on Lake Street. Among the suggested improvements are the filling in of the present basins around the foot of Yonge Street, and the building of new wharves several hundred feet further out into the bay, so that another street could be formed running west to York Street. In this way traffic coming over the bridge would be brought to the wharf level by an easy gradient. (Dec., 1904, pg. 431.)

A friend of Mark Twain tells a story of the days when the humorist was a pilot on the Mississippi. One day Mr. Clemens missed his boat. Instead of inventing an excuse, he reported to his superior officer, as follows: "My boat left at 7.20. I arrived at the wharf at 7.35 and could not catch it."

The National Construction Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$250,000, and its chief offices in Montreal, to carry on a general contracting and construction business. The provisional directors are Jos. Hobson, chief engineer; R. S. Logan, assistant to the Second Vice-President; H. W. Walker, General Auditor; F. Scott, Treasurer; and H. Phillips, Secretary to the Second Vice-President; all of Montreal, and all G.T.R. officials.

The Secretary, E. de la Hooke, has issued to the members of the Canadian Ticket Agents' Association one of his characteristic circulars, reviewing the excursions, etc., of the past year, and inviting increased membership for 1905. A meeting of the Executive is to be held early in the year to decide on the time and place for the next annual meeting. May or October are considered the best months for agents to be spared from their territory, while October is looked on as the most suitable from a weather standpoint. Members are asked for their views on these points. In referring to the Association's official organ, THE RAILWAY AND SHIPPING WORLD, Mr. de la Hooke speaks of it as "well worth a dollar of any railway man's money."

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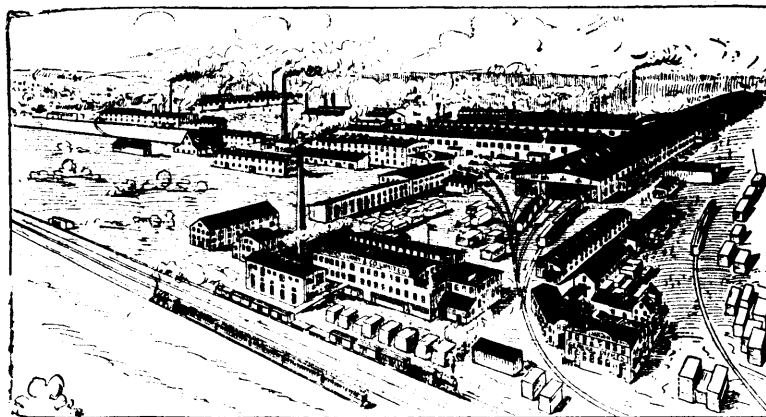
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For information regarding homesteads, apply at the Dominion Land Office.

For purchase of Provincial lands apply at the Provincial Land Office in the Parliament Buildings.

For C.P.R. or C.N.R. lands apply at the land offices of said railway companies.

For lands owned by private individuals apply to the various real estate agents in the city.

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TRANSPORTATION APPOINTMENTS.

Board of Railway Commissioners.—It was semi-officially announced at Ottawa, on Dec. 24, that Mr. Justice Killam, of the Supreme Court, would be appointed Chief Railway Commissioner, to succeed Hon. A. G. Blair, resigned.

Canadian Manufacturers' Association.—J. R. Marlow, heretofore chief clerk to the Assistant Freight Traffic Manager, C.P.R. Eastern Lines, Toronto, has been appointed Manager Transportation Department of the Canadian Manufacturers' Association, Toronto, succeeding W. H. D. Miller, resigned to enter private employ.

Canadian Pacific Ry.—Hayter Reed, heretofore Manager of the Chateau Frontenac, Quebec, is being placed in general charge of the company's hotel system. His title has not been announced. Office, Montreal.

Geo. Major, heretofore Manager Place Viger Hotel, Montreal, has been appointed Manager Chateau Frontenac, Quebec, succeeding Hayter Reed, promoted.

J. H. R. Phillips, heretofore chief clerk Chateau Frontenac, Quebec, has been appointed Manager Place Viger Hotel, Montreal, succeeding Geo. Major, promoted.

H. Goldmark, heretofore in charge of the erection of the Angus shops, Montreal, and the Winnipeg shops, has resigned.

A. W. Horsey, heretofore chief draughtsman in the office of the Superintendent of Motive Power, has been appointed Mechanical Engineer. Office, Montreal.

C. W. Carey is reported to have been appointed Assistant Air Brake Instructor. Office, Montreal.

R. F. Struthers has been appointed Chief Inspector of Time Service for Western Lines. Office, Winnipeg, Man.

The title of J. K. Savage, who was reported in our October issue to have been appointed Inspector of Dispatchers, west of Fort William, is Inspector of Despatching for Western Lines. Office, Winnipeg, Man.

Chicago, Burlington and Quincy Ry.—A Canadian passenger agency will be established in Toronto, Jan. 1. J. A. Yorick, heretofore ticket agent Toronto, Hamilton and Buffalo Ry., Hamilton, Ont., has been appointed Canadian Passenger Agent.

The Dominion Ex. Co. has established another division, which comprises territory south and east of the St. Lawrence River, and is known as the Atlantic Division. V. G. R. Vickers, heretofore General Agent at Montreal, has been appointed Superintendent, with office at Montreal. W. A. Clark, heretofore General Agent at Ottawa, has been appointed General Agent at Montreal, succeeding V. G. R. Vickers; and G. Parker, heretofore acting Route Agent at Ottawa, has been appointed General Agent there, succeeding W. A. Clark.

Grand Trunk Pacific Ry. Co.—F. W. Morse, heretofore Third Vice-President, G.T.R., having been elected Vice-President and General Manager of the G. T. Pacific Ry., will, effective Jan. 1, 1905, devote his time exclusively to the interests of this company. He will have general supervision and direction of all departments of the company. Office, Montreal.

Grand Trunk Ry.—A circular issued by the Second Vice-President and General Manager, says: "John Bell, K.C., who for more than 50 years has been the trusted legal adviser of the company, has been obliged, owing to ill-health, to request that he be relieved of the active work and responsibilities incident to the position. It is a source of great satisfaction to know that Mr. Bell's long and valuable experience and knowledge of the company's affairs will still be available, when required, as Consulting General Counsel." W. H. Biggar, K.C., heretofore Assistant

General Counsel, has been appointed General Solicitor. Office at Montreal.

M. K. Cowan, K.C., heretofore in general practice at Windsor, Ont., has been appointed Assistant Solicitor. Office, Montreal.

All communications, reports, documents, etc., respecting legal matters arising in Canada, except as hereafter stated, should be addressed to the General Solicitor.

A. E. Beckett will, as heretofore, continue to act as Solicitor in the Province of Quebec, and communications, reports, etc., regarding matters in his charge may be addressed to him at Montreal.

All communications relative to taxes and the assessment of the company's property should be addressed to E. Donald, Tax and Land Agent, Montreal.

D. L. McCarthy, Toronto, will, as heretofore, act as agent in Toronto of the General Solicitor.

The entire legal staff of the company has now been concentrated at Montreal, and the offices at Belleville, Ont., were to be closed Dec. 31. Some time ago, T. Waterson, J. P. Pratt, and C. F. Earl, were transferred from Belleville to Montreal, and latterly W. W. Pope, W. E. Foster, and K. G. Spangenberg were moved.

No appointments have been made to the legal staff of the G.T. Pacific Ry., but J. D. Cameron, of Winnipeg, is representing the company there.

E. H. Fitzhugh, heretofore Vice-President and General Manager Central Vermont Ry., has been appointed Third Vice-President, G.T.R., with headquarters at Montreal, effective Jan. 1, 1905, vice F. W. Morse, transferred. He will have general supervision and direction of all departments of the company.

F. H. McGuigan, heretofore Manager G.T. R., has been appointed Fourth Vice-President with headquarters at Montreal, effective Jan. 1, 1905. He will have charge of the maintenance and transportation departments.

W. G. Brownlee, heretofore Superintendent Western Division, at Detroit, Mich., has been appointed Superintendent Middle Division, succeeding G. C. Jones, appointed General Manager Central Vermont Ry. Office, Toronto.

F. W. Egan, heretofore Assistant Superintendent at Island Pond, Vt., has been appointed Superintendent Western Division, succeeding W. G. Brownlee, promoted. Office, Detroit Mich.

C. L. Mayne has been appointed Assistant Superintendent 1st, 2nd and 3rd Districts, office at Island Pond, Vt., succeeding F. W. Egan, promoted.

J. L. Gogerty has been appointed general yard master at Point St. Charles, Montreal, succeeding J. F. Jones, promoted.

The office of Assistant Superintendent, districts 5, 6, and 7, with headquarters at Belleville, Ont., has been abolished, U. E. Gillen being transferred to London, Ont. H. F. Coyle, Trainmaster, will have charge of all matters pertaining to transportation. Reports for districts 6 and 7, heretofore made to the Assistant Superintendent, will be sent to the Trainmaster, Belleville.

The jurisdiction of L. G. Coleman, Trainmaster, district 4, has been extended over district 5, and reports for district 5, heretofore made to the Assistant Superintendent at Belleville, are to be sent to the Trainmaster at Montreal.

Jas. Markey has been appointed Master Mechanic, Northern Division, succeeding N. B. Whitsel, resigned. Office, Allandale, Ont.

U. E. Gillen, heretofore Assistant Superintendent, Belleville, Ont., has been appointed Assistant Superintendent at London, Ont., succeeding J. W. Higgins, resigned to enter the service of the Missouri Pacific Ry.

C. E. Horning, heretofore station ticket agent at London, Ont., has been appointed city passenger and ticket agent at Toronto, vice J. W. Ryder, resigned. Several other

changes have been made in the staff of the office.

E. Ruse, heretofore chief clerk in the City Ticket Agent's office, London, Ont., has been appointed station ticket agent there, succeeding C. E. Horning, promoted.

B. Hayes, heretofore ticket clerk at Stratford, Ont., has been appointed chief clerk in the City Ticket Agent's office, London, Ont., succeeding E. Ruse, promoted.

The following agents have been appointed: St. Madeline, Que., H. A. Dunn; Danville, Que., J. E. Guilmet; St. Martine Jct., Que., J. B. Lavigne; Lyn, Ont., P. Fox; Stirling, Ont., A. L. Coulter; Campbellford, Ont., W. S. Harrison; Millbrook, Ont., G. F. Burton; Lakefield, Ont., J. H. Chant (acting); Kirkfield, Ont., R. A. Levina; Cobocook, Ont., C. M. Adams; Colwell, Ont., L. Dods; Queen St. East, Ont., S. J. Cochrane; Breslau, Ont., W. M. Middleton.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—A. L. Preston, heretofore contracting agent, St. Paul, Minn., has been assigned to duty at Winnipeg, Man., as General Agent for both freight and passenger departments.

Pere Marquette Rd.—The offices of the Buffalo Division, heretofore at Walkerville, Ont., where they were established under the old Lake Erie and Detroit River Ry. management, have been removed to St. Thomas, Ont. The offices of the Superintendent, Trainmaster, Assistant Engineer, Assistant Master Mechanic, and Road Master are now located at St. Thomas. The local affairs of the company at Walkerville are looked after by O. C. Tillson, agent.

J. S. Pyeatt, heretofore Superintendent of Telegraph, at Detroit, has been appointed Superintendent Buffalo Division, vice W. Woollatt, resigned on account of ill-health. Office, St. Thomas, Ont.

H. O. Halsted has been appointed Superintendent of Telegraph, succeeding J. S. Pyeatt, promoted. Office, Detroit, Mich.

J. MacManamy, heretofore road foreman of locomotives, Grand Rapids, Mich., has been appointed Assistant Master Mechanic in charge of shops, motive power and cars of the Buffalo Division. Office, St. Thomas, Ont.

Quebec and Lake St. John Ry.—J. Allan has been appointed General Car Inspector. Office, Quebec.

Richelleu and Ontario Navigation Co.—H. M. Bolger, Secretary-Treasurer, has resigned.

The Toronto and York Radial Ry. Co.'s system embraces the lines of the Toronto and Mimico, the Metropolitan, and the Toronto and Scarboro electric railways, which are now designated as the Mimico, the Metropolitan, and the Scarboro divisions respectively. W. H. Moore has been appointed Manager and J. C. McArthur Superintendent.

J. W. Moyes, heretofore Superintendent of the Metropolitan Ry., has resigned.

Toronto Ry. Co.—R. J. Fleming, heretofore Assessment and Property Commissioner for the City of Toronto, has been appointed General Manager Toronto Ry., succeeding E. H. Keating, appointed Consulting Engineer to Mackenzie, Mann & Co.

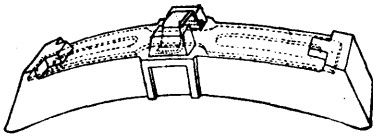
Transcontinental Railway Commission.—A. T. Gow, heretofore chief clerk in the Canada Atlantic Ry. Audit Office, has been appointed Accountant for the Commission. Office, Ottawa, Ont.

R. M. J. Gill, heretofore in the Audit Office, Halifax and Southwestern Ry., has been appointed Assistant Chief Accountant.

F. White, heretofore in the C.P.R. service, has been appointed Assistant Purchasing Agent.

H. G. Alton has been appointed local purchasing agent at Winnipeg.

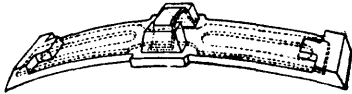
Great Northwestern Telegraph Co.—L. S. Haines, of St. Paul, Minn., has been appointed General Superintendent. Office, Toronto,



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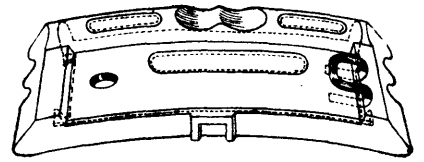
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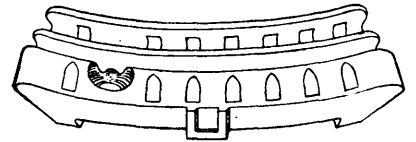
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AUTOMATIC STEAM TRAPS.

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MAINLY ABOUT PEOPLE.

Jas. Ross, of Montreal, has given \$25,000 towards the projected Alexandra Hospital there.

I. Bond, C.P.R. train dispatcher, Ottawa, Ont., has recovered from an attack of pneumonia.

J. Rattray, Superintendent Hendrie Cartage Co., contractors for G.T.R. cartage, died in Hamilton, Ont., recently.

J. H. Bertram, of the John Bertram & Sons Co., Dundas, Ont., was married at Grimsby, Ont., to Miss D. Smith, recently.

Jas. McLeod, master mechanic for 30 years at the Locomotive Works, Kingston, Ont., under its different owners, died there Nov. 28.

Miss A. C. Seely, who was married in New York recently to F. W. Stevens, is a daughter of D. J. Seely, shipbroker, etc., St. John, N.B.

W. C. McGovern, who has been appointed a Division Superintendent, Southern Pacific Rd., is a native of the Eastern Townships, Que.

Mrs. L. Tandy, who died at Kingston, Ont., Dec. 10, aged 84, was mother of H. Tandy, Superintendent Canadian Locomotive Co. there.

W. Whyte, Second Vice-President C.P.R., Winnipeg, Man., has been elected a director of the Confederation Life Assurance Co., of Toronto.

H. B. Slaven, who was engaged on the survey of the C.P.R. line through Manitoba, for the Mackenzie Government, died in New York city recently.

M. K. Cowan was entertained at dinner recently by residents of Windsor, Ont., on leaving for Montreal to become Assistant Solicitor of the G.T.R.

D. E. Brown, General Agent, C.P.R., at Hong Kong, after he left Montreal, at the end of Oct. went to California, and will not return to Hong Kong until the spring.

R. G. Reid, President Reid Newfoundland Co., Mrs. and Miss Reid, and W. D. Reid, have returned from St. Johns, Nfld., to Montreal, where they will spend the winter.

Capt. S. F. Stanwood, who was for many years connected with the Yarmouth-Boston steamship service, died at Boston, Mass., Dec. 6, and was buried at Yarmouth, N.S.

J. Allan, foreman car inspector G.T.R., Brockville, was recently presented with an address and a purse of money by the employes of the department, on his leaving for Quebec.

At the inquest on the body of C. A. Parker, Vice-President of the Cincinnati, Hamilton and Dayton and Pere Marquette Rd., a verdict of suicide from prussic acid was returned.

W. Molson Macpherson, agent Dominion Line Steamships in Quebec, and Mrs. Macpherson, are spending the winter in Egypt, and will visit Ceylon before returning to Canada.

J. J. Brignall, chief clerk in the C.P.R. District Passenger Agent's office, Toronto, who has been absent from duty for some months on account of ill-health, has returned to his office.

C. R. Hosmer, director C.P.R., is a member of a Montreal syndicate which has purchased the Kakabeka falls of the Kaministiquia River, near Fort William, Ont., for power purposes.

J. W. Higgins, who until recently was Assistant Superintendent, Middle Division G.T.

R., at London, Ont., has taken up his duties as Inspector of Transportation, Missouri Pacific Ry., St. Louis, Mo.

Jno. Devine, formerly Assistant Superintendent Northern Division G.T.R., Allandale, Ont., who was granted an extended leave of absence in Feb., 1904, on account of ill-health, died at Hamilton, Ont., Dec. 8.

C. H. Bevington, at one time Assistant Superintendent Middle Division G.T.R., London, Ont., has been appointed Superintendent Southern Division, Colorado and Southern Ry., at Trinidad, Col.

J. C. Buntzen, General Manager B.C. Electric Ry. Co., has been presented with a group photograph of the employes of the different branches of the company's undertaking, together with an illuminated address signed by them.

G. S. Deeks, railway and general contractor, St. Paul, Minn., who has completed the con-

Division, Allandale, Ont., was presented recently with a gold watch, chain and locket, and a silver tea set by the employes of the department, on leaving for the United States, where he will reside.

The council of administration which will have charge of the Transportation Department at McGill University, will consist of Sir Thos. Shaughnessy, President C.P.R.; C. M. Hays, Second Vice-President and General Manager G.T.R.; C. B. Greenshields, R. B. Angus and C. J. Flett.

Sir E. P. Girouard has been gazetted a Lieut.-Colonel in the Royal Engineers, which rank he held locally while he was Commissioner of Railways in the Transvaal and Orange River colonies. He has also been voted a gratuity of £5,000 in connection with his duties there.

John Bertram, Chairman of the Transportation Commission, died at his residence in Toronto, Nov. 28, after an illness of six months, which necessitated the adjournment of the sittings of the Commission for an indefinite period. Mr. Bertram was President of the Bertram Engine Works, Toronto, and of the Collins Bay Lumber Co.

The action to have the will of the late A. Dunsmuir, brother of Jas. Dunsmuir, President Esquimalt and Nanaimo Ry., set aside, is again before the British Columbia courts, on an appeal from the decision given in Dec., 1903, dismissing the action then brought. The appellants are E. W. Hopper, an actress, daughter of the late Mrs. A. Dunsmuir, and Mrs. Dunsmuir, mother of the testator.

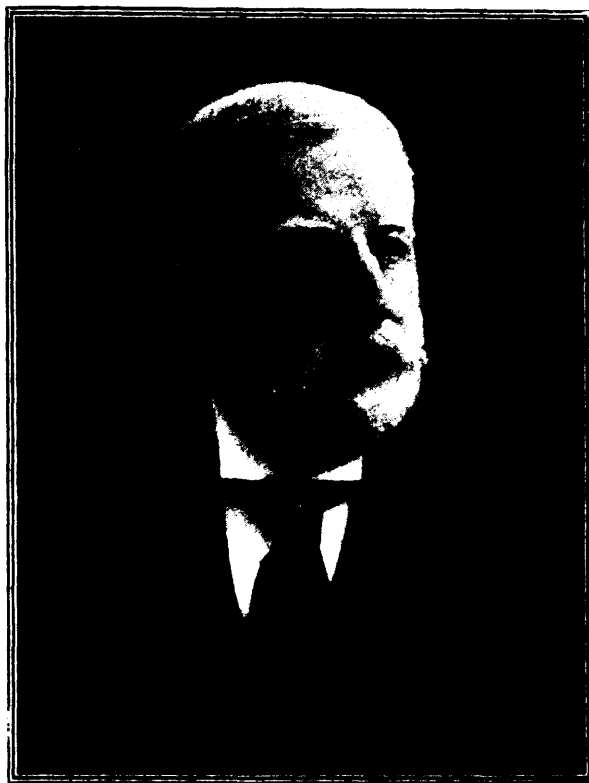
A. G. Ardagh, who was recently appointed Resident Engineer, district 2, Ontario Division, C.P.R., Toronto, was born at Barrie, Ont., Nov. 18, 1864, and entered railway service Nov. 12, 1900, since which his record has been: To Oct. 1, 1902, Division Engineer's staff, Ontario Division, Toronto; Oct. 1, 1902, to Sept. 26, 1904, Resident Engineer district 1, Ontario Division, Toronto. Entire service with C.P.R.

R. J. Fleming, who has been appointed General Manager Toronto Ry., was born Nov. 23, 1854, at Toronto, and entered public life as a city alderman, 1886, serving until 1890; was elected Mayor in 1892, and was re-elected in 1893; he was again elected in 1896, and re-elected in 1897, but retired in Aug. of that year to become Assessment Commissioner. In 1903 the duties of Property Commissioner were added.

J. S. Pyeatt, who has been appointed General Superintendent Buffalo Division, Pere Marquette Rd., at St. Thomas, Ont., was born in 1874, and entered railway service with the Missouri, Kansas and Texas Ry. System. For years he was assistant to General Manager Cotter, of the Missouri Pacific Rd., St. Louis, and on the latter being appointed to the Pere Marquette, he was made Superintendent of Telegraphs with office at Detroit, Mich.

N. L. Rand, Master Mechanic Intercolonial Ry., Moncton, N.B., whose jurisdiction has recently been extended, was born at Shediac, N.B., Oct. 28, 1843, and entered railway service in 1859, his record being:—1859 to 1866, apprentice European and North American Ry., Shediac, N.B.; 1866 to 1875, locomotive engineer with E. and N. A. Ry., and its successor the Intercolonial Ry.; 1875 to 1897, roundhouse foreman, Moncton, N.B.; 1897 to 1902, road foreman of engines.

J. A. Yorick, who has been appointed Canadian Passenger Agent, Chicago, Burlington



JOHN FOX,

Born in Toronto June 24, 1845, died there Dec. 6, 1904.

struction of the Winnipeg subway for the C.P.R., was recently married at Toronto Jct., Ont., to Miss H. Campbell, daughter of A. Campbell, M.P.

Major E. W. Rathbun, President Bay of Quinte Ry., and other lines, etc., of the Rathbun Company, Deseronto, has been selected as the Liberal candidate for Hastings at the forthcoming general election for the Ontario Legislature.

A. D. Weller, heretofore excursion clerk in the office of the C.P.R. District Passenger Agent, Toronto, was presented with a signet ring recently by the staff, on leaving to enter the office of the General Passenger Agent, New York Central Rd.

An Ottawa despatch to the Toronto Globe states that J. H. Ashdown, wholesale hardware merchant, Winnipeg, will be appointed a member of the Transportation Commission to succeed the late John Bertram, of Toronto, who was chairman of the commission.

N. B. Whitsel, who has resigned his position as Master Mechanic, G.T.R. Northern

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FREIGHT:—Shipments are handled from points in Eastern Canada, either Grand Trunk or Canadian Pacific Railways, via North Bay to Port Arthur, thence Canadian Northern Railway.

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QUEBEC TORONTO

Canada Southern Railway Company

NOTICE is hereby given that the Canada Southern Railway Company will apply to the Parliament of Canada, at the next ensuing session thereof, for an Act to extend the times limited for the commencement and completion of the unconstructed lines or branches of railway authorized by the Acts relating to the Company, to enable it to lend its credit to and guarantee the securities of Companies with whose works its railway connects, and for other purposes.

Dated at St. Thomas, this 22nd day of November, 1904.

KINGSMILL, HELLMUTH, SAUNDERS & TORRANCE
Solicitors for the applicants,
19 Wellington St. West, Toronto, Ont.

NOTICE.—The Walkerton and Lucknow Railway Company will apply to the Parliament of Canada, at its next session for authority to build an extension of its authorized line from Durham easterly to a point of connection with the Toronto, Grey and Bruce Railway between Flesherton and Dundalk, and southerly from Lucknow to Wingham, and a branch line from Teeswater north-westerly to Kincardine, all in the Province of Ontario.

A. H. MACDONALD,
Solicitor for the applicants.

Guelph, 29th November, 1904.

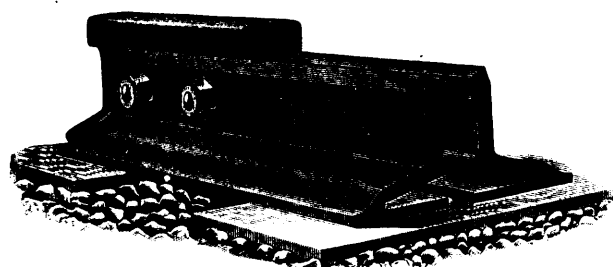
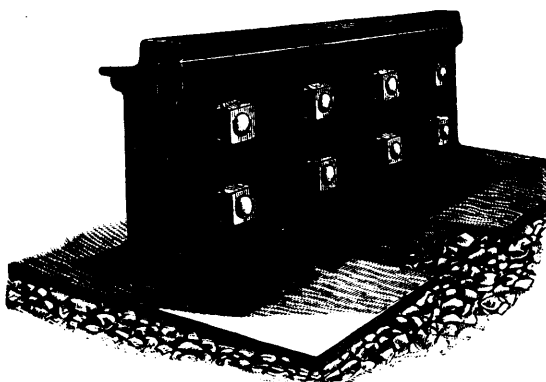
NOTICE.—The Calgary and Edmonton Railway Company will apply to the Parliament of Canada, at its next session, for an act extending the time within which the company may construct the branches mentioned in section 6 of the Act 3 Edward VII, chapter 89, and also amending sub-section (a) of the said section 6, so as to read as follows:

(a) "Starting at Wetaskiwin and running in an easterly direction a distance of one hundred miles."

H. CAMPBELL OSWALD,
Secretary.

Montreal, 29th November, 1904.

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The day has passed when men of finance are willing to place their money into bad material in railroad construction only to be compelled to replace it by renewals or reconstruction after very little use. Many of the best and most successful steam and electric railroads use the rail joints of the Continuous patent type for standard track work, insulated joints, step joints, and electric bonding joints for the reason that experience has proven it to be the best appliance of its kind ever put upon the market, as evidenced by the fact that it is used in all parts of the world on over 20,000 miles of track.

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WM. E. CLARK, Manager.

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and Quincy Rd., was born at London, Ont., May 7, 1872, and entered railway service in 1888, his record being: May, 1888, to Sept., 1894, ticket clerk, G.T.R., Stratford, Ont.; Sept., 1894, to May, 1901, station ticket clerk, G.T.R., Stuart St., Hamilton, Ont.; May, 1901, to July, 1901, G.T.R. city ticket office, Buffalo, N.Y.; July, 1901, to Dec., 1904, depot ticket agent, Toronto, Hamilton and Buffalo Ry., and C.P.R., at Hamilton, Ont.

W. H. Biggar, who has been appointed General Solicitor to the G.T.R. at Montreal, succeeding John Bell, of Belleville, was born at the Carrying Place, near Trenton, Ont., Sept. 19, 1852, and was educated at Trenton Grammar School, and Upper Canada College, and began the study of law in 1875, after engaging for a short time in mercantile pursuits. He was called to the bar in 1880, and became associated with John Bell, K.C., then General Counsel to the G.T.R., in general practice in 1881, and was appointed Assistant General Counsel at Montreal, Jan., 1903. He was elected Mayor of Belleville in 1887, represented West Hastings in the Ontario Legislature from 1890 to 1897, and was made a K.C. in 1900.

E. R. Burpee, of Bangor, Me., who died at Boston, Mass., Nov. 25, was a native of Sheffield, N.B., and for a number of years was engaged in railway engineering and construction in the Maritime Provinces. In 1858-9 he was an engineer on construction of the European and North American Ry. between St. John and "The Bend," and subsequently was engaged on surveys or construction for the Woodstock branch railway; the Western Extension Ry., St. John to Vanceboro'; the European and North American Ry., to Mattawamkeag; the Carleton branch railway, and the Fredericton railway; the Prince Edward Island Ry.; the Springhill-Parrsboro railway, and some portion of the New Brunswick Ry., now the C.P.R.

Mrs. Vickers, who died in Toronto Dec. 24, aged 73, was the widow of the late J. J. Vickers, proprietor of Vickers Express Co. She was born in 1832 at Reydon Hall, Suffolk, Eng. That year her father, Lieut. Moodie, who had been wounded in the battle of Bergen up Oom, Holland, was granted by the English Government lands in the Douro section of Upper Canada, and the family moved to Canada. Lieut. Moodie was the first Sheriff of Hastings. Deceased married Mr. Vickers in August, 1855, and had resided in Toronto ever since. She leaves five daughters and four sons, among the latter being J. A. D. Vickers, Superintendent of the National Express Co., Chicago; and V. G. R. Vickers, Superintendent of the Atlantic Division of the Dominion Express Co., Montreal.

C. E. E. Ussher, General Passenger Agent C.P.R. Eastern Lines, at Montreal, whose portrait appears on the first page of this issue, was born at Niagara Falls, Ont., Dec. 29, 1857, and entered railway service 1874, as clerk in the Auditor's office, Great Western Ry., since which he has been consecutively: May, 1876, to June, 1880, clerk general passenger department, same road; June, 1880, to April, 1883, chief ticket clerk Wabash, St. Louis and Pacific Ry.; April, 1883, to Nov., 1883, rate clerk Chicago and Atlantic Rd.; Nov., 1883, to Nov., 1886, in commercial business in Hamilton, Ont.; Nov., 1886, to May, 1889, chief ticket clerk C.P.R.; May, 1889, to Jan. 1, 1898, Assistant General Passenger Agent; Jan. 1, 1898, to date General Passenger Agent, C.P.R. lines east of Lake Superior.

Albert Clements Killam, who will probably be appointed Chairman of the Board of Railway Commissioners for Canada, was born at Yarmouth, N.S., Sept. 18, 1849, and was educated there and at the University of Toronto,

whence he graduated B.A., with silver medal in mathematics and in modern languages, Prince of Wales prizeman, 1872. He was called to the Ontario bar in 1876, practising at Windsor until 1877, when he moved to Winnipeg, where he was admitted to the Manitoba bar, and was created a Q.C. in 1884. He entered the Manitoba Legislature in 1883, and in the following year was appointed a Puisne Judge of the Court of Queen's Bench, Manitoba, becoming Chief Justice in April, 1899. In Aug., 1903, he was appointed to the Supreme Court at Ottawa. He married in 1877, the youngest daughter of the late R. A. Whyte, of Windsor, Ont.

E. H. Keating, who has been appointed Consulting Engineer to Mackenzie, Mann & Co., was born at Halifax, N.S., Aug. 7, 1844, and studied engineering under Sir Sandford Fleming, when Chief Engineer of the Intercolonial Ry. As an engineer he filled the following positions:—Assistant Engineer, Pictou Extension Ry.; Chief Draughtsman, Windsor and Annapolis Ry.; contractor's Engineer, European and North American Ry.; Assistant Engineer on construction several divisions Intercolonial Ry., in N.S. and N.B., and Division Engineer in charge of exploration on C.P.R. He has also filled the position of City Engineer and Chief Engineer of the waterworks, and engineer in charge of construction of the graving dock, Halifax, N.S.; City Engineer of Duluth, Minn.; City Engineer, Toronto, and since 1900, General Manager, Toronto Ry. He has left Toronto for Mexico to look after the firm's interests there, and may visit Brazil before returning to Toronto.

J. W. Platten has been appointed Second Vice-President of the Lehigh Valley Rd., with offices at Philadelphia and New York. He has charge of the financial and accounting affairs of the company and of its purchasing department. The General Auditor, the Treasurer and the Purchasing Agent report to him. He was born at Port Perry, Ont., Dec. 6, 1863, and entered the service of the Central Bank in 1884. He first entered railway service in 1889, in the Assistant General Passenger Agent's office of the Erie Rd., at Cleveland, Ohio, becoming assistant secretary in the office of the Vice-President in 1890; and assistant secretary to the President, 1891; in 1893 the duty of chief clerk of the Insurance Department was added; in 1895 he became Purchasing Agent, and in 1899, Treasurer. He left the service of the Erie Rd. in 1903, becoming assistant to the President, Lehigh Valley Rd., and in Nov., 1904, was made Second Vice-President. He is a brother-in-law of S. J. Sharp, Western Passenger Agent C.P.R. Atlantic Steamships, Toronto.

John Foy, President Niagara Navigation Co., died at his Toronto residence, Dec. 6, aged 59. He contracted a cold at the St. Andrew's ball about a week previously. This was followed by erysipelas, which was got under control, but his heart was so weak that he did not rally, and died after a very short illness. He was born in Toronto in 1844, his father, Patrick Foy, being a member of the well-known firm of Foy & Austin, wholesale grocers. After being educated at Ussher College, Durham, Eng., Jno. Foy travelled through France and Algiers, and on returning to Toronto entered the service of Frank Smith & Co., wholesale grocers, remaining with them for a number of years and taking special charge of the confidential business of the head of the firm, the late Sir Frank Smith, in whose interest he spent several years in London, Eng. On the organization of the Niagara Navigation Co. in 1878, Mr. Foy became a director, and in 1879 was appointed Manager, holding that position until 1903, when he retired, and was appointed President. He married a daughter of the late Sir Frank Smith, and leaves a family

of five daughters and two sons, one of whom, Frank, is city ticket agent in Toronto for the New York Central Rd., the other, John V., being in the Niagara Navigation Co.'s office.

W. Woollatt, who has resigned his position as Superintendent Buffalo Division, Pere Marquette Rd., on account of ill-health, was born at Weedon, Hertfordshire, Eng., April 2, 1855, and entered railway service 1872 as office boy in the Mechanical Superintendent's office, Northern Ry. of Canada, the title of which was changed to the Northern and Northwestern Rys., in 1879; remained in the mechanical department until 1877, since which he has been consecutively: 1877 to 1880, stenographer in general freight and passenger department same road; 1880 to 1882, chief clerk same department; 1882 to 1884, chief clerk audit department; 1884, again made chief clerk general passenger department, and held that position until the road was absorbed by the G.T.R.; Jan., 1889 to 1891, General Freight Agent, Lake Erie and Detroit River Ry.; 1891 to May, 1900, General Superintendent and Traffic Manager, same road; May, 1900, General Manager same road. In 1903 the line was absorbed by the Pere Marquette Rd., when he was named Superintendent L.E. and D.R. Ry., P.M. Rd., and subsequently Superintendent Buffalo Division P.M. Rd. Mr. Woollatt, who has not been in very good health recently, intends resting for a few months and will probably visit the Northwest.

Hayter Reed, who has been appointed Inspector of C.P.R. hotels, was born at L'Orignal, Ont., May 26, 1849, and was educated at Upper Canada College and the Model Grammar School, Toronto. He was connected with the militia service for a number of years, went to Manitoba with the Provisional Battalion of Rifles in 1871, and remained on service until it was disbanded; he finally retired from the militia service in 1881, with the rank of Major. He was called to the bar of Manitoba in 1872, and entered the outside service of the Department of the Interior in 1881, serving as Indian agent, Battleford District, and assistant Indian Commissioner for Manitoba and the Northwest Territories. He was appointed a member of the Northwest Council April, 1882; served as Administrator of the Government of the Northwest Territories, 1884, and afterwards as Commissioner of Indian Affairs, and Deputy Superintendent-General of Indian Affairs, holding the latter office from 1893 to 1897, when he was placed on the retired list. He was subsequently Secretary of St. James' Club, Montreal, and until his present appointment, Manager of the Chateau Frontenac, Quebec. He married first a daughter of the late Lieut.-Col. Ponton, of Belleville, who died in 1889, and in 1894, Kate, eldest daughter of the late Chief Justice Armour, of Ontario.

The shipping firm of William Peterson (Ltd.) of Newcastle-on-Tyne, Eng., has filed a petition in bankruptcy. It is stated that the attempt of the company to establish a steamship service between Canada and continental ports, for which the Dominion Government granted a subsidy, was among the causes of the failure. A subsidy for a France-Canada service was voted in 1903, and taken up by a Bordeaux, France, firm, and steamers were placed on the route, but the Government refused to continue the subsidy to this firm, as its steamers first stopped at the French port of St. Pierre, Miquelon, off Newfoundland. The Peterson Company, which was interested in the Canadian Lines (Ltd.), then arranged to take up the subsidy, in connection with the steamers being run between Antwerp and Montreal.

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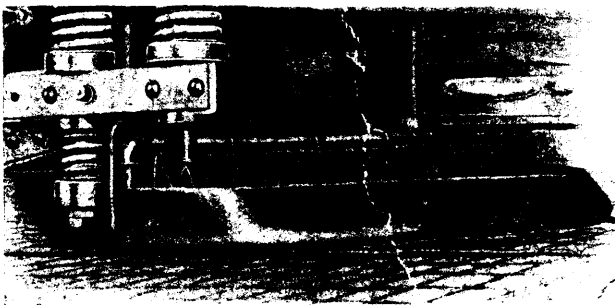
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GOING UNDER THE WHEELS



The General Manager of a Western City Traction Company said to us recently:

"We bought your fenders to guard our road against loss by accident. The Sterling serves the purpose of a fender and is put where a fender ought to be, namely on the truck and near the rails. The front fender is required by the city officials, and we put it on to comply with the ordinance, but the Sterling we put on to save lives."

STERLING-MEAKER CO., NEWARK, N.J., U.S.A.

Canadian Street Railway Association.

A short time ago W. H. Moore, Assistant to the President of the Toronto Ry., suggested to W. G. Ross, Managing Director of the Montreal Street Ry., the formation of an Association to embrace the Canadian street railways. The suggestion was heartily approved of by Mr. Ross, who has taken a prominent part in the proceedings of U. S. street railway associations. A preliminary meeting was held and invitations were sent out for a general meeting, which was held at the Windsor Hotel, Montreal, on Dec. 20 and 21, the following being present:—W. G. Ross, Managing Director; P. Dabee, Secretary; D. McDonald, Manager; L. Trudeau, Superintendent; R. M. Hannaford, Chief Engineer; N. Graburn, Master Mechanic; D. E. Blair, Superintendent of Rolling Stock; H. E. Smith, Accountant, Montreal Street Ry.; W. H. Moore, Assistant to the President; R. J. Fleming, General Manager, Toronto Ry.; Col. H. H. McLean, K.C.; M. Neilson, C.E., directors; W. Z. Earle, Secretary-Treasurer and Manager, St. John Ry., St. John, N.B.; E. A. Evans, General Manager, Quebec Ry., Light and Power Co.; A. H. Royce, Vice-President, Toronto Suburban Ry.; C. E. A. Carr, General Manager and Secretary-Treasurer, London Street Ry.; Dr. S. Ritter Ickes, Treasurer Grand Valley Ry., Brantford, Ont. There were also present by invitation W. B. Brockway, Sec.-Treas. Street Ry. Accountants' Association of America, New York; E. H. White, Cashier, Hartford, Conn., Street Ry., and Acton Burrows, Publisher of THE RAILWAY AND SHIPPING WORLD. W. G. Ross presided at the meetings.

The constitution provides that the name shall be the Canadian Street Ry. Association, and that its office shall be at the place where the Secretary-Treasurer resides. The object of the society shall be the acquisition of experimental, statistical and scientific knowledge relating to the construction, equipment and operation of street railways, and the diffusion of the knowledge among the members of this association, with a view to increasing the accommodation of passengers, improving the service and reducing its cost; and the encouragement of cordial and friendly relations between the roads and the public. The members of the association shall be such street railway companies in the Dominion as may be approved by the Executive Committee. Each member is entitled to one

vote by a delegation presenting proper credentials.

Papers were read by E. A. Evans, on handling express by electric suburban railways, and by D. McDonald, on relieving congested traffic at rush hours. Both papers gave rise to interesting discussions.

The following officers were elected:—President, W. G. Ross, Montreal; Vice-President, W. H. Moore, Toronto; Secretary-Treasurer, A. H. Royce, Toronto; Executive Committee, C. E. A. Carr, London, Ont.; E. A. Evans, Quebec; D. McDonald, Montreal; Attorney, Col. H. H. McLean, K.C., St. John, N.B.

Messrs. Ross and Moore, and other delegates, expressed their warm appreciation of THE RAILWAY AND SHIPPING WORLD, and testified to the accuracy of its information and to the services it had rendered to the transportation interests of the country. At a subsequent meeting of the Executive Committee it was decided to make it the official organ of the Association.

The delegates attending the meeting were most hospitably entertained by the Montreal Street Ry. Co., the attentions including a dinner at the St. James' Club, and a trip on the private car to the company's car shops, barns and power house.

Pension schemes are under consideration for the employes of the Intercolonial Ry., and for the Michigan Central Rd. The former will probably be discussed next session of Parliament. The Government's proposals have been considered by the employes of the different divisions of the I.C.R., and resolutions of approval passed.

NOTICE is hereby given that at the next session of Parliament, an application will be made by the Canadian Northern Railway Company for an act extending the time for the construction of the company's uncompleted lines of railway; and authorizing the company to lease or acquire running powers over the lines and leased lines of the Great Northern Railway of Canada, and the Chateauguay and Northern Railway Company, and the Irondale, Bancroft and Ottawa Railway Company, and the Quebec, New Brunswick and Nova Scotia Railway Company, and the James Bay Railway Company, or any of them, or to purchase such lines or any of them, or to amalgamate with the said companies or any of them.

Also authorizing the company to construct the following lines:—

1. From Regina north-westerly and westerly to a point on the Red Deer River in the District of Alberta, with a branch line west of the Saskatchewan River and running northerly to a point in Township 45, Range 4, west of the 3rd Meridian, in or near Carlton on the North Saskatchewan River.

2. From Regina northerly to or near Humboldt; thence north-easterly down the valley of the Carrot River to a point at or near the Pas Mission on the Saskatchewan River.

3. From a point on the main line of the Canadian Northern Railway between Humboldt and the South Saskatchewan River north-easterly to a point at or near the crossing of the South Saskatchewan River by the Prince Albert branch of the Canadian Northern Railway.

4. From a point on the main line of the Canadian Northern Railway west of Battleford into Battleford.

Z. A. LASH,
Solicitor for the applicant.

Dated 21st December, 1904.

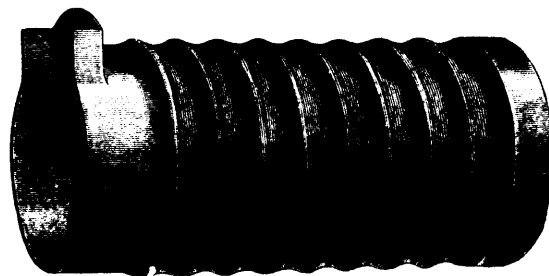
NOTICE.—The Calgary and Edmonton Railway Company will apply to the Parliament of Canada at its next session for an act amending the act respecting the company, being chapter 89 of the Statutes of 1903, so that in respect of the high level bridge which the company is authorized by section six of the said act to construct over the Saskatchewan River, between Strathcona and Edmonton, the company shall have power to issue bonds or other securities in respect of the said bridge and its approaches to an amount not exceeding one million dollars, to secure the same by mortgage, to make agreements with other railway companies for the use of the said bridge, and, if the said bridge be constructed for the use of foot passengers and carriages, to charge tolls for the use thereof by the same, to lease the said bridge to the Canadian Pacific Railway Company, and to have in respect of the said bridge such other powers as are usual and necessary for undertakings of a similar character.

H. CAMPBELL OSWALD,
Secretary.
Montreal, 22nd December, 1904.

MORISON Suspension Furnaces

The universally satisfactory record of "THE MORISON" proclaims it the best furnace made.

With Plain Ends or Flanged to any required shape.



For Land and Marine
— Boilers —

Uniform Thickness, Easily Cleaned, Unexcelled for Strength, Unsurpassed for Steaming Capacity.

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Near 10th and 23rd Street Ferries.

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CROSSEN CAR MFG. CO.

— OF —
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ROLLING STOCK

Passenger ————— Freight
 and Electric Railway

Ruggles' Rotary Snow Plows

Car Castings, Forgings and Repair Parts

C.P.R. LANDS.

THE CANADIAN PACIFIC RAILWAY COMPANY have 12,000,000 acres of choice farming lands for sale in Manitoba, Assiniboia, Saskatchewan and Alberta. Manitoba lands and Assiniboia lands east of third meridian, \$4.00 to \$10.00 per acre according to quality and location. Lands in South-Western Assiniboia and Southern Alberta, \$3.50 to \$8.00 per acre. Ranchings lands generally \$3.50 to \$4.00 per acre. Northern Alberta and Saskatchewan lands generally \$6.00 to \$8.00 per acre. Maps showing the lands in detail will be sent free on application.

TERMS OF PAYMENT.

An actual settler may purchase 640 acres, or less, on the 10 payment plan, by which the aggregate amount of principal and interest is divided into a cash instalment to be paid at the time of purchase and nine equal deferred instalments annually thereafter, as follows:

160 acres at \$4.00 per acre, 1st instalment \$95.85,	and 9 equal instalments of \$80.
160 acres at \$4.50 per acre, 1st instalment \$107.85,	and 9 equal instalments of \$90.
160 acres at \$5.00 per acre, 1st instalment \$119.85,	and 9 equal instalments of \$100.
160 acres at \$5.50 per acre, 1st instalment \$131.85,	and 9 equal instalments of \$110.
160 acres at \$6.00 per acre, 1st instalment \$143.85,	and 9 equal instalments of \$120.00.
160 acres at \$6.50 per acre, 1st instalment \$155.85,	and 9 equal instalments of \$130.00.
160 acres at \$7.00 per acre, 1st instalment \$167.85,	and 9 equal instalments of \$140.00.

Purchasers who do not undertake to go into residence on the land are required to pay one-sixth of the purchase money down, balance in five equal annual instalments with interest at the rate of 6 per cent. per annum.

DISCOUNT FOR CASH.

If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. on five-sixths of the purchase money. Interest at six per cent. will be charged on overdue instalments.

F. T. GRIFFIN,
 Land Commissioner C.P.R. Co., Winnipeg

CANADA NORTH-WEST LAND CO.

This Company has 800,000 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.

The N. L. Piper Railway Supply Co.

314 FRONT ST. WEST LIMITED

TORONTO CANADA

RAILWAY SUPPLIES



LOCOMOTIVE HEADLIGHT

LAMPS AND SIGNALS

NOTICE is hereby given that The James Bay Railway Company will apply to the Parliament of Canada, at its next session, for an act authorizing the company to change its name and empowering it to lease, purchase, or otherwise acquire the lines of the Quebec, New Brunswick and Nova Scotia Railway Company and to amalgamate with the company; also to extend and define the powers of the company with respect to the issue of bonds, debentures and other securities; and for power to construct the lines of railway below mentioned; also empowering the company to lease to The Canadian Northern Railway Company its lines or leased lines or any of them, and to give that company running powers thereover.

The lines above referred to are the following:—

- (1) From a point on the company's line south of Lake Muskoka, thence easterly to Montreal, passing through or near Ottawa, with branches to Ottawa and Hawkesbury.
- (2) From a point on or near the French River, thence easterly to Montreal, passing through or near Ottawa, with branches to Ottawa and Hawkesbury.
- (3) From a point on the company's line at or near Sudbury, thence westerly and south of Lake Nipigon to a point on the Canadian Northern Railway west of Port Arthur, passing through or near Port Arthur, or with a branch to Port Arthur.

Z. A. LASH,
 Solicitor for applicant.

Dated December 8th, 1904.

Bing—The railway companies are brazen robbers!

Bung—Quite so. They don't even take the trouble to cover their tracks.

INTERCOLONIAL RAILWAY

WHY

Canada's THE "Maritime Famous Train Express"

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FREIGHT VIA
TRAINS



RUNNING DAILY BETWEEN

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HALIFAX and the SYDNEYS

Give every satisfaction to shippers

Rodger Ballast Hart Convertible Cars

WILL ACCOMPLISH A SAVING OF \$200.00 TO \$400.00 PER MILE

IF INTERESTED, WRITE FOR PARTICULARS

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CARS - - - - -

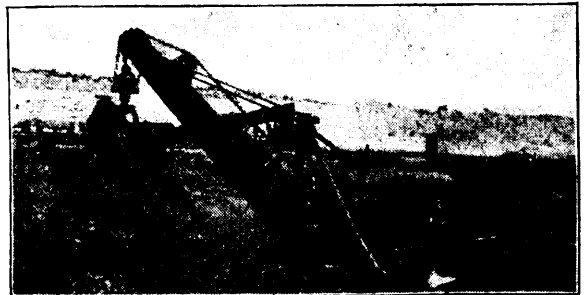
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LIMITED

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SWITCHES AND TRACK WORK

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OF ALL KINDS

MANGANESE STEEL CASTINGS

For wearing Parts, insuring Great Hardness and Durability

INTERLOCKING PLANTS

WORKS AND OFFICE: CANAL BANK, PT. ST. CHARLES, MONTREAL

the act of 1903, so that it will authorize the construction of a branch starting at Wetaskiwin, Alta., and running eastward for 100 miles, instead of easterly in the line of townships numbered 47.

Grading has been completed for 25 miles on the branch from Wetaskiwin, easterly, and also for a similar distance on the branch from Lacombe, Assa., easterly. Track will be laid during the year.

Columbia and Western Ry.—Application will be made next session of the Dominion Parliament for an act extending the time within which the company may construct the railway and branches authorized.

Grade Revision at Rogers Pass.—We are advised that the recent press reports to the effect that the work of revising the grade near Rogers Pass, B.C., was to be undertaken immediately, are not correct. While the work will no doubt be undertaken some time, it is not at present under serious contemplation.

Vancouver and Lulu Island Ry.—In reference to the reports that this line is to be leased to the B.C. Electric Ry., and operated as an electric line, we are advised that a suggestion to electrify it has been made and is under consideration.

Duluth, South Shore and Atlantic Ry.—U.S. press reports state that a project is under consideration to extend the line from Duluth, westerly to Thief River Falls, Minn., and then through North Dakota, about midway between the Great Northern Ry. and the International boundary. Another report states that the line will operate a through service to Winnipeg, running over the old Duluth and Winnipeg Ry. to Foston, under the terms of an old contract. About seven miles from Foston a junction would be effected with the recently completed line to Emerson of the Minneapolis, St. Paul and Sault Ste. Marie Ry. W. Whyte, Second Vice-President C.P.R., stated in Winnipeg that nothing of the kind was contemplated.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—In connection with the opening of the extension of the line to the International boundary at Emerson, Man., and the inauguration of a through train service between St. Paul and Winnipeg, the probability of the erection of a union station at Emerson is under discussion. The lines interested would be the C.P.R., the M., St. P. and S.S.M. Ry., the Canadian Northern Ry., and the Great Northern Ry., U.S.

McLeod to San Francisco.—The St. Paul, Minn., Globe recently published a statement that the C.P.R. was having surveys made for a line from McLeod, Alta., through Montana, with a view of having a line to San Francisco, Cal. W. Whyte, Second Vice-President, stated at Winnipeg that the C.P.R. had no reason for building a line to San Francisco, that it had its hands full in Canada at present, and that the story must be a mistake on somebody's part.

The B. Greening Wire Co., Hamilton, Ont., has issued its annual calendar for 1905. A glance at the illustration of the works shows that there has been an enlargement during 1904, the works now occupying half a block on both sides of Queen St., between Peter and Napier streets. The company is issuing a series of catalogues, one for each separate department of the works. The first of the series is for wire cloth and perforated metals, and is complete in every detail. It contains an engraving with a rule on it showing how cloth is measured, and also an engraving showing how screening is measured, these being published with a view of enabling customers to order correctly. Other catalogues are in preparation, and any of them can be obtained on application.

Canadian Northern Ry. Construction.

The C.N. Ry. Co. has given notice that it will apply next session of the Dominion Parliament for an act extending the time fixed for the construction of the uncompleted portions of its railway, and authorizing it to lease or acquire running powers over the Great Northern Ry. of Canada, the Chateauguay and Northern Ry., the Irondale, Bancroft and Ottawa Ry., the Quebec, New Brunswick and Nova Scotia Ry., and the James Bay Ry., or any of them, or to purchase such lines or any of them, or to amalgamate with such lines or any of them.

The Great Northern Ry. of Canada will apply next session of the Dominion Parliament for an act authorizing it to lease or otherwise acquire the lines of the Chateauguay and Northern Ry., the Quebec, New Brunswick and Nova Scotia Ry., or either of them; and also empowering it to lease its lines to the Canadian Northern Ry., or to the James Bay Ry., or to give either of these companies running powers over its lines; also for the purpose of confirming an issue of consolidated bonds of the company; and authorizing the construction of a line from near Grand Mere, Que., to its terminals in Quebec city, and a branch to the Quebec Bridge.

The James Bay Ry. Co. has given notice that it will apply next session of the Dominion Parliament for an act authorizing it to change its name, and empowering it to acquire the lines of the Quebec, New Brunswick and Nova Scotia Ry.; also to extend and define the powers of the company with respect to the issue of bonds, debentures, and other securities; also empowering the company to lease its lines or leased lines, and to give the company running powers thereover; also to construct the following additional lines: from the line now under construction, south of Lake Muskoka, easterly to Montreal, passing through or near Ottawa, with branches to Ottawa and Hawkesbury, Ont.; from or near French River easterly to Montreal, passing through or near Ottawa, with branches to Ottawa and Hawkesbury, Ont.; from the company's line at or near Sudbury, thence westerly and south of Lake Nepigon to the C.N.R., west of Port Arthur, passing through or near Port Arthur, with a branch to Port Arthur.

A Question of Nomenclature.

We are at one with the Toronto Globe in the assertion that it is very desirable that a correct practice should grow up in naming the new transcontinental railway, but we do not concur in the Globe's argument that whatever may be the name of the line, it should not be the Grand Trunk Pacific Ry., because "there is no such road either existent or contemplated." A reference to the Statutes of 1903 will show that on Oct. 24 of that year the Governor-General assented to an act incorporating a company with the title of the Grand Trunk Pacific Ry. Co., authorized to construct a railway from Moncton, N.B., to the Pacific ocean. On the same day there was assented to an act "Respecting a National Transcontinental Ry.," in the preamble of which it was affirmed that such a railway, wholly in Canada, and extending "from ocean to ocean," was a necessity, and confirming an agreement dated June 29, made with Sir C. Rivers Wilson and others on behalf of the G.T.P. Ry. Co.—which at that time was non-existent—for the construction of a line from Moncton to Winnipeg, by the "Commissioners of the Transcontinental Ry.," at the cost of the Dominion of Canada, and the Western Division from Winnipeg to the Pacific coast by the G.T.P.

Ry. Co., on its own account, with the aid of a guarantee of bonds by the Dominion. There is not a section or clause of this latter act giving the Government or any Commissioners power to construct any railway whatever; and the only power which the Government or its Commissioners have to construct any railway is by virtue of its agreement with the G.T.P. Ry. Co., under which a contract is made to construct the Eastern Division of the line which the G.T.P. Ry. Co. was incorporated to build. It will, therefore, be seen that there is a projected Grand Trunk Pacific Ry., to extend from Moncton to the Pacific coast, the eastern section of which, by agreement, is to be constructed by and at the cost of the Dominion of Canada, and the western section by the company. The ordinary custom of naming a railway after the corporation building it will not very well apply here, although during the construction period it may be convenient to use the name Grand Trunk Pacific Ry. for the Western Division, and the National Transcontinental Ry. for the Eastern Division.

The whole is to be operated as a single line by the G.T.P. Ry. Co., which the Globe describes as "a corporation which has entered into a contract with the Dominion Government to build the Western Division of the National Transcontinental Ry., and to operate both the Western and the Eastern Divisions as a single line." Again, to follow the usual practice of naming railways, a line, including leased lines and lines otherwise acquired, takes the name of the operating company. In this case the name would be the Grand Trunk Pacific Ry., and not the National Transcontinental Ry. Under any circumstances the latter name would be unsuitable, because the line to be constructed will neither be national or transcontinental, "from ocean to ocean," as mentioned in the act. It will not be national either in construction or operation, and it cannot be transcontinental, "from ocean to ocean," as the point of commencement, Moncton, is some miles from the shore of Northumberland Strait, in one direction, and is some miles up the Petiscodiac River, which runs into Shepody Bay, which is an inlet off Chebucto Bay, which is at the head of the Bay of Fundy, an inlet off the Atlantic ocean.

Rapid Locomotive Construction.

An interesting and important example of the possibilities of modern shop equipment and methods is furnished by the record of construction of 20 locomotives recently built at the Schenectady works of the American Locomotive Co., for the C.P.R. They were of the consolidation type, weighing in working order 186,000 lbs., with 20 x 28 in. cylinders. The construction was necessarily complicated, as they were all equipped with super-heaters of a new design. The contract was closed in Montreal under a guarantee that the first two locomotives were to be shipped within 30 days (Sundays included) from the date of the contract, and the balance at the rate of two each working day thereafter until the order was completed. This schedule was carried out exactly. The locomotive company had practically no material in stock, and it was necessary to order the principal items, which was done either by telephone or telegraph, on the day the contract was made. Special mention should be made of the boiler, fire-box, and tank plates, which were ordered by telephone on the day the contract was placed, the formal order, with details, reaching the manufacturers the following day. All of the principal plates were shipped within five days from receipt of the formal order. The shops of the American Locomotive Co. began work on the plates six days after the contract was placed, and the first boiler was in the erecting shop on

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CONCRETE
MIXERS**

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AND CONCRETE
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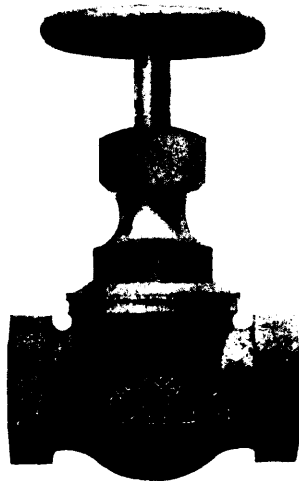
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We carry a most complete line of these goods for all uses.

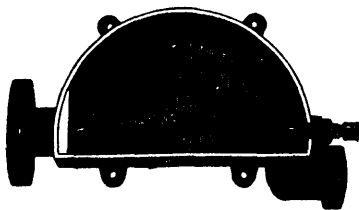
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USE "REMANIT" The modern
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J. M. T. VALVES Renewable
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A good STEAM TRAP is an investment that pays 15 to 20 per cent. in fuel economy. The "HEINTZ" Trap is guaranteed to do this. It's a steam saver. Can be placed in any position. Thousands are in use.

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LOCOMOTIVE AND MARINE BRASS WORK



The Ticket Agent and General Public are reminded that all tickets reading over this line, Chicago to as far South as DuQuoin and all other points south of DuQuoin, are honored at option of passenger
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Send your friends where a diversified route and to visit World's Fair is permissible without extra charge and inconvenience. This applies in either direction.

On Friday, via New Orleans,
Through Tourist Sleeper to California.

"See page 21 June 12 Folder,"

Montreal, Toronto, St. Louis Line

G. B. WYLLIE,

Canadian Passenger Agent.

210 ELLICOTT SQUARE, BUFFALO, N. Y.

The Wabash Railroad

is the great Winter tourist route to the south and west, including Old Mexico, the most interesting country on the face of the globe; Texas and California, the lands of sunshine and flowers. Round-trip tickets on sale daily at greatly reduced rates. The Wabash is the great trunk line between the east and the west, and runs the finest equipped trains in America.

For time-tables and descriptive folders and other printed matter, address

J. A. RICHARDSON

District Passenger Agent

North-East Corner King and Yonge Streets,
TORONTO

CANADA AND MICHIGAN BRIDGE AND TUNNEL COMPANY.

NOTICE is hereby given that the Canada and Michigan Bridge and Tunnel Company will apply to the Parliament of Canada, at the next ensuing session thereof, for an Act to extend the times limited for the commencement and completion of the works authorized by the Acts relating to the Company, and for other purposes.

Dated this 29th day of November, 1904.

KINGSMILL, HELLMUTH, SAUNDERS & TORRANCE,
Solicitors for the applicants,
19 Wellington St. West, Toronto, Ont.

the 17th day. The patterns for the steel castings were in the Montreal shops of the locomotive company. These were sent by express the day after the contract was placed, arriving at the foundry the next day, and were in the sand the same afternoon. The first shipment of steel castings, which included frames, wheel centres, etc., was made six days after receipt of the patterns, and the entire order was completed in 12 days. The locomotives are exact duplicates of C.P.R. locomotive 1602, built by the Locomotive and Machine Co. of Montreal, an illustration of which appeared in our Dec. issue. The general dimensions are:—Cylinders, 21 in. diameter; 28 in. stroke; drivers 57 in.; wheel base driving 15 ft. 10 in.; total, 24 ft. 4½ in.; weight on drivers, 162,658 lbs.; total, 186,335 lbs.; tank capacity, 5,000 imperial gallons; weight of tender with coal and water, 122,180 lbs.

Railway Equipment Notes.

The Minneapolis, St. Paul and Sault Ste. Marie Ry. has ordered 14 passenger cars.

The Intercolonial Ry., we are advised, is not at present in the market for any additional equipment.

The G.T.R. has placed orders for 2,000 G.T. standard 30 ton capacity box cars with two companies in the U.S., for use on its lines in the U.S.

ment three first-class vestibuled coaches, four second-class vestibuled coaches, and two baggage and mail cars, for the Temiskaming and Northern Ontario Ry.

The Quebec Central Ry. has placed an order with Rhodes, Curry & Co., Amherst, N.S., for 50 box cars, 60,000 lbs. capacity, for delivery during the current month. The cars will be 36 ft. long, 8 ft. high and 8 ft. 6 in. wide, inside measurement, and will be fitted with Westinghouse air brakes.

The Michigan Central Rd. has ordered 15 locomotives from the Locomotive and Machine Co., of Montreal, for delivery during the spring and summer. Fourteen are to be of the company's standard type of consolidation freight locomotives, and one will be a Pacific type passenger locomotive.

The G.T.R. has contracted with the Safety Car Heating and Lighting Co., New York, for the lighting of 1,200 of its cars with Pintsch gas, and for the erection of a sufficient number of gas manufacturing plants to care for the needs of the G.T.R., and the projected G.T. Pacific Ry. A plant will be erected at Toronto.

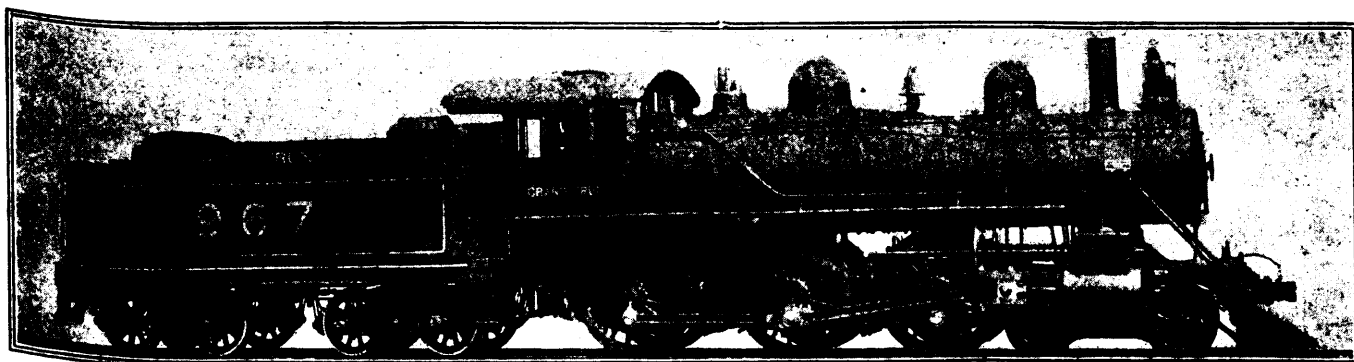
The Canadian Northern Ry. is having 10 freight locomotives of the 10-wheel type, similar to the five of which general dimensions are given below, built by the Locomotive and Machine Co. of Montreal, for spring delivery

eter 2 ins.; length, 13 ft. 2½ ins.; fire-box, 114 x 42 ins.; tank capacity, 5,000 Imperial gallons, 10 tons coal; weight in working order on drivers, about 126,000 lbs.; weight on leading truck, about 31,000 lbs.; total, about 157,000 lbs.

The C.P.R., between Oct. 20 and Dec. 12, added the following to its equipment: four freight locomotives from the Canadian Locomotive Co., Kingston, Ont.; six freight locomotives from the Canada Foundry Co., Toronto; eight freight locomotives from the Locomotive and Machine Co. of Montreal; two switching locomotives, six first-class cars, 123 box cars from its Angus shops; 25 refrigerator cars from its Perth shops; 12 vans from its Farnham, Que., shops; 18 ore cars and two wrecking cranes from the U.S.

The Canadian Northern Ry. has received two 10-wheel passenger locomotives from the Locomotive and Machine Co., Montreal. The locomotives have the following general dimensions:—Cylinders, 18 x 24 ins.; drivers, 62 ins.; boiler, 58 ins. diameter, 200 lbs. pressure; Tubes, no. 248, diameter 2 ins.; length, 13 ft. 2½ ins.; firebox, 103 x 42 ins.; tank capacity, 5,000 Imperial gallons, 10 tons coal; weight in working order on drivers, about 103,000 lbs.; weight on leading truck, about 34,800 lbs.; total, about 137,800 lbs.

The Quebec and Lake St. John Ry. has placed an order for a mogul Richmond compound freight locomotive with the Locomo-



TEN-WHEEL LOCOMOTIVE BUILT BY THE AMERICAN LOCOMOTIVE CO. AT SCHENECTADY FOR THE G.T.R.

The James Bay Ry. has ordered 200 standard 30-ton flat cars and four standard conductors' cabooses, from the Crossen Car Manufacturing Co., Cobourg, Ont.

The G.T.R., between Nov. 12 and Dec. 10, added four Richmond compound locomotives, one 10-wheel passenger locomotive, and 57 refrigerator cars to its equipment.

The C.P.R. has ordered 30 ten-wheel freight and passenger locomotives of its 1300 class from the Locomotive and Machine Co., Montreal. Delivery is to begin May 1.

The Winnipeg Electric Street Ry. has recently added to its equipment a double-truck rotary snow plow and cleaner, built by the Crossen Car Manufacturing Co., Cobourg, Ont.

The Canadian Locomotive Co., Kingston, Ont., has under construction for the Intercolonial Ry., 10 consolidation locomotives, three switching locomotives, and 12 passenger locomotives.

The C.P.R., between Oct. 20 and Dec. 12, placed orders for the following additional equipment:—25 colonist cars and one snow-plough, at its Angus shops; 20 colonist cars and two wrecking cranes, in the U.S.

The Halifax and Southwestern Ry. has ordered 100 standard 30-ton box cars, 50 standard 30-ton flat cars and four standard conductors' cabooses from Rhodes, Curry & Co., Amherst, N.S., for delivery in the spring.

The Crossen Car Manufacturing Co., Cobourg, Ont., has completed and ready for ship-

The Intercolonial Ry. received the following equipment between Nov. 15 and Dec. 15: three 6-wheel switching locomotives from the Canadian Locomotive Co., Kingston, Ont.; four baggage cars and 120 15-ton hopper cars from Rhodes, Curry & Co., Amherst, N.S. With the exception of one baggage car, all the above equipment is to replace equipment destroyed, etc.

The G.T. Pacific Ry. Co. has given a contract to the Canada Car Co., Montreal, for a portion of its contemplated equipment, including both passenger and freight cars, and work will be commenced under this contract at the completion of the C.C. Co.'s works, probably in Aug. next. The daily press report that a contract had been made for 15 cars a day for five years is incorrect.

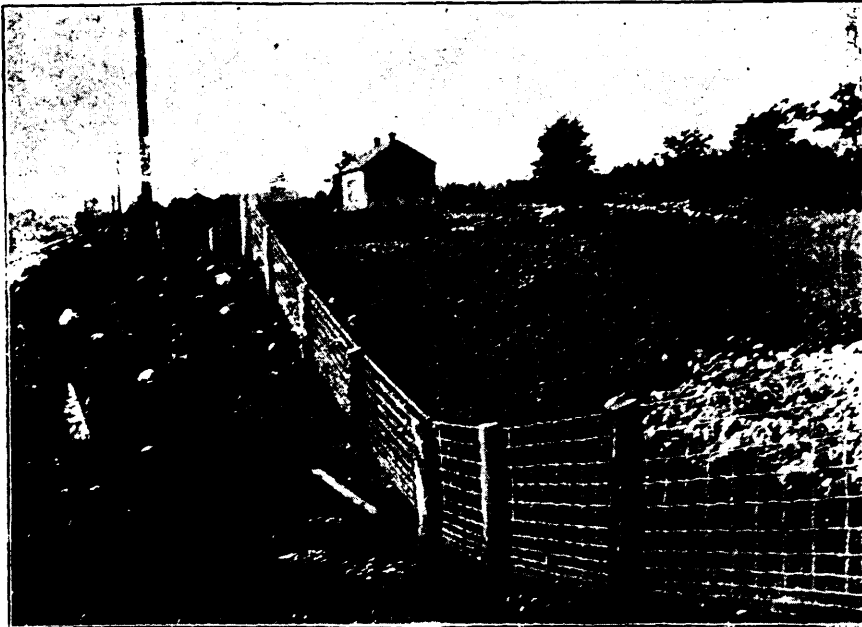
The Crossen Car Manufacturing Co., Cobourg, Ont., has received the following orders since Sept. 1:—Four parlor cars, four second-class sleeping cars, four postal and baggage cars, and 50 box cars, 60,000 lbs. capacity, for the Intercolonial Ry.; 200 flat cars, 60,000 lbs. capacity, and four cabooses, for the James Bay Ry.; one first-class coach and one baggage and mail car, for the Central Ontario Ry.

Following are the general dimensions of five 10-wheel freight locomotives recently delivered to the Canadian Northern Ry., by the American Locomotive Co.:—Cylinders, 20 x 26 ins.; drivers, 63 ins.; boiler, diameter 66 ins., pressure 200 lbs.; tubes, no. 308, diam-

and Machine Co., of Montreal. Following are the general dimensions:—Cylinders, diameter, 22 and 34 ins.; stroke, 26 ins.; driving wheel, diameter 56 ins.; boiler pressure, 200 lbs.; tank capacity, 5,000 gallons; coal capacity, 10 tons; weight on drivers, 122,000 lbs.; total weight of engine, 145,000 lbs.; total weight of tender, 116,000 lbs. The locomotives will be fitted with Westinghouse air brakes.

The Dominion Coal Co. has placed an order in the U.S. for 150 all steel hopper bottom coal cars of 100,000 lbs. capacity for its Sydney and Louisburg Ry. The cars will be of standard design, excepting that the drop bottoms will be specially arranged to meet existing conditions at the company's shipping piers. The general dimensions are: extreme length over drawbar, 33 ft.; extreme length over end of body, 31½ ft.; width, 10 ft. 2 in.; height, 10 ft. The cars are to be ready for service at the opening of the St. Lawrence season of navigation.

The Canadian Northern Ry. has recently added to its equipment 500 box cars and 25 refrigerator cars, built by Rhodes, Curry & Co., Amherst, N.S. The box cars are built to the standard dimensions of the American Railway Association, and the refrigerator cars have the same outside dimensions. In the interior arrangements a departure has been made from the general practice in regard to the heater spaces. An exterior door at diagonally opposite sides and ends of the car



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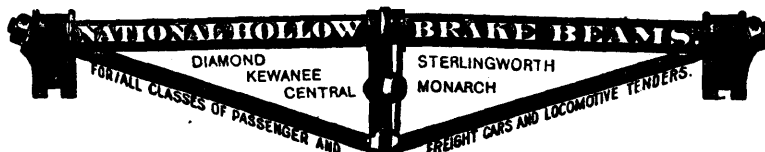
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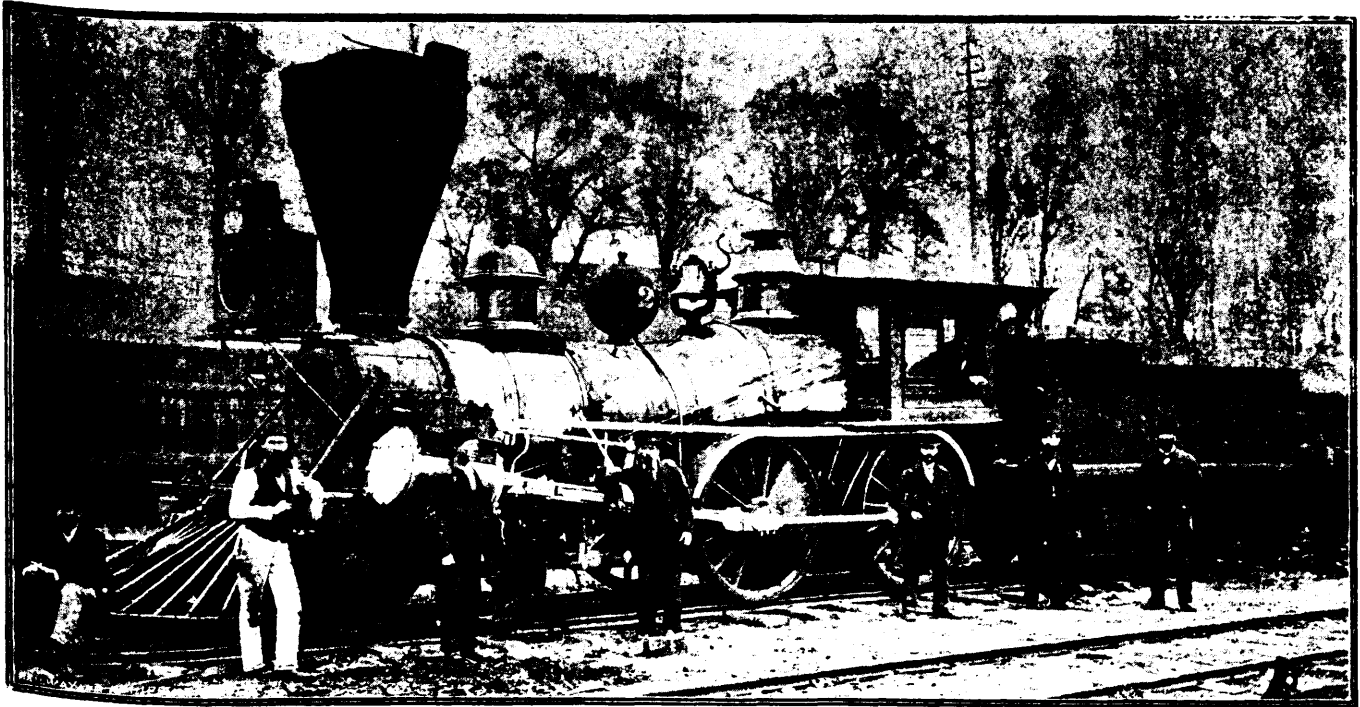
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THE FIRST LOCOMOTIVE BUILT IN TORONTO, IN 1853, BY JAMES GOOD, FOR THE ONTARIO, SIMCOE AND LAKE HURON RY., NOW G.T.R.

allows a double economy heater to be placed under the ice tank. This section is fire-proofed with galvanized iron and asbestos. By this arrangement the usual heater cages in the body of the car are done away with and a much more serviceable car for general freight obtained.

The 10 consolidation locomotives for the Intercolonial Ry., which the Canadian Locomotive Co. is building at Kingston, Ont., have the following general dimensions:—

Weight in working order, drivers.....	148,300 lbs.
total.....	164,850 lbs.
Wheel base of engine, rigid.....	15 ft. 3 ins.
total.....	23 ft. 6 ins.
and tender.....	54 ft. 5 ins.
Length over all, engine and tender.....	63 ft. 1 in.
Width.....	10 ft. 2 ins.
Height.....	14 ft. 6 1/4 ins.
Heating surface, firebox.....	162 sq. ft.

Heating Surface, tubes.....	1,934 sq. ft.
total.....	2,096 sq. ft.
Diameter of driving wheels.....	56 in.
Material of driving wheel centres.....	main, cast steel, others cast iron
Diameter and length of driving journals.....	8 in. x 12 in.
of cylinders.....	21 ft.
Stroke of cylinders.....	28 ft.
Type of boiler.....	radial stayed
Working pressure of boiler.....	200 lbs.
Number of tubes.....	236
Diameter.....	2 1/2 ins.
Length.....	114 ins.
Brakes.....	Westinghouse
Kind of packing.....	metallic
Weight of tender, loaded.....	120,000 lbs.
Capacity of tank in imp. gallons.....	5,000 gallons
Style of tank.....	U shaped, sloping coal well
Coal capacity.....	10 tons
Style of truck.....	diamond, all steel
Diameter of wheel.....	34 ins.
Kind of wheel.....	wrought iron centre, steel tire
Diameter and length of journal.....	5 1/2 in. x 10 in.
Brake beam.....	steel

The Intercolonial Ry. is having 12 Pacific type passenger locomotives built by the Canadian Locomotive Co., Kingston, Ont., with the following general dimensions:—

Weight in working order, drivers.....	126,000 lbs.
total.....	187,000 lbs.
Wheel base of engine, rigid.....	12 ft. 7 in.
total.....	31 ft. 6 in.
and tender.....	57 ft. 10 in.
Length over all, engine and tender.....	67 ft. 0 1/2 in.
Width.....	10 ft. 3 in.
Height.....	15 ft. 0 in.
Heating surface, firebox.....	162 sq. ft.
tubes.....	2,584 sq. ft.
total.....	2,746 sq. ft.
Grate area.....	45.75 sq. ft.
Diameter of driving wheels.....	72 ins.
Material.....	centres..... cast steel
Diameter and length of driving journals.....	9 in. x 12 in.
of cylinders.....	21 ins.
Stroke.....	28 ins.
Type of boiler.....	wide firebox, radial stayed
Working pressure of boiler.....	200 lbs.



THE LATEST LOCOMOTIVE BUILT IN TORONTO, 1904, BY THE CANADA FOUNDRY CO., FOR THE C.P.R.

Number of tubes 232
 Diameter " 2 1/2 ins.
 Length " 19 ft.
 Brakes Westinghouse, American high speed
 Kind of packing metallic
 Weight of tender, loaded 120,000 lbs.
 Capacity of tank in imp. gallons 5,000 gallons
 Style of tank water bottom
 Coal capacity 10 tons
 Style of truck 4 wheel, steel bolster
 Diameter of wheel 36 ins.

Kind of wheel wrought iron centre, steel tire
 Diameter and length of journal 5 1/2 in. x 10 in.

The C.P.R. has placed an order for 10 consolidation locomotives with the Canadian Locomotive Co., Kingston, Ont., and would have placed a larger order if the company had been in shape to make deliveries at the time required, its capacity being practically en-

JAMES THOMSON, President, JAMES A. THOMSON, Secretary, JOHN GARTSHORE, Treasurer, J. G. ALLAN, Vice-President.

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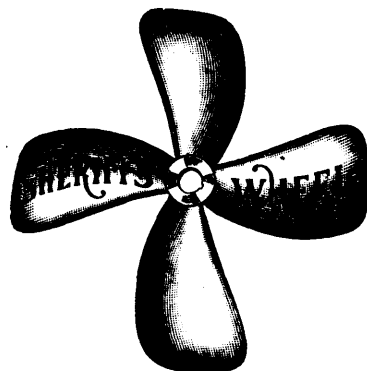
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tirely taken up until late in the fall. Following are the general specifications:—

Table with specifications for a locomotive, including weight in working order (163,675 lbs), wheel base (15 ft 10 in), length over all (53 ft 3 in), and boiler capacity (5,000 galls).

The Canadian Northern Ry. has recently added two six-wheel separate tank switching locomotives to its equipment. The locomotives, which have the following general dimensions, were built by the American Locomotive Co.:—Cylinders, 19 x 26 ins.; drivers, 50 ins.; boiler, diameter 64 ins., pressure 180 lbs; tubes, no. 271, diameter 2 ins.; length, 10 ft 6 ins.; fire-box, 96 ins. x 34 1/2 ins.; tank capacity, 4,000 gallons water, 6 tons coal; weight in working order on drivers, about 115,000 lbs.

Following are the general dimensions of the three switching locomotives under construction by the Canadian Locomotive Co., for the Intercolonial Ry:—

Table with specifications for a switching locomotive, including weight in working order (122,600 lbs), wheel base (11 ft 11 in), length over all (39 ft 0 1/2 in), and boiler capacity (3,800 imp. gals).

The G.T.R. has placed an order for 10 mogul Richmond compound freight locomotives with the Locomotive and Machine Co., of Montreal. The general dimensions, etc., are as follows:—

Table with specifications for a mogul locomotive, including weight in working order (163,704 lbs), wheel base (15 ft 8 in), length over all (54 ft 0 1/2 in), and boiler capacity (5,000 galls).

Table with specifications for a firebox and engine truck, including thickness of crown (3/8 in), tube diameter (7/8 in), and engine truck type (two wheels, centre bearing).

Grain Elevator Notes.

The Colonial Elevator Co., Winnipeg, proposes to erect an elevator at Lang, Assa.

The Northern Elevator Co. has purchased a site at the Canadian Northern Ry. yards at Fort Rouge, Winnipeg, for the purpose of erecting a large elevator.

The Brackman-Ker Milling Co. has purchased a site on the waterfront at New Westminster, B.C., adjoining the C.P.R., and the Great Northern Ry. tracks, for the purpose of erecting a wharf and elevator.

The Golden Gate Milling Co. (Ltd.) has been incorporated under the Manitoba Companies' Act, with a capital of \$50,000, and offices at Sinnot, Man., to carry on a general milling and grain buying business, and in connection therewith to lease or construct elevators. G. C. Howard, J. Reid, M. Steinhauer, J. D. Campbell, of St. Ouens, Man.; and W. H. Moore, of Winnipeg, Man., are the provisional directors.

The Maple Leaf Flour Mills Co. (Ltd.) has been incorporated under the Dominion Companies' Act with a capital of \$1,000,000, and offices at Ottawa, to carry on a general grain buying and flour milling business anywhere in Canada, and in connection therewith to construct elevators; to carry on a general navigation business, and any other business which may be carried on in connection therewith. The provisional directors are: D. C. Cameron, Winnipeg, Man.; A. Carmichael, Rat Portage, Ont.; H. S. Dowd, Quyon, Que.; J. A. Cameron, Dominionville, Ont., and J. D. Flavelle, Lindsay, Ont.

SHIPPING MATTERS.

The Northern Navigation Co. of Ontario.

A year ago we made some serious charges against the management of the Northern Navigation Co. of Ontario, and particularly against Thomas and John J. Long, two members of the board of directors. At first these charges were pooh-poohed by some of the other directors, and it was only after considerable urging that an investigation of the company's affairs was decided on. That investigation was not as thorough as it should have been, and the report presented in connection with it was not in keeping with the gravity of the charges made. The late J. J. Long denied our charges, but the evidence which the publisher of this paper produced at the annual meeting was so overwhelming that the shareholders were convinced of the truth of our statements.

Owing to what we consider to have been bad judgment on the part of certain directors, who had procured proxies for a majority of the stock, the late J. J. Long was re-elected on the board, and some other directors who were friendly to him were also left on. There is no doubt that a mistake was made in this respect, and that there should have been a

much more radical change in the composition of the board.

Grave as were the charges we made, they were mild in comparison with what has since been discovered, and when the facts are made public, people will be astounded at what was practised. Suffice it now to say that accounts were falsified, and that after the return of the late J. J. Long from Europe last spring he was confronted with what had been discovered, and he finally consented to pay to the company a sum approximating \$80,000. A few days later, and without the money having been handed over, his dead body was found in the Don River in Toronto. Efforts have since been made to get Thomas Long, who is one of the late J. J. Long's executors, and one of the principal beneficiaries by his will, to pay the amount out of the estate, but we understand they have been unsuccessful, and the company will, therefore, be a loser to the extent of \$80,000, unless proceedings can be successfully taken against the estate.

We presume that at the annual meeting to be held on January 31, the directors will take the shareholders fully into their confidence in connection with this \$80,000 matter, and make public the way in which the company was used for a purpose and its shareholders deceived.

Possibly the company has no legal recourse against the J. J. Long estate, but we believe that the case of individual shareholders is different, and we think it would be well for a shareholders' protective committee to be formed, for the purpose of securing legal advice with a view to recovering damages for the losses they sustained by stock being unloaded on them at inflated prices, worked up by deceptive statements.

We have had the facts in connection with this matter in our possession for some months, but have abstained from publishing them, as we did not wish to do anything that might put any obstacle in the way of the company securing the \$80,000 referred to. But the time has arrived when there is no object in remaining silent any longer.

Notices to Mariners.

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

No. 100. Nov. 5.—Quebec—271. River St. Lawrence, ship channel between Quebec and Montreal, Becancour, range lights established. 272. River St. Lawrence, ship channel between Quebec and Montreal, Cap Madeleine village, range lights established. 273. River St. Lawrence, ship channel between Quebec and Montreal, Ile Bigot to Three Rivers, gas buoys established.

No. 101. Nov. 8.—British Columbia—274. Barkley Sound, Uchucklesit harbor, rock omitted from Admiralty chart.

No. 102. Nov. 8.—Ontario—276. Lake Ontario, Port Credit, lighthouse raised. 277. Georgian Bay, east coast, Pointe au Baril, back range tower made more conspicuous.

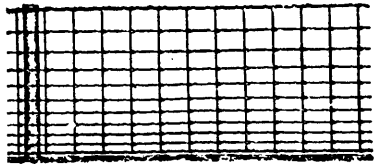
No. 103. Nov. 8.—Quebec—279. River St. Lawrence above Quebec, Pointe a Basile, back range tower destroyed by fire, temporary light shown.

No. 104. Nov. 9.—Prince Edward Island—280. Gulf of St. Lawrence shore, New London harbor, channel moved, temporary back range light discontinued.

No. 106. Nov. 11.—Nova Scotia—284. South coast, St. Margaret bay, Crawford ledge, bell buoy established. 285. South coast, Shag Bay breakers, bell buoy established. 286. South coast, Blind Bay, Shag Bay, buoys established.

No. 107. Nov. 12.—Quebec—287. Gulf of St. Lawrence, Anticosti, light ship removed from her station to winter quarters.

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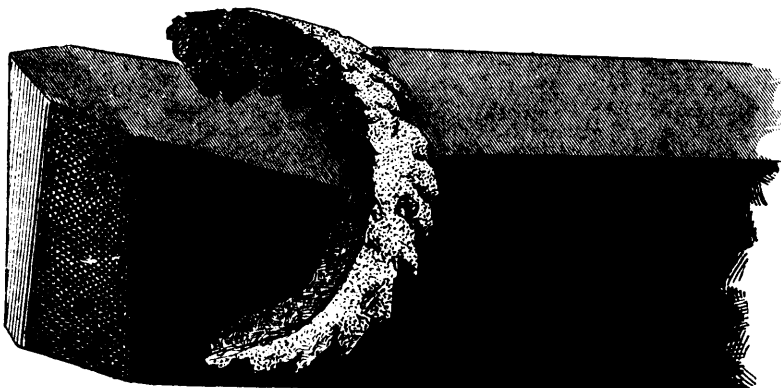
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No. 110. Nov. 22.—Ontario—294. River St. Lawrence, Lake St. Francis, St. Francis middle ground light improved. 295. River St. Lawrence, foot of Cornwall canal, St. Regis dyke, range lights improved. 296. River St. Lawrence, west of Galops canal, north channel dyke, light improved.

No. 111. Nov. 23.—Nova Scotia—297. Cape Breton Island, Mabou, front range light mast carried away.

No. 112. Nov. 23.—British Columbia—299. Fraser River, New Westminster, railway swing bridge, lights and regulations. 300. Burrard Inlet, first narrows, changes in beacons. 301. Vancouver Island, east coast, Baynes Sound, Village Point, change in character of buoy. 302. Vancouver Island, west coast, Clayoquot sound, Browning passage, buoys established. 303. Vancouver Island, west coast, Clayoquot sound, Hectate passage, buoys established.

No. 113. Nov. 25.—New Brunswick—304. South coast, Bay of Fundy, Cape Enrage, lighthouse rebuilt. 305. Miramichi River, northwest branch, light established on bridge.

No. 114. Nov. 26.—Nova Scotia—306. West coast, Bay of Fundy, Grand Passage, north point of Brier Island, fog bell established at lighthouse.

No. 116. Nov. 29.—Nova Scotia—309. Strait of Northumberland, Pictou harbor, light in custom house changed.

No. 117. Nov. 30.—Ontario—313. Lake Ontario, Toronto harbor, Gibraltar point, fog alarm discontinued. 314. Lake Superior, north shore, Jack Fish Bay, information.

No. 118. Nov. 30.—Quebec—315. Gulf of St. Lawrence, Magdalen Islands, Byron Island, lighthouse established. 316. Gulf of St. Lawrence, Gaspe bay, entrance to Gaspe basin, lighthouse established on Sandy Beach point, lightship withdrawn.

No. 119. Nov. 30.—Nova Scotia—317. Strait of Northumberland, Pictou Island, west end, lighthouse established.

The following have been issued by the U.S. Hydrographic Department:—

No. 46. Nov. 12.—Lake Superior—1615. North shore, Jack Fish Bay, information.

No. 49. Dec. 3.—Lake Ontario—1700. New York, Charlotte harbor, dredging, depths.

Niagara Navigation Co.'s Meeting.

E. B. Osler, M.P., presided at the annual meeting in Toronto, Dec. 13. The report for the year ended Nov. 30, which was dated Dec. 1, and issued over the signature of the late Jno. Foy, President, said:—Although the season has admittedly been a poor one for transportation lines in general, this company has carried forward a substantial balance as a result of the year's operation. The net profit of the year, after paying interest on bonds, was \$62,765.57, and after providing for dividends of 8% there remains \$14,365.57 to carry forward to profit and loss. The str. Chicora has undergone extensive reconstruction, at a cost of \$21,499.02, which has been charged against profit and loss. Her classification and valuation has in consequence been materially raised. The accident to the machinery of this steamer, caused by the breaking of a piston rod, almost at the end of the season, is fully covered by insurance. After providing for dividends, interest on debentures and reconstruction of str. Chicora, the balance and reconstruction of str. Chicora, the balance to credit of profit and loss is \$88,139.60.

ASSETS.

Steamers Chippewa, Corona, Chicora and Ongiara.....	\$707,500.00
Real estate, wharves, etc.....	50,000.00
Stores on hand.....	1,414.33
Accounts receivable.....	2,628.93
Cash on hand and in bank.....	69,954.06
Total	\$831,497.32

LIABILITIES

Capital Stock authorized.....	\$1,000,000.00
Capital Stock subscribed and paid up.....	\$605,000.00
Debtentures outstanding, 4 1/2%.....	111,000.00
Interest accrued on same.....	2,081.25
Accounts payable.....	1,076.47
Dividend 4% payable Jan. 3rd, 1905.....	24,200.00
Balance carried forward.....	88,139.60
Total	\$831,497.32

PROFIT AND LOSS ACCOUNT

12 months' interest on debentures.....	\$ 4,995.00
Dividend 4% paid July 2, '04 \$24,200.00	21,499.02
Dividend 4% payable Jan. 3, 1905.....	24,200.00
Total	48,400.00
Steamer Chicora, reconstruction.....	21,499.02
Balance carried forward.....	88,139.60
Total	\$163,033.62
Balance forward	\$ 95,273.05
Net earnings from all sources.....	67,760.57
Total	\$163,033.62

In moving the adoption of the report, E. B. Osler referred to Jno. Foy's death and testified to the great value his services had been to the company. W. Hendrie, in seconding the motion, spoke very feelingly about Mr. Foy, who, he said, had been a great favorite with everybody, and particularly with the Board; and whose death he considered a great loss to the company. On motion of E. B. Osler, it was resolved that the shareholders desire to put on record their deep regret at the removal from among them by death of Jno. Foy, who as Manager, and afterwards as President, had been connected with the company since its organization, and to whose able direction and advice the company very largely owed its success, and that a copy of this resolution be sent to his family.

Resolutions of thanks to the directors, and to the Manager and staff were passed, the latter being acknowledged by B. W. Folger. Acton Burrows, scrutineer, reported the election of the following as directors:—J. J. Foy, E. B. Osler, W. Hendrie, J. B. Macdonald, Barlow Cumberland, R. H. McBride, C. Cockshutt. Mr. Cockshutt was elected in place of the late Jno. Foy, the others being re-elected. The Board elected E. B. Osler President, and re-elected Barlow Cumberland Vice-President.

Canadian Steamers Classified

The number of steamers registered in Canada on Dec. 31, 1903, was 2,410, having a gross tonnage of 338,251 tons. An examination of the list shows that of these 2,021 were built in Canada, 275 in the United States, and 75 in Great Britain, and of the remainder some details are wanting in order to classify them properly. They include ten built in Canada, seven in the U.S., and two in Great Britain, in regard to which the year of building is not given; four built in Hong Kong, one each in Sweden and Norway, and fourteen in regard to which neither the date of building nor the country where built is given. Of the 2,371 of which full details are given, the following table shows the year when built, and whether in Canada, the U.S., or Great Britain. It would be interesting to know when the British or U.S. built vessels were placed on the Canadian register.

Year.	Canada.	Great Britain.	United States.	Total.
1903.....	97	2	3	102
1902.....	113	5	9	127
1901.....	106	1	9	116
1900.....	109	1	11	121
1899.....	87	1	5	93
1898.....	107	3	17	127
1897.....	96	0	3	99
1896.....	73	1	8	82
1895.....	69	1	3	73
1894.....	80	1	3	84
1893.....	82	4	15	101
1892.....	76	0	3	79
1891.....	76	2	10	88
1890.....	80	5	7	92
1889.....	66	5	5	76
1888.....	72	7	12	91
1887.....	65	1	8	74
1886.....	69	1	7	77
1885.....	45	1	5	51

Year.	Canada.	Great Britain.	United States.	Total.
1884.....	51	2	10	63
1883.....	47	5	2	54
1882.....	40	1	6	47
1881.....	37	4	8	49
1880.....	35	2	7	44
1879.....	27	1	7	35
1878.....	25	0	4	29
1877.....	15	2	5	22
1876.....	18	0	5	23
1875.....	18	3	7	28
1874.....	23	0	14	37
1873.....	17	1	9	27
1872.....	20	0	4	24
1871.....	14	3	5	22
1870.....	15	1	6	22
1869.....	7	1	5	13
1868.....	10	0	4	14
1867.....	7	1	5	13
1866.....	6	0	0	6
1865.....	3	1	4	8
1864.....	5	3	5	13
1863.....	2	0	5	7
1862.....	3	0	4	7
1861.....	2	1	1	4
1859.....	1	0	0	1
1856.....	1	1	0	2
1846.....	1	0	0	1
1845.....	1	0	0	1
1844.....	1	0	0	1
2021	75	275	2371	

The tonnage of 2,407 out of the 2,410 steamers on the list is given. Of these over 1,800 are under 100 tons gross, and they include not only tugs, fishing steamers and small trading steamers on the inland lakes and rivers, but a large number of pleasure craft. A large proportion of the vessels built in the U.S. and borne on the Canadian register belong to the class of pleasure steamers of less than 10 tons gross, while the British built steamers figure largely among the big bulk freighters. A classification according to tonnage shows:

Under 10 tons gross.....	50 tons gross.....	548
Over 10 and under 50 tons gross.....	100	358
" 50 " 100	200	198
" 100 " 200	300	96
" 200 " 300	400	57
" 300 " 400	500	44
" 400 " 500	600	32
" 500 " 600	700	23
" 600 " 700	800	19
" 700 " 800	900	20
" 800 " 900	1000	23
" 900 " 1000	1500	22
" 1000 " 1500	2000	6
" 1500 " 2000	2500	5
" 2000 " 2500	3000	4
" 2500 " 3000	4000	1
" 3000 " 4000	5000	1
" 4000 " 5000		1

A New Hydraulic Suction Dredge

The hydraulic suction dredge which is being constructed for the Department of Public Works, by the Polson Iron Works, Toronto, is in many respects similar to the J. Israel Tarte, built by the same company in 1902. The principal dimensions are: length over all, 127 ft.; breadth, 32 ft.; depth at side, 9 ft.; draft, 5 ft. The hull will be of scow model, with square bow and rake stern, for the purpose of towing easily. It is to be constructed of mild steel, divided into bulkheads, and fitted with bunkers to have a capacity of 100 tons of coal. The main deck will be of 3 x 4 in. B.C. pine; the upper deck of 2 in. B.C. pine; and there will also be a light shade deck over the hoisting engine. A cabin for officers and crew will be provided; it will be steam heated. Two boats are also to be supplied with the dredge. The machinery will consist of a direct acting, inverted, triple compound, three crank, surface condensing engine having cylinders 14, 22, and 36 ins. diameter by 21 in. stroke, and built for a working pressure of 160 lbs. a square inch, and is calculated to develop 600 I.H.P., when running at 190 revolutions a minute. The main dredging pump will be a centrifugal one, with the suction and discharge pipes 24 in. in diameter; and the feed and bilge pumps will consist of two independent horizontal, duplex outside packed plunger pumps 7 1/4 by 4 1/2 by 10 ins. The hoisting engine for raising and lowering

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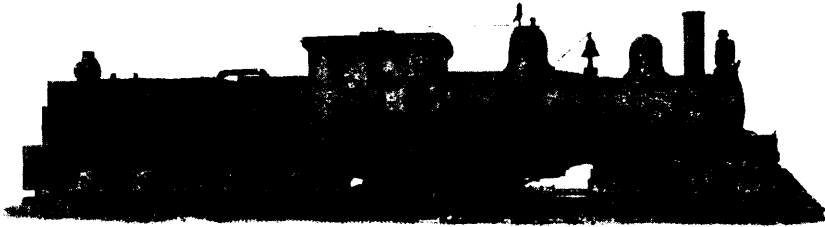
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Grand Trunk Elevators, No. 2 and No. 3, Portland, Me.	2,500,000	"
Export Elevator, Buffalo, N.Y.	1,000,000	"
J. R. Booth Elevator, Depot Harbor, Ontario	1,000,000	"
Southern Pacific Terminal Co.'s Elevator, Galveston, Texas	1,000,000	"
Erie R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hrs.	"
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	1,500,000	"
Burlington Elevator Co., Peoria, Ill.	500,000	"
Canada Atlantic Railway Elevator, Coteau Landing, Que.	500,000	"
Northern Grain Co., Manitowoc, Wis.	1,300,000	"
Union Elevator, East St. Louis, Ill.	1,100,000	"
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the suction pipe and swinging the boom will be located on the main deck forward, and will be a 10 by 12 in., two-cylinder, double acting, independent type engine, with link motion to allow operation in either direction. The steel boom for raising and lowering the suction pipe will be located at the suction end of the dredge, and will be about 65 ft. in length. The suction pipe will have an internal diameter of 24 inches, and will be fitted with a cutter head at the outer end. To excavate the material there will be a rotary steel cutter. The steel head of this will be of suitable shape, and will have attached to it a renewable steel block of such a shape that it will convey the material taken from the bed of the river into the pipe. The outside diameter of the head is to be large enough to enclose the whole of the mouth of the pipe. This head will be driven by a steel shaft carried along the whole length of the pipe, and receiving its power from a separate engine, by suitable steel gearing. The engine to supply this power will be a two-cylinder, double acting, horizontal engine, 12 by 12 in. stroke, arranged to run in one direction only. The discharge pipe will also be 24 ins. in diameter, and will be arranged for discharging the material into scows. The capstans will be operated by two 6 by 8 in. double acting engines, which are to be located on the main deck forward of the hoisting engine. Steam will be supplied to the various engines by two marine return tubular boilers, built to pass Lloyd's Survey, and to satisfy the requirements of the Canada Marine Act, and to have a working pressure of 160 lbs. to the square inch. They will be 12 x 12 ft. 6 in., and will have 3 furnaces, each 35 in. diameter, and a grate surface in each boiler of 48 sq. ft. There will be two smoke stacks, each 42 ft. in height from centre of boiler. The dredge, in every way, is to be built to pass Lloyd's survey, and to the requirements of the Department in regard to details not specifically specified. The dredge is expected to be completed early in the season, and is intended for service on the St. Lawrence channel between Montreal and Quebec.

Maritime Provinces and Newfoundland.

The str. Kilkeel, engaged in carrying coal from Port Hood, N.S., to Gulf ports, is now owned by Capt. W. B. Nevin, who has purchased the interests of the other shareholders of the company.

The Eastern Steamship Co., of Boston, Mass., proposes to construct two turbine steamers for 1906, one of which will be placed on the route between Boston, Mass., Eastport, Me., and St. John, N.B.

The str. Neptune, which was chartered by the Dominion Government for service in Hudson's Bay, has been given a thorough overhaul at Halifax, N.S., before being returned to her owners in Newfoundland.

The str. Pokonoket, recently purchased in Philadelphia, Pa., by the Star Line Co., has reached St. John, N.B., and will undergo some alterations during the winter. She will be put on the route between St. John and Fredericton in the spring.

The wreckage of a steamer, supposed to be the Donald, trading between Nova Scotia and Northumberland Strait ports, has been washed ashore near New London, P.E.I. The Donald left Marble Mountain, Bras d'Or Lakes, Nov. 12, for Chatham, N.B., and has not been heard of since.

The Dominion Coal Co. has completed the erection of a coal wharf at St. John, N.B. It is 300 ft. long, with an average width of 80 ft. The coal pocket to be erected on the wharf will be 240 ft. long, 30 ft. wide, and about 16 ft. high, for storage purposes, and on the top will be the special gear for unloading vessels.

Tide tables for Halifax, N.S.; St. John, N.B.; Quebec, and Father Point, Que., for 1905, with tidal differences for Nova Scotia, the Bay of Fundy, the Gulf and River St. Lawrence, and information on the currents, have been issued by the Tidal and Current Survey branch of the Department of Marine.

The Schooner Invictus Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$18,752 and offices at Wolfville, N.S., to carry on a general navigation business. The provisional directors are: N. V. Munro, R. W. Elliott, L. D. Shaffner, of Bridgetown, N.S.; R. Lee, of Weston, N.S.

The directors and officers of the Hampstead Steamship Co. are: President, L. A. Currey; Vice-President, R. K. Jones; Secretary, Capt. F. S. Mabee; other directors, J. M. Inch, and J. H. Poole. The directors reported that the past season had been a very successful one. The offices of the company are at Oak Point, Kings County, N.B.

The Dominion Coal Co. is reported to be preparing to submit a proposition to the Dominion Government to subsidize a line of coal boats to operate on the St. Lawrence, through the canals and up the lakes. The Nova Scotia Government will also be asked, according to the report, to assist the project by remitting part of the royalty of 12c. a ton on coal.

The negotiations for the purchase of a new steamer in England for the Canada Atlantic and Plant Line fell through, the steamer proposed not coming up to expectations. It is expected that a steamer will be chartered in the U.S., pending the consideration of plans for a new steamer to be built in England. The plans, under consideration, show a steamer 50 ft. longer than the Halifax.

The Inverness Coal and Ry. Co. has purchased the str. Turret Bell, which has just completed repairs and a general overhauling at Halifax. The Turret Bell is a steel screw steamer of the turret deck type, built at Sunderland, Eng., 1894, having the following general dimensions: length, 297 ft.; breadth, 40 ft.; depth, 21 ft. 7 in.; tonnage—gross 2,211 tons, register 1,376 tons. She is fitted with triple expansion engine, cylinders 22½, 36½ and 60 in. diam. by 42 in. stroke, of 233 n.h.p.

Province of Quebec Shipping.

J. G. Noel has been appointed a measuring surveyor of shipping for the port of Montreal.

The coal shipments landed in Montreal for the season of navigation of 1904, totalled 1,401,611 tons.

British shipping papers, in recent articles, state that the pilotage conditions prevailing on the St. Lawrence river are such as to cause the high insurance rates prevailing there.

In the investigation into the grounding of the str. Catalone, on Longueuil shoal in Aug. last, it was found that the accident was caused by the failure of the steam steering gear.

The Black Diamond Line str. Louisburg went ashore at Three Rivers, Que., recently, but was got off without serious damage. At the investigation subsequently held by Commander Spain, Pilot N. Arcand, who was in charge, was fined \$60, and censured for his gross carelessness in navigating the vessel at the time of the grounding.

The Canadian Turbine Propulsion, Power and Light Co. has been incorporated under the Quebec Companies' Act, with a capital of \$500,000 and offices in Montreal, to acquire patents and manufacture turbine engines for marine and other purposes. W. Rowbotham, H. Levetus, of Toronto; M. Auerbach, N. P. Bryant and H. H. Hull, of Montreal, are the provisional directors.

Figures compiled by the Montreal Board of Trade show that the movement of grain

for export for the 1904 season of navigation was considerably less than in 1903. Up to Nov. 1, 1904, the latest date to which the figures have been published, there were handled for export 6,500,000 bush. of wheat, 3,500,000 bush. of corn, 149,000 bush. of peas, 1,150,000 bush. of oats, 400,000 bush. of barley, and 2,102,105 bush. of rye, a total of 13,792,105 bush. against 21,912,535 bush. for same period, 1903.

The Exchequer Court, sitting at Quebec, recently gave judgment in the case of the Richelieu and Ontario Navigation Co., against the Black Diamond Line, arising out of the sinking in June, 1904, of the str. Canada after being in collision with the Cape Breton. The court found that both steamers were to blame and ordered that the damage should be borne equally by each, and that an account be taken by the Registrar to ascertain the amount to be borne by each company. It will be remembered that Capt. Salmon, prior to his resignation as Wreck Commissioner, decided that the Canada was alone to blame for the collision, and made certain orders respecting the certificates of officers. The Department of Marine declined to approve of the findings, and another enquiry may be held.

The second of the ice-breaking steamers ordered by the Dominion Government for the St. Lawrence, has reached Quebec. She was built in Scotland, the principal dimensions being: Length, 245 ft.; breadth, 40½ ft.; depth, 18 ft., with a gross tonnage of about 1,350 tons. The vessel is specially strengthened in order to resist pressure, the shell plating at bows and in other parts being of double thickness, with intermediate frames extending fore and aft. The keel, stem, sternpost, propeller, brackets and rudder are extra strong and heavy, and made of nickel steel. On the sternpost a cast-steel knife is fitted to break ice when working astern, and to protect the rudder. She is propelled by twin screws, and is expected to develop a high rate of speed. The steamers will be used to prevent the formation of the ice bridge at Cap Rouge, and to make a way for steamers through ice, if necessary, to get them to sea. The project for trying to lengthen the period of navigation to Montreal has been abandoned for the season.

Ontario and the Great Lakes.

The Richelieu and Ontario Navigation Co. was awarded a grand prize for its exhibit at the St. Louis Exhibition.

The wooden str. Pease, owned by Gilchrist & Co., Cleveland, Ohio, was burned at Collingwood, Ont., recently, and is a total loss.

The str. North King, belonging to the Lake Ontario and Bay of Quinte Steamboat Co., will undergo considerable repairs during the winter.

The Niagara-Welland Power Co. will apply next session of the Dominion Parliament for an act authorizing it to use the canal which it has power to construct for navigation purposes.

A special meeting of the shareholders of the Northern Navigation Co. was held at Collingwood, Ont., Dec. 20, for the purpose of sanctioning a by-law changing the head office from Collingwood to Toronto.

Press reports state that the Department of Marine is going to order two ice-breaking steamers for Lake Superior, to be ready for use next season; one of them will be stationed at Port Arthur and the other at Fort William, Ont.

The St. Lawrence and Chicago Steam Navigation Co. has declared a dividend for half-year, ended Dec. 31, of 3%, making with the 5% paid July 1, a dividend of 8% for 1904. The company paid a 10% dividend in 1903.

The str. Turbinia, running between Hamilton and Toronto, has been laid up at Hamilton for the winter. She will undergo some alterations so as to enable water ballast to be substituted for the present metal ballast.

The C.P.R. ferry str. Armstrong, which recently sank in the St. Lawrence between Ogdensburg, N.Y., and Prescott, Ont., has been raised, and will be repaired at Ogdensburg.

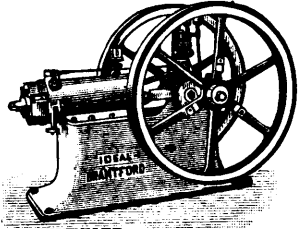
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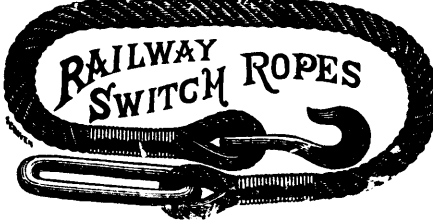
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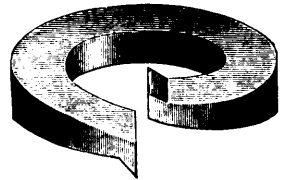


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Press reports state that there is every prospect of the New York Central Ry. securing complete control of the Folger boats on the St. Lawrence River, and that it will operate them next year solely in connection with the train service.

The Dominion Government proposes to take up with the U.S. the question of the appointment of an International Commission to consider the effect of power development works and other enterprises, upon the level of international waters along the boundary.

An Ottawa despatch states that the tonnage passing through the canals in 1904 was over 9,000,000 tons, against 7,000,000 in 1903, and that the canal tolls, had they not been abolished at the instigation of the Dominion Marine Association, would have amounted to over \$325,000.

The Dominion Government str. Aberdeen left Quebec Dec. 2 for Toronto, where she was to have new boilers installed. On the way she became fast in the ice in one of the locks of the Lachine canal, but was relieved a few days afterwards, and was finally laid up for the winter in the Soulanges canal.

The Dominion fishery protection cruiser Vigilant, built at the Polson Iron Works, Toronto, made 17.46 knots an hour on her trial trip, 1.46 knots over the contract speed. The steamer made a tour of Lake Ontario, the Minister of Marine being on board, and has been laid up for the winter at Walkerville.

The Hamilton Steamboat Co. has declared a dividend of 10% for the past year, the same as in former years. The season for 1904 was extended to Dec. 7, when the Macassa ceased running. On the following day she left Hamilton for Collingwood, Ont., where a section of 36 ft. is to be added amidships, and the whole interior arrangements are to be altered.

An effort is being made in the Parry Sound district to obtain capital to start a new navigation company to trade on Georgian Bay. The proposed capital is \$100,000 in \$1 shares, and press reports state that a large proportion of this has been promised. It is proposed to have two steamers, to steam from 16 to 18 miles an hour, one to run between Parry Sound, Midland and Penetanguishene; and the other from Parry Sound to up-lake points. Capt. A. Clark is one of the principal promoters.

The Michigan Central Rd. is having completed a new car ferry to ply between Detroit, Mich., and Windsor, Ont. The new ferry is named the Detroit, and has the following general dimensions: length, 308 ft.; breadth, 64 ft.; depth, 19½ ft. She is equipped with three tracks and will carry 28 cars. She is fitted with four independent screws, two at each end, each operated by compound engines 24 and 48 in. diameter by 33 in. stroke, steam being supplied by two double-ended boilers, 13 by 12 ft.; and two single-ended boilers 13 by 11½ ft.

The case in which the Midland Towing and Wrecking Co., Midland, Ont., brought action against certain insurance companies for their proportion of the surveyor's award of damage to the tug Reliance, which sank in Georgian Bay in Sept., 1903, has come to an end. On being raised a survey was held, at which the underwriters and the owners were represented and an agreement reached placing the damage at \$21,500. Three of the companies paid, three objected to the award and one refrained from paying its proportion. Action was taken against the companies, but before the case came up for trial, they agreed to judgment with costs being entered.

The str. Ocean is considered to be almost a total loss from the effects of a fire which took place on board recently. She was in dry dock at Port Dalhousie, Ont., being dismantled, prior to being given a thorough overhaul,

when the fire was discovered. Water was let into the dock, and into the hold, but the upper works were totally destroyed. The Ocean traded between Montreal and St. Catharines, calling at a number of intermediate ports. She was a wooden, screw freight and passenger steamer, and was built at Port Dalhousie in 1872, for the Wentworth Navigation Co., Toronto. Her dimensions were: length, 137 ft.; breadth, 23.3 ft.; depth, 11.7 ft.; tonnage—gross, 684 tons; register, 454 tons. She was fitted with engines of 100 h.p.

Complaint was recently made that there was a lack of vessels to carry grain from Fort William, Ont. A. A. Wright, Toronto, in reply to the statement, pointed out that Canadian grain carrying steamers for lack of cargoes at Fort William were, at the time mentioned in the daily papers, carrying iron ore or grain from U.S. ports. This occurred during the last weeks of Oct. and the first weeks of Nov., and at the end of Nov. shippers were complaining that they were offered two Canadian boats for every cargo they had to ship from Fort William. The reason for the increasing of the stock of grain in the elevators at the period named, Mr. Wright states, is certainly not due to the lack of first-class Canadian vessels to move the grain. At the final close of navigation the elevators at Port Arthur and Fort William were practically empty.

Manitoba and Northwest Territories.

The Dominion Government has been making enquiries for a small steamer suitable for use as a supply and patrol boat for the stations of the Northwest Mounted Police on Mackenzie River, and the shores of the Arctic Ocean near the mouth of that river.

Hon. R. R. Roblin, in a recent speech at Winnipeg, pointed out the importance to Manitoba of a port on Hudson's Bay, and suggested that the boundaries of the Province should be extended so as to give it such a port. With that obtained he felt sure that the railway connection would be immediately constructed and a large trade be built up.

B.C. and Pacific Coast Shipping.

The floating dry dock on the Fraser River, at New Westminster, B.C., is being offered for sale.

The Department of Marine proposes to establish a fog alarm at Cape Beale, and a lighthouse at Sehl's Point, B.C.

No offers to purchase the disused ferry str. Surrey have been made to the New Westminster City Council, and she will be laid up for the winter.

Tide tables for Victoria, B.C., and Sand Heads, Strait of Georgia, for 1905, have been issued by the Tidal and Current Survey branch of the Department of Marine.

The C.P.R. proposes to keep open its steamer route on Kootenay Lake, between Kaslo and Lardo, B.C., and will transfer the str. Victoria from Trout Lake, to act as an ice-breaker when necessary.

The Department of Public Works had a number of men employed during the past fall clearing the channel of the Kootenay River from the Landing to the International boundary. The work was in charge of Hon. F. W. Aylmer.

The whaling steamer built at Christiania, Norway, for Capt. R. Balcom, Victoria, B.C., has been launched and was named Orion. She is 100 ft. long, about 35 tons net, and will be engine to steam 14 knots an hour. She was expected to leave Norway by the end of Dec., and to reach Victoria in April.

The str. Venture has been purchased to replace the wrecked str. Boscowitz, and will be re-engined and fitted for the accommodation

of passengers, before she is put on the route. She was built at Dundee, Scotland, 1899, her dimensions being: length, 248 ft.; breadth, 38 ft.; depth, 17.3 ft.; gross tonnage, 1,330 tons.

The tug Lorne has been sold by Jas. Duns-muir to the Puget Sound Tugboat Co., but will continue to operate from Victoria, B.C., under the British flag. Her dimensions are: length, 151 ft.; breadth, 26 ft.; depth of hold, 13.2 ft.; draught, 17.5 ft.; tonnage—gross, 288 tons; register, 159 tons. She is fitted with engines of 114 h.p., capable of making 13½ knots an hour.

The C.P.R. is working out details of a plan by which it will place another steamer on the northern route. The new steamer will, it is said, either be built in the United States, or purchased there, and will have her home port probably at Seattle, Wash., the object being to enable the company to compete for U.S. business to Alaskan points. At present British vessels cannot carry U.S. freight in bond for Alaskan points, although U.S. steamers are permitted to handle freight in bond for Victoria and the Yukon Territory.

R. T. Elliott was appointed a commissioner by the Department of Marine, to enquire into several charges made in relation to the affairs of the Victoria and Esquimalt pilotage district. The inquiry was ordered upon the affidavit of Pilot S. M. Bucknam, who stated that certain sums of money, alleged to have been paid to him between 1893 and 1899, had not been paid. Three other pilots also wrote stating that money alleged to have been paid to them had not been paid. The report of the commissioner will be made to the Department.

Commander Spain has been appointed Commissioner of Wrecks, succeeding Capt. Salmon resigned.

The str. Mohawk, belonging to the Central Vermont Ry., was recently burned when on a trip between New York and New London, Conn., and is a total loss. She was valued at \$250,000 and was partially insured.

The Royal Mail Steam Packet Co., now running steamers from Southampton, Eng., to ports in the West Indies, proposes tendering for the service subsidized by the Canadian Government between Halifax and the West Indies. This contract, now held by Pickford & Black, Halifax, N.S., expires during 1905.

The Department of Marine has had under consideration a proposal for the regulation of harbor boards and harbor tolls throughout the Dominion, and a bill to give effect to the plans of the Minister will be introduced early next session of Parliament. It is reported that one of the changes proposed to be made is that the duties of the Montreal Harbor Commission will be taken over by the Government.

The final arrangements for the putting on of a line of steamers between Vancouver, B.C., and Mexican ports on the Pacific ocean, are being made in Mexico with the Government, by Sir Wm. Mulock, on behalf of the Canadian Government. Negotiations for a service on the Atlantic between Canadian and Mexican ports are also in progress, the terms previously agreed upon not being sufficient to induce vessel owners to tender.

The Allan Line str. Victorian, equipped with turbine engines, recently completed at Belfast, Ireland, was reported to have been given a trial trip there Dec. 6, with the result that it was found to be impossible to get up anything like the contract rate of speed. This is the first large steamer to be fitted with turbine engines, and its completion was looked forward to with special interest by trans-Atlantic steamship owners. Sir H. M. Allan, interviewed at Montreal, Dec. 8, said the firm had not received any information of

this kind. The only trial trip of which they had any information was one round Ireland in February.

Press reports state that the Minister of Marine has practically completed plans for the establishment of a naval militia for Canada. The permanent corps will consist of 800 men, 300 of whom will be located on the Atlantic coast, 300 on the Pacific coast, and

200 on the Great Lakes. It is proposed to have three training vessels, one for the Maritime Provinces, one on the Upper Lakes, and one in B.C., on each of which there will be eight instructors, engaged in Great Britain. The militia will be trained for three seasons and will then go into the reserve. At the end of eight years it is expected to have a reserve of 10,000 trained men.

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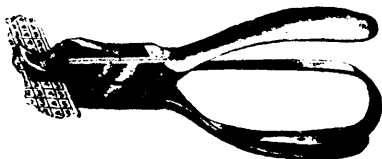
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INGERSOLL, ONT.
Mfrs. of Set, Cap and Special Screws, Studs, Finished Nuts, etc.

Among the Express Companies.

C. Simpson has been appointed agent Canadian Ex. Co. at Berlin, Ont.

The Canadian Ex. Co. has appointed W. H. Tummonds its agent at Port Huron, Mich., succeeding W. J. Tallmadge, transferred.

The Canadian Ex. Co. has opened offices at Darlington, Ont.; Causapsal and Lachine Wharf, Que.; Harcourt, N.B.; and Valley, N.S.

The Dominion Ex. Co. has opened offices at Creelman, Fillmore, Forget, Francis, Heward, Kisbey, Osage, Stoughton, Tyvan and Uren, Assa., and at Haileybury and New Liskeard, Ont.

The Montreal branch of the Canadian Manufacturers' Association has passed a resolution to the effect that it is desirable that express companies should be placed within the jurisdiction of the Railway Commission.

The Dominion Ex. Co. has extended its route on the Temiskaming and Northern Ontario Ry. between Redwater and New Liskeard, Ont., and on the C.P.R. Arcola branch from Arcola to Regina, Assa. The routes on the various steamboat lines have been closed for the season.

The Western Ex. Co. has placed its service on the extension of the Minneapolis, St. Paul and Sault Ste. Marie Ry., to the International boundary near Emerson, Man., and has opened offices at Bronson, Clayton, Newfolden, Plummer, Minn.; and Hobson, Wis.

The delays caused in getting express parcels from the U.S. through the customs house, has been considered by the Montreal branch of the Canadian Manufacturers' Association, and a committee was appointed to meet the U.S. express companies affected and the customs authorities to see what could be done to bring about an improvement. The committee subsequently met J. S. Patch, general agent Canadian Ex. Co. and American Ex. Co., Montreal, and the Collector of Customs, and after a full discussion of the matter it was decided to recommend some change in the methods of working, whereby the difficulties will be obviated.

Telegraph and Cable Matters.

The C.P.R. Telegraph Department has completed the installation of its call-box system in Montreal.

The C.P.R. Telegraph Department has opened a city telegraph office in Prince Albert, Sask., from which all commercial business will be transacted.

The further proceedings of the arbitration between the G.T.R. and its telegraphers were adjourned to Dec. 27, when it was expected that the arbitrators would be able to continue sitting until the matter was disposed of.

A messenger service and call-box system has been inaugurated in connection with the G.N.W. Telegraph Co., by the Dominion Messenger and Signal Co. The company's boxes have already been placed in Montreal, Que., and Kingston, Ont.

The Canadian Northern Telegraph Co. has completed stringing an additional wire between Winnipeg and Brandon, Man. The new line runs along the Carberry extension through Portage la Prairie as far as Carberry, thence along the highway to Brandon.

The Marconi wireless telegraph station at Cape Race, Nfld., which was completed in Nov., has been found, on being tested, to respond at a distance of 150 miles. This is one of the stations erected by the Canadian Government in the interests of the St. Lawrence route.

Among the contracts given out in connection with the new Marconi wireless telegraph

station at Port Morien, N.S., is one for digging 27 miles of trench about a foot deep. Each trench will be about 500 ft. in length, and will contain a wire radiating from the main tower.

The condition of the Belle Isle cable was recently found to require such an amount of repair, that it was decided to abandon the attempt to restore communication until the spring. Communication will be maintained during the winter by means of the Marconi wireless telegraph stations.

The C.P.R. Telegraph Department is arranging that all telegraph wires entering the new station at Winnipeg, shall be brought in underground. There will be in the new station and hotel, in addition to the dispatcher's office and a general telegraph office, separate public telegraph offices in the general waiting room and in the hotel.

F. R. Carney, who succeeded N. W. Bethune, as local manager of the G.N.W. Telegraph Co., at Ottawa, Ont., was born at Dubuque, Ohio, Mar. 27, 1872, and has been connected with the telegraph service since his boyhood. He has seen service with the Western Union as manager at several points, and with the Postal Telegraph Co., at Chicago, Ill., as chief of the Delivery and Service Department.

The C.P.R. Telegraph Department has opened offices at Argue, Birnie, Brookdale, Culver, Darwin, Edrans, Fairfax (reopened), Fannystelle, Headingly (night office) Lowe Farm, Marieapolis, Oakland, Roundthwaite (reopened), Treesbank and Winnipeg Beach, Man., Bears Pass, Cross, Dalton, Falcon, Garwood, Hammond, Helderleigh, Kama, Margach, Mattawin, McMillan, Metagama, North Lake, Oster, Pine, Stratton, Turbine, and Westfort, Ont.

Wireless Telegraphy, Theory and Practice, is the title of a book of 216 pages, by W. Maver, Jr., author of American Telegraphy and Encyclopedia of the Telegraph, and published at \$2 by the Maver Publishing Co., New York. The book deals with early wireless telegraph systems, induction telegraphy, Hertzian waves, electrical wave propagation, syntonic wireless telegraphy; and the wireless telegraph systems of Marconi, Lodge, Muirhead, Slaby-Arco, Braun, Brauly-Popp, Guarini, De Forest, Fessenden and others, and contains a variety of other subjects of interest to electricians, and a chapter on the practical application of, and suggestions on, wireless telegraphy, signalling, etc. The book is divided into 15 chapters, each of which deals with a special section of the whole subject, and the text is illustrated with 123 engravings. In an appendix notes are given explanatory of some of the earlier chapters, which were written before the more recent developments of wireless telegraphy. A copious index completes the volume. While dealing with the subject from the theoretical as well as the practical point of view, it is not too technical for the general reader who desires to obtain an insight into what wireless telegraphy is, and to know something of the apparatus used to transmit messages.

Newfoundland Telegraphs Arbitration.

The arbitration proceedings in connection with the claim of the Reid Newfoundland Co. to recover \$3,500,000 from the Newfoundland Government for damages in connection with the taking over of the telegraph lines from R. G. Reid, and his successor—the company—by the Government, closed at St. Johns, Nfld., Nov. 18, and the arbitrators will sit in Toronto, Jan. 9, to give judgment. The arbitrators are: Hon. E. Blake, K.C., M.P., London, Eng., appointed by the Government; D. MacMaster, K.C., Montreal, representing the Reid Newfoundland Co., and

P. S. Archibald, C.E., Moncton, N.B., appointed by the Supreme Court of Newfoundland. The hearing of evidence and arguments occupied about three weeks. The claim as presented for consideration sets out that R. G. Reid was the contractor referred to in the Railway Contract, 1898. By the Railway (Amendment) Act, 1901, his rights, etc., were transferred to the Reid Newfoundland Co. The claim is based on the following grounds:—The Government under the contract of 1901 has taken back the telegraph lines, the operation of which had been given to R. G. Reid under the contract of 1898, leaving to him only the use of the railway wire and lines, limited as per clause 19 therein; and has agreed to the payment of compensation for all the rights involved in the contract of 1898 and destroyed by the cancellation thereof, as per clause 26, Railway Act, 1901, and as follows: "If the contractor shall claim that, in consequence of the foregoing clauses, 16 to 25 inclusive, he has sustained or suffered, or will sustain or suffer loss or damage, or if the Government shall claim that the contractor has derived or will derive benefit or advantage therefrom, the question of such claim or claims, and of the amount, if any, to which either party shall be entitled as compensation therefor, shall be determined by arbitration, in manner provided by clause 101 of the contract of 1898." The claim hereinafter formulated has been prepared along the lines of

(Continued on page 42.)

PURCHASING AGENTS' GUIDE.

(Continued from third page of Cover.)

- Coal Haulage Ropes**
The B. Greening Co. Hamilton, Ont.
- Concrete**
Thorn Cement Co. Buffalo, N.Y.
- Concrete Mixers and Rock Crushers**
W. H. C. Mussen & Co. Montreal.
- Contractors' Plant**
F. H. Hopkins & Co. Montreal.
T. A. Morrison & Co. Montreal.
W. H. C. Mussen & Co. Montreal.
- Conveyor Belts, Rubber**
The Gutta Percha & Rubber Mfg. Co. of Toronto.
- Cross Arms, Top Pins & Slide Blocks**
Canadian General Electric Co. Toronto.
The Firstbrook Box Co. Toronto.
- Cross Arm Braces**
Canadian General Electric Co. Toronto.
Toronto Bolt and Forging Co. Toronto.
- Crossing Gates**
General Railway Signal Co. Buffalo, N.Y.
The N. L. Piper Railway Supply Co. Toronto.
- Crowbars**
Toronto Bolt and Forging Co. Toronto.
- Culvert Pipe (Cast Iron)**
Gartsløe-Thompson Pipe & F'dry Co. Hamilton.
- Cuts**
Acton Burrows Co. Toronto.
- Derrick Ropes**
The B. Greening Co. Hamilton, Ont.
- Derricks**
F. H. Hopkins & Co. Montreal.
- Door Signs**
Acton Burrows Co. Toronto.
- Drawing Materials**
Eugene Dietzgen Co. New York.
- Dredges**
The Bertram Engine Works Co. Toronto.
- Drilling Machines**
The John Bertram & Sons Co. Dundas, Ont.
- Drills**
W. Abbott Montreal.
- Dry Goods**
The Hudson's Bay Company
- Dynamo and Electric Castings**
American Brake Shoe & F'dry Co., Mahwah, N.J.
- Economizers**
Babcock & Wilcox (Ltd.) Montreal.
- Electric Car Route Signs**
Acton Burrows Co. Toronto.

(Continued on page 43.)

dealing separately with two periods of time. It embraces and covers:—(1) The period up to April, 1904, when, under the contract of 1898, the payment of the cash subsidy would cease, and when the monopoly of the Anglo-American Co. would expire, and when, in the nature of things, a new era of telegraphic development would be inaugurated. (2) The period from April, 1904, up to April, 1948, when, under the contract of 1898, the operation and lease of the system by the Reid Newfoundland Co. would terminate.

In support of the claim it was argued for the Reid Co., that this was a claim for compensation and not for damages for breach of contract as contended for by the Government; that the law applicable was what is known as the law of compensation, under which great latitude is allowed to arbitrators in assessing the amount to be paid by a successful litigant, and not the law of damages, in which the amount is somewhat restricted; that the company was entitled to what are known as speculative or future profits, and damages or the potential value of its possession; that it was not a breach of contract, but on the contrary was the fulfilment of a contract made with the Government. The claim includes, amongst other things a claim for special renewals, improvements and construction done by Reid between 1898 and 1901, for cost and value of supplies delivered over to Government, in 1901, for the loss of the subsidy, the value of wire privileges and some other matters, and a general claim for the loss of advantage to the business of the company by having the wires taken from it.

For the Government it was contended that this claim was one for damages for breach of contract and not for compensation; that the Reid Co. never had the right of property in the telegraphs under the 1898 contract, and that the contract of 1901 took nothing away from him because he had nothing in this respect to take; that they could not take back what the company never had and that therefore they could not make this claim. It was argued that the contract of 1901 was merely a modification of the 1898 contract, and that even if it was a claim for compensation the company could only claim up to the time of the bringing of the action and that would amount to practically nothing.

General Telephone Matters.

A telephone line is being strung between Nicola and Penticton, B.C.

The Kingston, Ont., City Council has granted an exclusive franchise for five years to the Bell Telephone Co.

The Edmonton, Alta., City Council has passed a resolution accepting the offer of the Edmonton District Telephone Co., to sell its plant and business for \$17,000, as from Jan. 1.

The proposal of the Stark Telephone, Light and Power Co., Toronto, to instal an independent telephone system in Brantford, Ont., on a 15 year franchise, has been declined by the city council.

Press reports from Ottawa state that the Dominion Government has in contemplation the introduction of legislation for the acquisition by the Government of the trunk lines of telephones and telegraphs.

The Bell Telephone Co. has purchased the independent telephone line between Desbarats, Richard's Landing, Marksville, Sailor's Encampment and Kentvale, Ont. The line includes two miles of cable at Richard's Landing.

The Dominion Supreme Court has granted permission to appeal in the case of Price against the city of Hamilton, which was an action to quash a by-law granting a five years' exclusive franchise in the city to the Bell Telephone Co.

Application will be made next session of the Dominion Parliament for the incorporation of a company with the title of The Northwest Telephone Co., to construct and operate telephone lines throughout Ontario, Manitoba and the Northwest Territories. H. B. McGivern, Ottawa, is solicitor for the applicants.

A rural telephone company is being organized in Waterloo County, Ontario, and there is some effort being made to have the matter taken up by the county council as a municipal enterprise. A few years ago a farmers' telephone company was organized, but it was subsequently absorbed by the Bell Telephone Co.

The Toronto Board of Control has recommended that the independent telephone companies be given a limited time to submit offers to the city council for the installation of a competitive telephone system in the city. The city advertised asking for offers on certain specified terms, but the companies did not respond, stating that the conditions were onerous; hence the changed attitude of the council.

The Stark Telephone, Light and Power Co., of Toronto, has submitted an offer to the Toronto City Council to instal a telephone system in the city. The company offers to supply telephones at a maximum of \$36 a year for business places and \$18 a year for residences; or, if desired, a toll rate for each outgoing call. It asks for a franchise for 21 years, proposes to lay wires underground in the area bounded by Spadina Ave. on the west, Sherbourne St. on the east, and extending to Bloor St. from the lake front, and to locate its pole lines under the supervision of the City Engineer. It will put up bonds, will have its system in operation in 15 months and pay 2½% of its revenue to the city for five years, and 5% for the remainder of its term, the lines, etc., to be subject to purchase by the city at any time on notice being given, or in the event of any agreement tending to destroy competition being discovered with the Bell Telephone Co.

The Imperial Privy Council recently gave judgment in the appeal by the Toronto City Council against the decision of the Canadian courts in its action against the Bell Telephone Co. The question was raised in 1901, whether the company could erect poles and open up the streets without the permission of the municipal authorities. The work on two streets was stopped and a stated case was agreed on which was submitted to the courts. At the first hearing a decision was given in favor of the city, and on appeal by the Bell Telephone Co. this decision was reversed; the city then took the case to the Privy Council, with the result that the company's contention that its Dominion charter over-rides the Provincial charter, in which there is a clause that the company should not carry any poles or wires along any street without the consent of the municipal council, was upheld. The corporation, having this decision before it, is considering the advisability of going to Parliament for power to enable it to prevent the erection of poles and the opening up of streets without its permission.

THE VICTORIA ROLLING STOCK COMPANY OF ONTARIO, LIMITED.

NOTICE is hereby given that a dividend of six per cent. on the paid-up Capital Stock of the Company for the half-year ending 30th November, 1904, has been declared payable 1st December next, to shareholders on record as on the 30th November, 1904.

By order of the Board,

R. A. SMITH, Secretary.

NOTICE is hereby given that the Grand Trunk Railway Company of Canada will apply to the Parliament of Canada, at the next ensuing Session thereof, for the passage of an Act authorizing the Directors of the said Company to acquire and hold, either in the name of the Company or of Trustees, and pledge and dispose of shares of the Capital Stock of the Canada Atlantic Transit Company, incorporated by Chapter 95 of the Statutes of Canada 1898, and of the Canada Atlantic Transit Company, incorporated within the United States of America, and shares of the Capital Stock of the Vermont and Province Line Railway Company, and also to acquire and hold, in the name of the Company or of Trustees, and guarantee, pledge and dispose of shares of the Capital Stock, both common and preferred, and bonds, debentures or other securities of the Canada Atlantic Railway Company.

Dated at Montreal, this 16th day of November, A.D. 1904.

W. H. BIGGAR,

On behalf of the Grand Trunk Railway Company of Canada.

NOTICE.—Application will be made to the Parliament of Canada, at its next session, for an act to incorporate a railway company under the name of the "Georgian Bay and Seaboard Railway Company," with power to construct, operate, and maintain a railway from a point on Georgian Bay between Point Severn and Penetanguishene in a south-easterly direction through the counties of Simcoe, Ontario, Victoria, Peterboro', Hastings, Lennox and Addington, Frontenac and Lanark, or any of them, to a point of connection with the Ontario and Quebec Railway between Cavanville and Maberly, with such powers as are usually given to railway companies incorporated by the Parliament of Canada, and that the said works be declared to be for the general advantage of Canada.

ANDREW T. THOMPSON,
Solicitor for applicants.

Cayuga, 1st December, 1904.

NOTICE is hereby given that at the next session of Parliament, an application will be made by The Canadian Northern Railway Company for an act extending the time for the construction of the company's uncompleted lines of railway; and authorizing the company to lease or acquire running powers over the lines and leased lines of the Great Northern Railway of Canada, and the Chateaugay and Northern Railway Company, and the Irondale, Bancroft and Ottawa Railway Company, and The Quebec, New Brunswick and Nova Scotia Railway Company, and The James Bay Railway Company, or any of them, or to purchase such lines or any of them, or to amalgamate with the said companies or any of them.

Z. A. LASH,
Solicitor for applicant.

Dated 8th December, 1904.

AN application will be made to the Parliament of Canada, at its next session, for an act to incorporate a Railway Company under the name of the London and St. Clair Railway Company, with power to construct, operate, and maintain a railway from a point on the line of the Ontario and Quebec Railway west of London to Sarnia or to some convenient point on the St. Clair River between Sarnia and Lake St. Clair, with such powers as are usually given to railway companies incorporated by the Parliament of Canada, and that the said works be declared to be for the general advantage of Canada.

A. T. THOMPSON,
Solicitor for the applicants.

Cayuga, 1st December, 1904.

PURCHASING AGENTS' GUIDE.

(Continued from page 41.)

Electric Cranes
 Canada Foundry Co. Toronto.
 Dominion Bridge Co. Montreal.
 W. H. C. Mussen & Co. Montreal.

Electric Ry. Brake Shoes
 American Brake Shoe & F'dry Co., Mahwah, N. J.

Elevator Belts, Rubber
 The Gutta Percha & Rubber Mfg. Co. of Toronto.

Enameled Iron Signs
 Acton Burrows Co. Toronto.

Engineers' Supplies
 The Gutta Percha & Rubber Mfg. Co. of Toronto.
 The James Morrison Brass Mfg. Co. Toronto.

Engines, Hoisting
 The Bertram Engine Works Co. Toronto.

Engines, Stationary & Marine
 The Bertram Engine Works Co. Toronto.
 Canada Foundry Co. Toronto.
 Polson Iron Works. Toronto.

Engines, Steam
 Erie Heating Co. Chicago, Ill.

Engraving
 Toronto Engraving Co. Toronto.

Express Office Signs
 Acton Burrows Co. Toronto.

Feedwater Heaters
 Babcock & Wilcox (Ltd.) Montreal.

Fencing
 Canada Foundry Co. Toronto.
 Canadian Steel and Wire Co. Hamilton, Ont.
 Page Wire Fence Co. Walkerville, Ont.

Fire Brick
 Garden Sand Co. Chicago, Ill.

Flags
 Rice Lewis & Son. Toronto.
 The Hudson's Bay Company.

Flour
 The Hudson's Bay Company.

Foghorns
 Rice Lewis & Son. Toronto.

Forgings
 Crossen Car Mfg. Co. Cobourg, Ont.
 General Railway Signal Co. Buffalo, N. Y.

Gas and Electric Fixtures
 The James Morrison Brass Mfg. Co. Toronto.

Gasoline Engines
 Gould, Shapley & Muir Co. Brantford, Ont.

Gas Pipe (Cast Iron)
 Gartsshore-Thompson Pipe & F'dry Co. Hamilton.

Gates
 Canada Foundry Co. Toronto.
 Page Wire Fence Co. Walkerville, Ont.

Gauges, Steam and Vacuum, etc.
 The James Morrison Brass Mfg. Co. Toronto.

Grain Elevators
 John S. Metcalfe Co. Chicago, Ill.

Groceries
 The Hudson's Bay Company.

Handcars
 Crossen Car Mfg. Co. Cobourg, Ont.

Hardware
 Rice Lewis & Son. Toronto.
 The Hudson's Bay Company.

Headlights
 N. L. Piper Railway Supply Co. Toronto.

Headlinings
 Crossen Car Mfg. Co. Cobourg, Ont.

Heaters
 Erie Heating Co. Chicago, Ill.

Heating for Power Plants
 Erie Heating Co. Chicago, Ill.

Hose
 Rice Lewis & Son. Toronto.
 The Gutta Percha and Steam
 The Gutta Percha & Rubber Mfg. Co. of Toronto.

Hose, Fire
 The Gutta Percha & Rubber Mfg. Co. of Toronto.

Hose, Suction
 The Gutta Percha & Rubber Mfg. Co. of Toronto.

Illustrations
 Acton Burrows Co. Toronto.

Injectors
 The James Morrison Brass Mfg. Co. Toronto.

Instruments, Surveying & Engineering
 Eugene Dietzgen Co. New York.

Interlocking and Signalling
 General Railway Signal Co. Buffalo, N. Y.

Interlocking Signals
 Montreal Steel Works. Montreal.

Iron
 Rice Lewis & Son. Toronto.

Iron and Steel Castings
 American Brake Shoe & F'dry Co. Mahwah, N. J.

Iron Signs
 Acton Burrows Co. Toronto.

Japans
 McCaskill, Dougall & Co. Montreal.

Journal Bearings
 Canada Foundry Co. Toronto.
 Crossen Car Mfg. Co. Cobourg, Ont.
 Jas. W. Pyke & Co. Montreal.
 St. Thomas Brass Co. St. Thomas, Ont.

Lager Beer, &c.
 E. L. Drewry. Winnipeg.

Lamps, Incandescent
 Canadian Westinghouse Co. Hamilton, Ont.

Lamps & Lanterns
 Continental Heat & Light Co. Montreal.
 The Hudson's Bay Company.
 Rice Lewis & Son. Toronto.
 N. L. Piper Railway Supply Co. Toronto.

Lathes
 The John Bertram Sons Co. Dundas, Ont.

Launches
 The Bertram Engine Works Co. Toronto.
 Polson Iron Works. Toronto.

Lights, Contractors and Wrecking
 Continental Heat & Light Co. Montreal.
 F. H. Hopkins & Co. Montreal.
 W. H. C. Mussen & Co. Montreal.

Lights, Dock
 Continental Heat & Light Co. Montreal.

Lights, Portable
 Continental Heat & Light Co. Montreal.

Locomotive Boiler Washer, Automatic
 Erie Heating Co. Chicago, Ill.

Locomotive Brass Works
 The James Morrison Brass Mfg. Co. Toronto.

Locomotive Driver Brake Shoe
 American Brake Shoe & F'dry Co. Mahwah, N. J.

Locomotives (Compressed Air)
 American Locomotive Co. New York, N. Y.
 Baldwin Locomotive Works. Philadelphia, Pa.
 Locomotive and Machine Co. of Montreal.

Locomotives (Electric)
 American Locomotive Co. New York, N. Y.
 Baldwin Locomotive Works. Philadelphia, Pa.
 Canada Foundry Co. Toronto.
 Locomotive and Machine Co. of Montreal.

Locomotives (Logging)
 Lima Locomotive and Mach. Co. Lima, Ohio.

Locomotives (Rack)
 American Locomotive Co. New York, N. Y.
 Baldwin Locomotive Works. Philadelphia, Pa.
 Locomotive and Machine Co. of Montreal.

Locomotives (Steam)
 American Locomotive Co. New York, N. Y.
 Baldwin Locomotive Works. Philadelphia, Pa.
 Canada Foundry Co. Toronto.
 Canadian Locomotive Co. Kingston, Ont.
 F. M. Hicks & Co. Chicago, Ill.
 F. H. Hopkins & Co. Montreal.
 Lima Locomotive and Machine Co. Lima, Ohio.
 Locomotive and Machine Co. of Montreal.
 The Saxon Engine Works. Chemnitz, Germany.

Locomotive Hle
 Garden City Sand Co. Chicago, Ill.

Machine Tools
 W. Abbott. Montreal.
 The Saxon Engine Works. Chemnitz, Germany.

Machine Screws, Set, Cap and Planer
 John Morrow Machine Screw Co. Ingersoll.

Machinery, Marine
 Sheriffs Mfg. Co. Milwaukee, Wis.

Machinery, Mining
 The Bertram Engine Works Co. Toronto.

Machinery Repairs
 The Bertram Engine Works Co. Toronto.

Machinery Repairs, Marine
 Sheriffs Mfg. Co. Milwaukee, Wis.

Manganese Steel Castings
 Montreal Steel Works. Montreal.

Manhole Frames and Covers
 American Brake Shoe & F'dry Co. Mahwah, N. J.

Mats and Matting
 The Gutta Percha & Rubber Mfg. Co. of Toronto.

Mechanical Draft Fans
 Babcock & Wilcox (Ltd.) Montreal.

Milepost Numbers
 Acton Burrows Co. Toronto.

Milling Cutters
 W. Abbott. Montreal.

Milling Machines
 The John Bertram Sons Co. Dundas, Ont.

Mills, Boring and Turning
 The John Bertram Sons Co. Dundas, Ont.

Moulding Sand
 Garden City Sand Co. Chicago, Ill.

Numbers
 Acton Burrows Co. Toronto.

Nuts, Cold Pressed
 John Morrow Machine Screw Co. Ingersoll.

Nuts, Square and Hexagon
 Canada Foundry Co. Toronto.
 Toronto Bolt and Forging Co. Toronto.

Oakum
 Rice Lewis & Son. Toronto.
 The Hudson's Bay Company.

Office Desks
 Canadian Office & School Furniture Co., Preston, Ont.

Office Fittings
 Canadian Office & School Furniture Co., Preston, Ont.

Office Signs
 Acton Burrows Co. Toronto.

Oils
 Galena-Signal Oil Co. Franklin, Pa., & Toronto.
 The Queen City Oil Company. Toronto.

Packing
 The N. L. Piper Railway Supply Co. Toronto.

Packing, High Pressure Sheet
 The Gutta Percha & Rubber Mfg. Co. of Toronto.

Packing, Piston
 The Gutta Percha & Rubber Mfg. Co. of Toronto.

Paints, Acid Proof and Anti-rust
 American Asphaltum & Rubber Co. Chicago, Ill.

Paints, Asphaltum
 American Asphaltum & Rubber Co. Chicago, Ill.

Paints, Bridge
 American Asphaltum & Rubber Co. Chicago, Ill.

Paints, Locomotive Front end
 American Asphaltum & Rubber Co. Chicago, Ill.

Paints, Mineral Rubber
 American Asphaltum & Rubber Co. Chicago, Ill.

Paints, Structural Iron
 American Asphaltum & Rubber Co. Chicago, Ill.

Pinch Bars
 The N. L. Piper Railway Supply Co. Toronto.

Pipe
 Erie Heating Co. Chicago, Ill.

Pipe and Pipe Coverings
 W. C. Baker. New York.

Pipe Covering
 The James Morrison Brass Mfg. Co. Toronto.
 Mica Boiler Covering Co. Montreal.

Planers
 The John Bertram Sons Co. Dundas, Ont.

Porter
 E. L. Drewry. Winnipeg.

Portable Boilers
 Babcock & Wilcox (Ltd.) Montreal.
 Canada Foundry Co. Toronto.

Portland Cement
 Thorn Cement Co. Buffalo, N. Y.

Power Plants, Contractors
 Erie Heating Co. Chicago, Ill.

Printing
 The Hunter, Rose Co. Toronto.
 The Mail Job Printing Company. Toronto.

Pumps
 Canada Foundry Co. Toronto.
 Erie Heating Co. Chicago, Ill.
 Rice Lewis & Son. Toronto.

Punches
 F. J. Myers Mfg. Co. Hamilton, Ohio.

Punching and Shearing Machines
 The John Bertram Sons Co. Dundas, Ont.

Rail Benders, Roller
 Montreal Steel Works. Montreal.

Railway Equipment
 F. M. Hicks & Co. Chicago, Ill.

Railway Interlocking
 General Railway Signal Co. Buffalo, N. Y.

Railway Signalling
 General Railway Signal Co. Buffalo, N. Y.

Railway Supplies
 The N. L. Piper Railway Supply Co. Toronto.

Rails (New)
 Drummond, McCall & Co. Montreal.
 F. H. Hopkins & Co. Montreal.
 J. J. Gartsshore. Toronto.
 W. H. C. Mussen & Co. Montreal.

Rails (for relaying)
 F. H. Hopkins & Co. Montreal.
 J. J. Gartsshore. Toronto.
 T. A. Morrison & Co. Montreal.
 W. H. C. Mussen & Co. Montreal.
 Rice Lewis & Son. Toronto.
 Jas. W. Pyke & Co. Montreal.

Reamers
 W. Abbott. Montreal.

Ribbons and Carbon Paper
 United Typewriter Co. Toronto.

Rivets, Boiler and Bridge
 Canada Foundry Co. Toronto.
 Toronto Bolt and Forging Co. Toronto.

Rolls, Plate Bending
 The John Bertram Sons Co. Dundas, Ont.

Roof Trusses
 Canada Foundry Co. Toronto.
 Dominion Bridge Co. Montreal.

Roofing Composition
 American Asphaltum & Rubber Co.

Roofing Pitch
 American Asphaltum & Rubber Co.

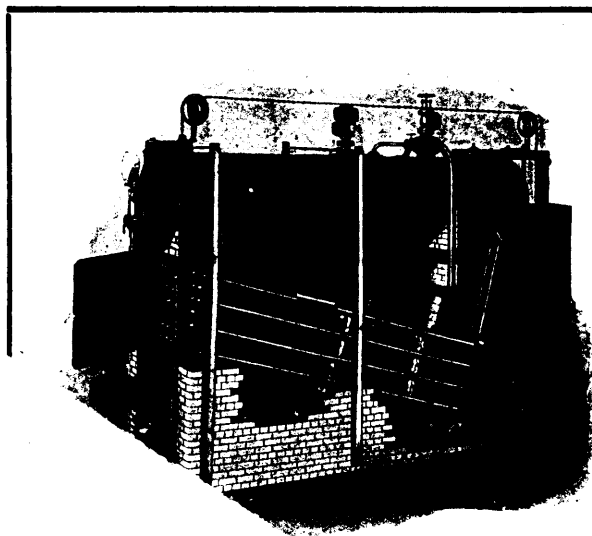
Roofing, Ready
 American Asphaltum & Rubber Co.

Roofs, Car
 American Asphaltum & Rubber Co.

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Safety Valves The James Morrison Brass Mfg. Co. Toronto.	Steam Shovels F. H. Hopkins & Co. Montreal. W. H. C. Mussen & Co. Montreal.	Turnbuckles Montreal Steel Works Montreal.
Sand, White Garden City Sand Co. Chicago, Ill.	Steam Steering Engines for Tugs Sheriffs Mfg. Co. Milwaukee, Wis.	Turntables Canada Foundry Co. Toronto. Dominion Bridge Co. Montreal.
Screws, Coach and Log Toronto Bolt and Forging Co. Toronto.	Steam Traps The James Morrison Brass Mfg. Co. Toronto.	Typewriters United Typewriter Co. Toronto.
Semaphore Arms Acton Burrows Co. Toronto.	Steel W. Abbott Montreal. F. H. Hopkins & Co. Montreal. Wm. Jessop & Sons. Sheffield, Eng. Rice Lewis & Son. Toronto.	Typewriter Repairs United Typewriter Co. Toronto.
Semaphores The N. L. Piper Railway Supply Co. Toronto.	Steel Buildings Canada Foundry Co. Toronto. Dominion Bridge Co. Montreal.	Typewriter Supplies United Typewriter Co. Toronto.
Sewer Pipe (Cast Iron) Gartshore-Thompson Pipe & Fdry Co. Hamilton.	Steel for Springs James Hutton & Co. Montreal.	Valves, Iron and Brass Canada Foundry Co. Toronto. The James Morrison Brass Mfg. Co. Toronto.
Shaking Grates Babcock & Wilcox (Ltd.) Montreal.	Steel Plate Jas. W. Pyke & Co. Montreal.	Valves, Rubber The Gutta Percha & Rubber Mfg. Co. of Toronto.
Shaping Machines The John Bertram Sons Co. Dundas, Ont.	Steel Tyres James Hutton & Co. Montreal. Jas. W. Pyke & Co. Montreal.	Varnishes McCaskill, Dougall & Co. Montreal.
Shipbuilders' Tools and Supplies Rice Lewis & Son. Toronto.	Stop Cocks, Iron and Brass The James Morrison Brass Mfg. Co. Toronto.	Vessels Polson Iron Works Toronto.
Ship Lamps Continental Heat & Light Co. Montreal. The N. L. Piper Railway Supply Co. Toronto.	Structural Metal Work Canada Foundry Co. Toronto. Dominion Bridge Co. Montreal. Locomotive and Machine Co. of Montreal. Jas. W. Pyke & Co. Montreal.	Waste Rice Lewis & Son. Toronto. N. L. Piper Ry. Supply Co. Toronto. The Queen City Oil Co. Toronto.
Ships Canadian Shipbuilding Co. Toronto. Polson Iron Works Toronto.	Superheaters Babcock & Wilcox (Ltd.) Montreal.	Water Pipe (Cast Iron) Gartshore-Thompson Pipe & Foundry Co., Hamilton.
Shipbuilders and Engineers Canadian Shipbuilding Co. Toronto.	Switches Montreal Steel Works Montreal.	Water Softeners Babcock & Wilcox (Ltd.) Montreal.
Shovels F. H. Hopkins & Co. Montreal. The Hudson's Bay Company Rice Lewis & Son. Toronto.	Switch Lamps The N. L. Piper Railway Supply Co. Toronto.	Wheelbarrows F. H. Hopkins & Co. Montreal. Rice Lewis & Son. Toronto.
Side bearings Simplex Railway Appliance Co. Montreal.	Switch Ropes The B. Greening Co. Hamilton, Ont.	Windmills Goold, Shapley & Muir Co. Brantford, Ont. Ontario Wind Engine and Pump Co. Toronto.
Signal House Numbers Acton Burrows Co. Toronto.	Switch Targets Acton Burrows Co. Toronto.	Wire and Wire Rope Dominion Wire Rope Co. Montreal. The B. Greening Co. Hamilton, Ont. Rice Lewis & Son. Toronto. W. H. C. Mussen & Co. Montreal. The Wire and Cable Co. Montreal.
Signals General Railway Signal Co. Buffalo, N. Y. N. L. Piper Railway Supply Co. Toronto.	Tanks Goold, Shapley & Muir Co. Brantford, Ont.	Wire Cloth The B. Greening Co. Hamilton, Ont. F. J. Myers Mfg. Co. Hamilton, Ohio.
Signs Acton Burrows Co. Toronto.	Tanks and Tank Fixtures Canada Foundry Co. Toronto. Ontario Wind Engine and Pump Co. Toronto.	Wire, Copper E. F. Phillips Electrical Works, Ltd. Montreal. The Wire and Cable Co. Montreal.
Slack Adjusters Chicago Railway Equipment Co. Chicago, Ill.	Telegraph and Telephone Office Signs Acton Burrows Co. Toronto.	Wire, Electric Canadian General Electric Co. Toronto. E. F. Phillips Electrical Works, Ltd. Montreal. The Wire and Cable Co. Montreal.
Slotting Machines The John Bertram Sons Co. Dundas, Ont.	Ticket Punches F. J. Myers Mfg. Co. Hamilton, Ohio.	Wire, Insulated Copper Canadian General Electric Co. Toronto. E. F. Phillips Electrical Works, Ltd. Montreal. The Wire and Cable Co. Montreal.
Snow Ploughs Crossett Mfg. Co. Cobourg, Ont. Rhodes, Curry & Co. Amherst, N.S.	Track Jacks F. H. Hopkins & Co. Montreal. Montreal Steel Works Montreal. W. H. C. Mussen & Co. Montreal. A. O. Norton Coaticook, Que.	Wire, Telegraph and Telephone E. F. Phillips Electrical Works, Ltd. Montreal. The Wire and Cable Co. Montreal.
Spikes, Railway and Ship Toronto Bolt and Forging Co. Toronto.	Track Tools Canada Switch and Spring Co. Montreal. F. H. Hopkins & Co. Montreal. Rice Lewis & Son. Toronto. Montreal Steel Works Montreal. W. H. C. Mussen & Co. Montreal.	Wire, Transmission and Trolley The Wire and Cable Co. Montreal.
Springs Montreal Steel Works Montreal.	Tracklaying Lorries Crossett Car Mfg. Co. Cobourg, Ont.	Wrought Steel Piping Babcock & Wilcox (Ltd.) Montreal. Canada Foundry Co. Toronto.
Station and Tower Heaters W. C. Baker New York.	Tramway Equipment F. H. Hopkins & Co. Montreal. W. H. C. Mussen & Co. Montreal. J. J. Gartshore Toronto.	Yachts Polson Iron Works Toronto.
Station Name Signs Acton Burrows Co. Toronto.	Trucks (Electric Car) Baldwin Locomotive Works. Philadelphia, Pa. Canada Foundry Co. Toronto. Montreal Steel Works Montreal.	
Steam Attachments for Car Heating W. C. Baker New York.		
Steamboats Canadian Shipbuilding Co. Toronto. Polson Iron Works Toronto.		
Steamboat Signs Acton Burrows Co. Toronto.		
Steam Couplers Safety Car Heating and Lighting Co. New York.		
Steam Hammers The John Bertram Sons Co. Dundas, Ont.		



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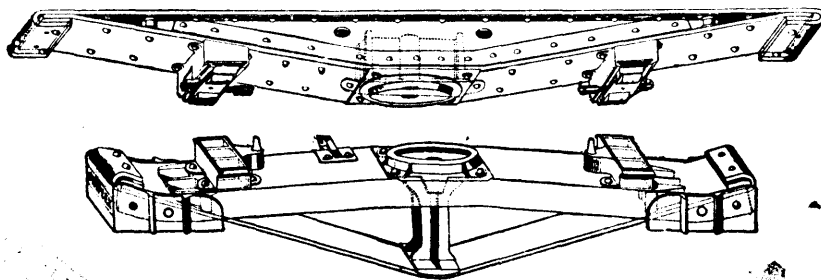
The Purchasing Agents' Guide

To the Manufacturers of & Dealers in Steam & Electric Railway, Steamship, Express, Telegraph & Telephone Supplies, &c.

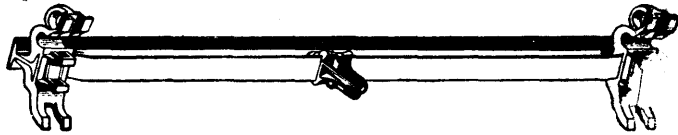
- Accident Insurance**
 Accident & Guarantee Co. of Canada, Montreal.
 Canadian Ry. Accident Ins. Co. Ottawa, Ont.
- Aerated Waters**
 E. L. Drewry Winnipeg.
- Air Brakes and Fittings**
 Canada Foundry Co. Toronto.
 Canadian Westinghouse Co. Hamilton, Ont.
- Air Compressors**
 N. J. Holden & Co. Montreal.
- Ales**
 E. L. Drewry Winnipeg.
- Angle Bars**
 Montreal Rolling Mills Co. Montreal.
- Asphalt, Pure**
 American Asphaltum & Rubber Co. Chicago.
- Axe Steel**
 Montreal Steel Works Montreal.
- Axles**
 James Hutton & Co. Montreal.
 Jas. W. Pyke & Co. Montreal.
 Rhodes, Curry & Co. Amherst, N.S.
- Babbitt**
 Williams & Wilson Montreal.
- Belting, Side**
 Chicago Railway Equipment Co. Chicago, Ill.
- Belting, Rubber**
 The Canadian Rubber Co. of Montreal.
- Blankets and Bedding**
 The Hudson's Bay Co.
- Block Signals**
 General Railway Signal Co. Buffalo, N.Y.
- Boiler Compound**
 N. J. Holden & Co. Montreal.
- Boiler Covering**
 Mica Boiler Covering Co. Montreal
- Boilers**
 Babcock & Wilcox (Ltd.) Montreal.
 Canada Foundry Co. Toronto.
 Hall Engineering Works Montreal.
 Polson Iron Works Toronto.
 Robb Engineering Co. Amherst, N.S.
 Williams & Wilson Montreal.
- Boilers, Internally Fired**
 Robb Engineering Co. Amherst, N.S.
- Boilers, Portable**
 Canada Foundry Co. Toronto.
 H. W. Petrie Toronto.
 Robb Engineering Co. Amherst, N.S.
- Boilers, Stationary and Marine**
 Babcock & Wilcox (Ltd.) Montreal.
 Canada Foundry Co. Toronto.
 H. W. Petrie Toronto.
 Robb Engineering Co. Amherst, N.S.
- Boilers, Steam**
 Babcock & Wilcox (Ltd.) Montreal.
 H. W. Petrie Toronto.
- Boilers, Water Tube**
 Babcock & Wilcox (Ltd.) Montreal.
- Boiler Tubes**
 Jas. W. Pyke & Co. Montreal.
- Bolsters**
 Simplex Railway Appliance Co. Montreal.
- Bolts, Bridge**
 Canada Foundry Co. Toronto.
 Montreal Rolling Mills Co. Montreal.
 Toronto Bolt and Forging Co. Toronto.
- Bolts, Carriage and Machine**
 Toronto Bolt and Forging Co. Toronto.
- Bolts, Track**
 Canada Foundry Co. Toronto.
 Montreal Rolling Mills Co. Montreal.
 Toronto Bolt and Forging Co. Toronto.
- Car Leaders**
 H. C. Mussen & Co. Montreal.
- Choke Beams**
 Chicago Railway Equipment Co. Chicago, Ill.
 Simplex Railway Appliance Co. Montreal.
- Brake Shoes**
 American Brake Shoe & F'dry Co. Mahwah, N.J.
 N. J. Holden & Co. Montreal.
- Brass and Copper Cloth**
 The B. Greening Co. Hamilton, Ont.
- Bridge Numbers**
 Acton Burrows Co. Toronto.
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 Canada Foundry Co. Toronto.
 Canadian Bridge Co. Walkerville, Ont.
 Dominion Bridge Co. Montreal.
 Charles F. Johnson Buffalo, N.Y.
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 Safety Car Heating and Lighting Co. New York.
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 The Wire and Cable Co. Montreal.
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 Geo. R. Prowse Montreal.
- Calendars**
 Rolph & Clark (Ltd.) Toronto.
- Car Castings**
 American Brake Shoe & F'dry Co. Mahwah, N.J.
- Car Closets**
 Duner Co. Chicago, Ill.
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 W. C. Baker New York.
 Safety Car Heating and Lighting Co. New York
- Car Jacks**
 F. H. Hopkins & Co. Montreal.
 W. H. C. Mussen & Co. Montreal.
- Car Kitchen Equipments**
 Geo. R. Prowse Montreal.
- Car Lighting**
 Safety Car Heating and Lighting Co. New York
- Car Movers**
 N. J. Holden & Co. Montreal.
 W. H. C. Mussen & Co. Montreal.
- Car Replacers**
 Alexander Car Replacer Mfg. Co. Scranton, Pa.
 N. J. Holden & Co. Montreal.
- Cars**
 Canada Car Co. Montreal.
 Crossen Car Mfg. Co. Cobourg, Ont.
 Charles F. Johnson Buffalo, N.Y.
 Rhodes, Curry & Co. Amherst, N.S.
- Car Ranges**
 Geo. R. Prowse Montreal.
- Car Upholstery**
 N. J. Holden & Co. Montreal.
- Car Wheels**
 Canada Car Co. Montreal.
- Castings**
 Crossen Car Mfg. Co. Cobourg, Ont.
- Conveyors, Coal and Ash**
 Babcock & Wilcox (Ltd.) Montreal.
- Castings, Brass**
 Canadian Bronze Co. Montreal.
 Kerr Engine Co. Walkerville, Ont.
 St. Thomas Brass Co. St. Thomas, Ont.
- Castings, Iron**
 Kerr Engine Co. Walkerville, Ont.
- Castings, Steel**
 Canada Car Co. Montreal.
 W. Kennedy & Sons, Ltd. Owen Sound, Ont.
 Montreal Steel Works Montreal.
 Rhodes, Curry & Co. Amherst, N.S.
- Cast-Steel Hammers**
 American Brake Shoe & F'dry Co. Mahwah, N.J.
- Cast-Steel Track Tools**
 American Brake Shoe & F'dry Co. Mahwah, N.J.
- Cast-Steel Wrenches**
 American Brake Shoe & F'dry Co. Mahwah, N.J.
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 Jas. W. Pyke & Co. Montreal.
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 W. H. C. Mussen & Co. Montreal.
 Toronto Pressed Steel Co. Toronto.
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 F. T. Ley & Co. Springfield, Mass.
- Contractors**
 F. T. Ley & Co. Springfield, Mass.
 A. B. Ormby (Ltd.) Toronto.
- Contractors' Plant**
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 The W. H. Kelson Co. Montreal.
 T. A. Morrison & Co. Montreal.
 W. H. C. Mussen & Co. Montreal.
 Toronto Pressed Steel Co. Toronto.
- Contractors' Supplies**
 J. A. Dawson & Co. Montreal.
 Toronto Pressed Steel Co. Toronto.
- Conveying Machinery**
 Borden & Selleck Co. Chicago, Ill.
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- Copperware**
 Geo. R. Prowse Montreal.
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- Cranes**
 Charles F. Johnson Buffalo, N.Y.
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 The Firstbrook Box Co. Toronto.
- Cross Arm Braces**
 Canadian General Electric Co. Toronto.
 Montreal Rolling Mills Co. Montreal.
 Toronto Bolt and Forging Co. Toronto.
- Crossing Gates**
 General Railway Signal Co. Buffalo, N.Y.
 The N. L. Piper Railway Supply Co. Toronto.
- Crowbars**
 Toronto Bolt and Forging Co. Toronto.
- Culvert Pipe (Cast Iron)**
 Gartshore-Thompson Pipe & F'dry Co. Hamilton.
- Cuts**
 Acton Burrows Co. Toronto.
- Derrick Ropes**
 Dominion Wire Rope Co. Montreal.
 The B. Greening Co. Hamilton, Ont.
- Derricks**
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 F. H. Hopkins & Co. Montreal.
 W. H. C. Mussen & Co. Montreal.
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 N. J. Holden & Co. Montreal.
- Diving Outfits**
 John Date Montreal.
 W. H. C. Mussen & Co. Montreal.
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 James Foster Toronto.
- Dredges**
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 The John Bertram & Sons Co. Dundas, Ont.
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- Economizers**
 Babcock & Wilcox (Ltd.) Montreal.
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- Electric Car Route Signs**
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- Electric Car Wire Guards**
 The G. B. Meadows Wire, etc., Co. Toronto.
- Electric Cranes**
 Canada Foundry Co. Toronto.
 Dominion Bridge Co. Montreal.
 W. H. C. Mussen & Co. Montreal.
- Electric Ry. Brake Shoes**
 American Brake Shoe & F'dry Co. Mahwah, N.J.
- Electric Railway Builders**
 F. T. Ley & Co. Springfield, Mass.
- Electric Ry. Supplies**
 J. A. Dawson & Co. Montreal.
- Electric Supplies**
 J. A. Dawson & Co. Montreal.
- Enameled Iron Signs**
 Acton Burrows Co. Toronto.

(Continued on page 613.)

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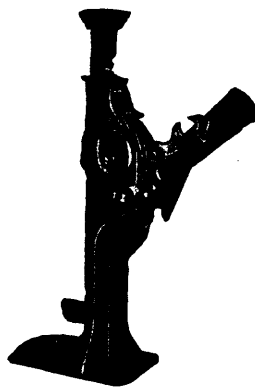
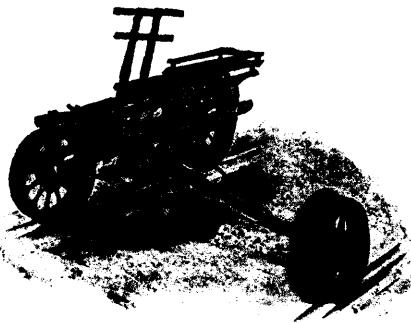
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