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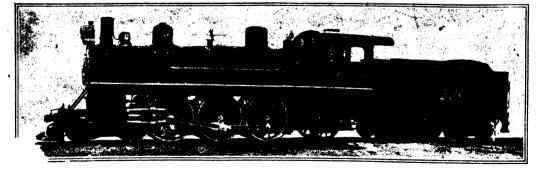
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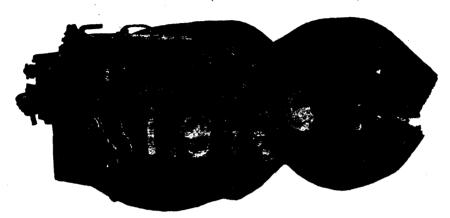
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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Atlantic, Quebec and Western Ry.—Some track has been laid on the line constructed from the Atlantic and Lake Superior Ry. at Paspebiac, Que., towards Gaspe, and it is hoped to have the first 15 miles completed this year. (Sept., pg. 405).

Bella Coola to Telkwa River.—Application will be made next session of the British Columbia Legislature for an act incor-

umbia Legislature for an act incorporating a company to construct a railway from the mouth of Bella Coola River, at the head of Burke Channel, following the Bella Coola River for 30 miles, thence north-easterly to Fraser Lake, thence eastward to Fort George on Fraser River, and westerly along the south shore of Fraser Lake to the Bulkeley Valley, at the mouth of the Telkwa River, with branch lines. A. P. Luxton, solicitor, Victoria, is acting for the applicants.

Brandon, Saskatchewan and Hudson's Bay Ry.—According to press reports from Winnipeg, the Great Northern Ry., U.S., has secured the charter to construct this railway. Further reports state that I., Hill, 1st Vice-President Great Northern Ry., U.S., crossed into Manitoba from St. John, N.D., recently, in an automobile, and went over the proposed route to Brandon, Man. He also visited Portage la Prairie, and returned into the U.S. by way of Gretna.

The company was incorporated by the Dominion Parliament in 1903, the provisional directors named in the act being M. S. and A. C. Fraser, J. D. MacGregor, K. Campbell, P. B. H. Ramsay, J. A. Osborne, C. Whitehead, T. C. Norris, of Brandon: C. A. Young, and J. W. Bettes, of Winnipeg. The company was authorized to construct a railway from a point on the International boundary between ranges 23 and 25 west of the principal meridian north-easterly to Brandon, thence to tp. 29, where it connects with the second meridian west, thence through ranges

meridian west, thence through ranges one to six west of the second meridian, to tp. 48, thence in a northerly direction to Pas Mission, Sask.

Location plans have been approved by the Board of Railway Commissioners for the construction of a line from sec. 1, tp. 7, range 20, west of the first principal meridian, to sec. 17, tp. 9, range 19, w.p.m. This represents a line from a point about four miles east of Souris, Man., north-easterly to a point north of the Brandon Hills.

The surveys have all been completed and the line is under construction. It starts at

Brandon and runs south-easterly through Carrot, Minto and Boissevain, Man., connecting with the Great Northern Ry., U.S., at range 17 on the International boundary. It is expected to keep one or two steam shovels working all winter at the crossing of the Souris River, where there is a good deal of heavy work. This portion of the line will be about 70 miles long, and is expected to be completed early in the summer of 1906. P. E. Thain is Chief Engineer.

The officers and directors are: President, K. Campbell, Brandon; Vice-President, J. Fisher, K.C., Winnipeg; Treasurer, A. C.



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Chairman National Transcontinental Railway Commission.

Fraser, Brandon; other directors: M. S. Fraser, J. D. McGregor, P. H. B. Ramsay, Brandon; T. C. Norris, Griswold, Man.; A. C. Ewart, Winnipeg.

Copper River to Telkwa River.—Application will be made next session of the British Columbia Legislature for an act incorporating a company with this title to construct a line from Copper River on the Skeena River, B.C., with to Telkwa River, Bulkeley River, B.C., with power to operate ferries and steamers, construct wharves, etc. Bodwell and Lawson, solicitors, Vancouver, are acting for the promoters.

Detroit River Tunnel.—The actual length of the tunnel under the river will be 7,400 ft., but the approaches at the two ends will make the total length about 2½ miles. The U.S. Government requires a depth of 40 ft. in the channel over the tunnel, so that the top of the tunnel will not come higher than 45 ft. under the water level, allowing for 5 ft. of gravel on its crest.

Duluth, Virginia and Rainy Lake Ry.—W. H. Cook, President, with a party of stockholders, visited International Falls, Minn., opposite Fort Frances, Ont., recently, travelling over the located route of the line, from

its present terminus at Ashawa. The desirability of constructing a bridge over the river at this point was discussed, and Fort Frances residents were given to understand that the company would give the matter every consideration. The line starts from Rainy Junction, where connection is made with the Duluth, Missable and Northern Ry., and is being operated to Ashawa, 27 miles. Construction is proceeding beyond this point, the contracting company being known as the Minnesota Land and Construction Co. The officers are: President, W. H. Cook, Duluth; Vice-President, C. F. Ruggles, Virginia, Minn.; Auditor, J. Sobotta, Virginia; Secretary and Treasurer, D. O. Anderson. (Oct., pg. 459).

Esquimait and Nanaimo By. — A second party has been fitted out for the purpose of exploring the country between Nanaimo, the present terminus of the line, and Comox, with a view of surveying a route for an extension of the line. (Sept., pg. 405).

Flathead River to Crow's Nest—Application will be made next session of the British Columbia Legislature for an act incorporating a company with power to construct a railway from the Flathead River, near the International boundary, northerly to Crow's Nest or McGillivray, on the Crow's Nest Pass section of the C.P.R.; and branch lines. McPhillips and Heisterman, solicitors, Victoria, are acting for the applicants.

Grand Forks to Franklin Camp.—
Application will be made next session of the British Columbia Legislature for an act incorporating a company with

an act incorporating a company, with power to construct a railway from Grand Forks to the Franklin mining camp on the east fork of the north fork of the Kettle River. E. Miller, solicitor, Victoria, is acting for the applicants. The Kettle Valley Lines proposes to construct a line in the same territory and has had surveys made.

Great Northern By. of Canada.—The line under construction from the Quebec bridge, to a junction with the proposed line from near Shawenegan Falls to Quebec, will be

(Continued on page 565.)

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R. A. SMITH, Secretary.

Toronto, Nov. 18th, 1905.

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RAILWAY DEVELOPMENT.

(Continued from page 561.)

about 7½ miles in length. It will run north for about half a mile from the bridge, and then through Cote St. Francois, parallel to the highway from Quebec to Cap Rouge. At about 2½ miles from the bridge the line turns north-east, crossing St. Foye road and going through St. Felix du Cap Rouge, and Cote St. Michel to the proposed junction. Practically the first five miles is solid rock and earth stripping, the last couple of miles being light work. The principal bridges are: being light work. The principal bridges are: mileage three, a 30 ft. span over the highway; at mileage four, and near mileage five, bridge over the Ruisseau La Soie River. The steepest gradient is ½ of 1% and the maximum curvature 6°. Schell, Kennedy and Lowthian have the contract for this

The branch line between St. Epiphanie and St. Jacques l'Achigan, upon which track was laid in 1904, has been completed, and was

opened for traffic Oct. 25.

The Great Northern Ry. at present secures its entrance into Quebec over the line of the Quebec and Lake St. John Ry., but has completed surveys for a direct line from Burrill's siding, mileage 85.7 from Montreal, into Quebec, so as to secure an independent entrance. The first proposal was to construct a cut-off from Garneau Jct., 97.7 miles from Montreal, to St. Catherines, on the Q. and L. St. J. Ry., mileage 173.3 from Montreal; and a later project was to construct the line from Shawenegan Falls, 95 miles from Montreal, to Quebec. The new line from Burrill's siding to Quebec will be about 100 miles in length. The heaviest gradient going east will be one-half of 1%, and going west 0.4%; and the curvature will vary from 30 minutes to 1°. Tenders have been asked for the construction of this line. pg. 459.)

Guelph and Goderich Ry.-The stations to be erected on this line will be located at Guelph, Weisenburg, Elmira, Wallenstein, Linwood, Millbank, Milverton, Mornington, Monkton, MacNaught, Walton, Blyth, Auburn, Colborne and Goderich. A contract has been let to Edge & Gutteridge, Seaforth, Ont., for the erection of these station buildings. Rapid progress is being made with the grading on this line, and it is expected to get the grading on the Guelph section completed before work is given up for the season. The work at the Goderich end has been delayed owing to an extensive landslide on the banks of the Maitland River. Tracklaying is in progress.

The Board of Railway Commissioners has approved plans for highway bridges over the G. and G. Ry., at mileage 11.10 and mileage 64.75 from Guelph, Ont., and has sanctioned the line crossing the highway at 14 different

points. (Oct., pg. 459).

Halifax and Southwestern Ry.—A plan of the proposed bridge across the line at the crossing of the Mersey River, near Liverpool, N.S., has been deposited with the Minister of Public Works, Ottawa, and an application has been made for an order-in-council approving of the location of the bridge. (Oct., pg.

Intercolonial Ry.—Tenders are under consideration for the erection of seven 50,000 gall. water tanks complete, one at each of the following places: Gibson, Upper Cross Creek, Boiestown, Blackville, Chatham Jct., and Loggieville, on the Fredericton and Loggie ville division; and one at Drummondville, Que. A contract has been entered into with Morrison and Finlayson, for the extension of the I.C.R. at Sydney Mines, N.S. Construction is being pushed on the new I.C.R. station, and it is expected that the new building will be completed in the spring.

Snow fences are being constructed at a

number of points along the line between Point Tupper and Sydney, N.S. Tenders are also under consideration for repairing the railway between Indiantown and Blackville, N.B.; for the construction of a loading platform, the extension of the freight shed, and the erection of a crane at New Glasgow, N.S., as well as for the construction of a spur line 1.18 miles in length from Fort Lawrence to Fort Lawrence wharf on the La Planche River, near Amherst, N.S. The wharf was built by the Public Works Department so that the merchants of Amherst might have access to the sea, and the siding is to be constructed to give the necessary railway connection. (Oct., pg. 459).

James Bay Ry.—The Board of Railway Commissioners at its Toronto sittings, Nov. 7, gave consideration to the question of the entrance of the J.B. Ry. into Toronto. matter came up on the application of the C.P.R. for permission to double track its line in Toronto from Winchester St. bridge to Parliament St., to which the J. B. Ry. objected. The J. B. Ry. has asked for 14 ft. of railway reserve adjoining the roadway on the west bank of the Don River for its entrance into the city. The city council opposes the application on the ground that there are already a sufficient number of tracks in the Don valley, and asks that the Commission shall direct the J. B. Ry. to use the old Belt Line tracks to Queen St., and that running rights be given over existing lines from that point. The matters were fully argued and

decisions reversed.

We were recently informed that about 70% of the grading has been completed between Toronto and Beaverton; the work between Beaverton and a point four miles south of Severn River, has been held up on account of the negotiations with Orillia as to whether the line should be carried round the east or west side of Lake Couchiching; and the grading has been practically completed from four miles south of the Severn River into Parry Sound. It is expected to complete the grading and bridging between Toronto and Beaverton, and possibly that between Beaverton and four miles south of Severn River this year. When advised track had been laid for 28 miles south from Parry Sound and eight miles south from Beaverton, and it is ex-pected to lay the track from Toronto to end of the track south of Beaverton this year, and also to complete the track as far south from Parry Sound as Severn River. A station has been built at Parry Sound, and stations are being built at Barnsdale and Beaverton. This work is being done by the company. At Parry Sound a dock has been constructed about 800 ft. by 50 ft., with double depressed tracks alongside it. The divisional point will be at Parry Sound, and an eight stall roundhouse, with machine and an eight stan roundhouse, with machine shop 90 by 40 ft., will be constructed. The bridge across the Seguin River consists of three spans of 75 ft. each, and two of 30 ft. each. A swing bridge has been constructed over the outlet of Muskoka Lake at North from Parry Sound six miles of grading have been completed and it is expected to finish an additional 16 miles of grading this year. Grading is also going on north of the French River for 20 miles. Tracklaying has been started north of Parry Sound, and it is expected to lay about 15 miles this year. S. H. Sykes, Parry Sound, is in charge of construction. A survey is being made from a point on the line near Parry Sound to Ottawa, to which point the company has power to construct a line. (Oct., pg. 459.)

Killarney to Hutton Township.—A line of railway will be constructed immediately from Killarney, on the shores of Lake Huron, to some extensive iron ore mines in Hutton township, a distance of about 70 miles.

Mackenzie, Mann & Co. are largely interested in the mines, and D. D. Mann is reported to have stated in a recent interview that the line of railway was already under construction and would be completed by Sept., 1906. At Killarney shipping piers will be erected so that the ore may be shipped to blast furnaces. The C.P.R. has completed surveys for a branch line from Sudbury to a point in Hutton towards in the context of ton township, but we were recently advised that it might never be constructed. At the last session of the Ontario Legislature Sault Ste. Marie people applied for an act incorporating a company with the title of the Manitoulin and Iron Range Ry, for the purpose of constructing a railway from Hutton tp., southerly and westerly to Lake Huron, near the boundary of Humboldt tp., but although approved by the railway committee it did not get through the Legislature. The lake terminal of the line now being constructed will be further west than that proposed for the Manitoulin and Iron Range Ry., and will in all probability connect with the James Bay Ry., now under construction from Toronto to Sudbury, by Mackenzie, Mann & Co. The main line of the Canadian Northern Ry., now being surveyed by Mackenzie, Mann & Co., from near Port Arthur easterly, will run near Hutton tp., and a connection with it will, it is also probable, be made.

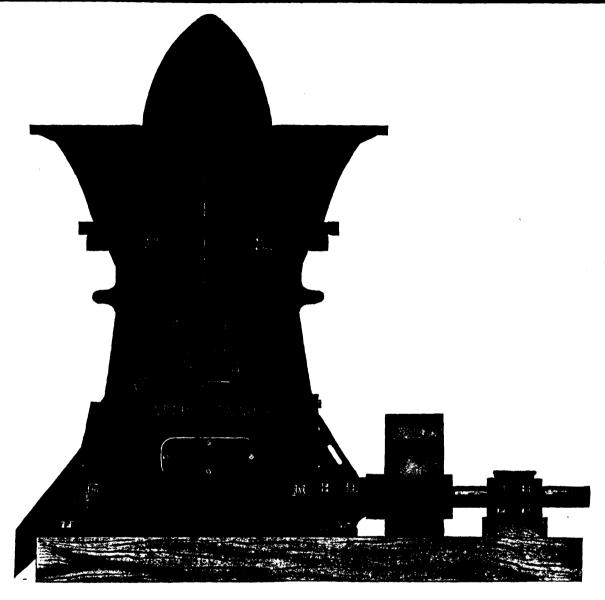
Klondike Mines Ry.—We have been advised that four miles of line have been completed and grading has been finished to the end of the seventh mile. From that point to the 13th mile grading has been done in spots. Work was delayed considerably owing to the injunctions which were taken out by miners, who had staked out claims covering the right of way. It is not likely that any further construction will be done this year. As located, the line starts non son City, crosses the Klondike River, which it follows until Bonanza Creek is reached. It then follows the left bank of Bonanza Creek as far as 51 below Discovery, where it crosses the creek and follows the right bank to Grand Forks. (Oct., pg. 459.)

Medicine Hat and Northern Alberta Ry. A meeting of shareholders for organization purposes was called to be held at Winnipeg, Oct. 31, but was postponed to Dec. 5. The act of incorporation was passed by the Dominion Parliament in 1902. J. Cochrane, D. Lockerby, Montreal; F. R. Latchford, H. B. McGiverin, Ottawa; F. H. Phippen, Winniam Conference of the provisional directors. peg, being the provisional directors. The company was given power to construct a railway from Medicine Hat, Sask., on the C.P.R., northwesterly to tp. 31, ranges 16 or 17, west of the 4th principal meridian, thence to Victoria on the North Saskatchewan River, Alta. Power was also given to enter into agreements for conveying or leasing the line, or for amalgamation with the C.P.R. or the Canadian Northern Ry. In 1903 the Dominion Parliament passed a further act authorizing the company to construct a line from Medicine Hat southerly to the International boundary near Many Berries Creek, and a branch from the previously authorized line near its crossing of the Battle River, northwesterly to Strathcona, Alta. At its last session the Dominion Parliament extended the time limit for the commencement and completion of the lines. (Feb., pg. 49.)

Michigan Central Rd.—Surveys are being made for a second track between Tilbury and Ridgeway, Ont., and for a line from Edy's Mills to Dawn. An order has been placed for 100 lb., 90 lb., and 85 lb. rails for use on various parts of the line, the total cost of the new rails being estimated at \$4,150,000, about \$900,000 being for rails to be used on the Canadian portion of the company's line. (Oct., pg. 459).

Midland Ry. of Manitoba.—Surveys are being made for a line from Portage la Prairie,

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Man., southerly by way of Elm Creek, to the International boundary at Emerson. branch lines are projected for the present. S. Jones is in charge of the surveys, and an office has been opened in Portage la Prairie, P. E. Thain being in charge. A contract is reported to have been let, and it is said con-A contract is struction will be gone on with at once.
See also Brandon, Saskatchewan and Hud-

son's Bay Ry.

Midway and Vernon Ry.-Construction work is being proceeded with from Midway, B.C., westerly by three sets of contractors, representing the M. and V. Ry., the C.P.R., and the Victoria, Vancouver and Eastern Ry. The M. and V. Ry. Co. was incorporated by an act of the British Columbia Legislature in 1901, the provisional directors being: J. H. Senkler, E. Bloomfield, and A. P. Judge, of Vancouver, B.C. The line authorized to be constructed was to extend from Midway to the mouth of Rock Creek, thence north-easterly to the west fork of the Kettle River, along this fork by the most convenient route via Ökanagan Mission valley to Vernon, with power to construct branch lines. In 1903 an act was passed by the Dominion Parliament recognizing the B.C. charter and declaring the line authorized to be constructed to be for the general advantage of Canada. A subsidy was voted under the usual conditions by the Dominion Parliament in 1903 for the construction of a line from Midway to Vernon. Plans for the location of the line from Midway to Rock Creek, 11.88 miles, and from Rock Creek to West Bridge, 10.8 miles, have been approved by the Board of Railway Commissioners. A. R. Pope of Greenwood, B.C., is General Manager, and — Lackie is Chief Engineer. At the end of Oct., a party con-sisting of A. A. Arthur, New York; F. O. Harvey, an English mining engineer, and C. B. Schmidt, an agricultural and irrigation expert from Pueblo, Colo., went over the route between Midway and Vernon, about 150 miles. (Jan., pg. 13). See also C.P.R. Betterments, etc., and Vancouver, Victoria and

Nepigon Ry.—The charter and rights of the Nepigon Ry. Co. has been acquired by Mackenzie, Mann & Co., who will utilize it in connection with the working out of their plans for connecting the James Bay Ry. with the Canadian Northern Ry. system at or near Port Arthur, Ont. The N. Ry. was projected from the shore of Lake Superior near Nepigon station on the C.P.R., to the south shore of Lake Nepigon, 40 miles, with the right to run a ferry on the lake, to connect with a line to be constructed northerly and westerly to the Albany River. Provincial and Dominion subsidies are available for certain portions of the mileage; surveys have been completed for the first 40 miles of the line, and a good deal of other preliminary work had been done by the promoters, J. Conmee, M.P., being one of the principal men interested. It is stated that the surveys made by Mackenzie, Mann & Co., paralleled the N. Ry. surveys for 28 miles, and that it was arranged to purchase the charter of the N. Ry., rather than to have two lines. (Sept., 1904, pg. 315).

New Brunswick Coal and Ry. Co.-The Provincial Engineer, A. R. Wetmore, recently made an inspection trip over the line, and examined the work in progress under the contract of Brown Bros. The contractors contract of Brown Bros. The contractors have a steam shovel, two working trains, and over 100 men engaged in clearing up the track, strengthening and reconstructing the bridges. (Oct., pg. 459).

Nicola, Kamloops and Similkameen Coal and Ry. Co.—Four miles of grading from Spences Bridge towards Nicola Lake was reported completed Nov. 2, and grading is being pushed forward. Tracklaying was expected to be started by the end of Nov., and a Vancouver press report states that it is hoped

to run the first trains by the end of the year. A meeting of shareholders was held in Montreal Nov. 15, when the lease of the line to the C.P.R. was ratified, and authority given to issue bonds to pay for construction, and authorizing the form of mortgage to secure the same. (Oct., pg. 459).

Owen Sound and Meaford Ry .- A meeting of those interested in this projected line was recently held at Owen Sound, Ont., when were elected as follows: President, McLauchlan; Vice-President, B. Allen; Secretary-Treasurer, A. G. Mackay. The President and Secretary were authorized to negotiate with the Manitoulin and South Shore Ry. interests, with a view of securing the plans and profiles of that company's surveys between Owen Sound and Meaford. (June., pg. 243).

Pere Marquette Rd.—In connection with the reports that the company was about to construct a line extending from Kettle Creek to a junction with the Michigan Central Rd., just east of St. Thomas, Ont., about two miles, we were officially advised Oct. 10, that, owing to difficulties in obtaining the necessary right-of-way and having the city vacate certain streets in the southern portion of St. Thomas, the project has been abandoned. It was also intended to construct a yard on the proposed extension, but this yard is now being laid out just west of Kettle Creek viaduct on the company's main line. new yard, which will have a capacity of about 1,000 cars, was expected to be completed early in Nov. (Oct., pg. 459).

Prince Edward Island Ry .- The swingspan of the Hillsboro River bridge was placed in position, Oct. 19, and a special train passed over it, carrying a large number of officials and other guests on a through trip from Charlottetown to Murray Harbor, 44 miles, The bridge was formally opened Nov. 1, and the Murray Harbor branch trains are being run regularly into Charlottetown.

Tracklaying on the branch from Cardigan to Montague, was completed Oct. 30, when only about a mile of ballasting was necessary in order to finish it ready for opening. The station building and turntable were built during Nov.

The plans for the new station at Charlottetown have been received by G. A. Sharp, Superintendent. The new building will be erected on the corner of Weymouth and Water streets, opposite the present station; it will be three stories high, with a frontage of 118 ft. on Weymouth St., and 43 ft. on Water St., with a baggage room 28 by 45 ft., fronting on the latter street. It will be built of local sandstone, on a concrete and stone foundation, with expanded metal and concrete floors sup-ported on steel beams. On the ground floor there will be located the general waiting-room 40 by 40 ft.; ladies' waiting-rooms 24 by 34 ft., and 16 by 24 ft.; smoking-room 16 by 25 ft.; ticket office, trackmaster's, and pay-master's offices, vaults and lavatories. On the second floor there will be provided offices for the superintendent, and auditor, engineers, accountant, cashier and their staffs, and traindispatchers, and rooms for trainmen, and the official files; vaults are also provided on this floor, and there is a 6 ft. hallway running from to finish the third floor at present. The floor and wainscotting will be finished in narrow-width hardwood, and the ceilings will be metal. There will be a concrete platform on the Weymouth St. front, and between the building and the tracks there will be a covered platform 12 ft. wide. There will be four tracks approaching the station, where there will be platforms 14 ft. wide, covered by umbrella roofs, supported on steel columns. Tenders will be called for at an early date. (Oct., pg. 459).

Quebec and Lake St. John Rv.—Ten miles of track had been laid on the branch line under construction to La Tuque, on Oct. 31 The grading for an additional eight miles had been completed, and considerable work had been done beyond that point. The first ten miles was expected to be ready for Government inspection Dec. 6; and it is expected to have the branch completed to La Tuque, 40 miles, by Sept., 1906.

Six miles of track have been laid on the Gosford branch from Valcartier, and the ballasting had also been done. Some further grading has been done on the branch. (July,

pg. 287).

St. Maurice Valley Ry.—A contract has been let by the St. Maurice Construction Co. to Ross & McRae, who have just completed some second track work on the G.T.R. London, Ont., for the construction of the 22 miles of line from Three Rivers to Shawenegan Falls and Grand Mere. The contract price is reported to work out at about \$500,000. The line has been located from a connection with the C.P.R. at Three Rivers, to the side of Le Gres River, where a water-power has been purchased by a United States syndi-cate for development purposes; and follows the east bank of the river to the foot of Shawenegan falls, where it will cross to the west bank over a deep gorge. From this point the line will run to Shawenegan Falls, and thence to Grand Mere, crossing the Great Northern Ry. en route. Ten miles of the grading is ordinary prairie work, and the balance is heavy clay and rock. The principal structures will consist of a 112 ft. steel deck truss at Head Roce a 270 ft. steel arch at the garge at Head Race; a 270 ft. steel arch at the gorge crossing St. Maurice River; and a structure consisting of seven 150 ft. deck spans at the second crossing of the St. Maurice River. The ruling gradients are 1% northbound, compensated; and 0.5% southbound, compensated; while the greatest curvature is 8°. The contract covers all the work connected with putting the line in operation with the exception of the steel structures. (Oct., pg.

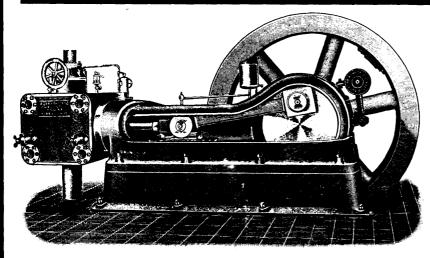
St. Rose to Caribou Cove. The Nova Scotia Collieries Co. is making a survey for the construction of a line of railway from the coal mines it is opening up at St. Rose, to Caribou Cove, or Port Malcolm, on the Strait of Canso. The projected route is from St. Rose to Orangedale, on the I.C.R., thence down the east side of Lake Ainslee to the strait. Alternative lines will be run to Hawkesbury, Hastings and to Caribou Cove, for the last few miles. Messrs. Fell & Thomas, who came out from England, are in charge.

The Salmon River and Northern Ry., is under construction from Fassett, Que., about four miles from Montebello, on the north shore line between Montreal and Ottawa, and runs due north. At present it has under construction 10 miles into the woods to assist in the lumbering operations of the Haskell Lumber Co. This company is doing the construction and hopes to complete the 10 miles this year. Several short lateral spur lines will be built, and the line will ultimately be extended further north. The engineer in charge of construction is Mr. Nicholls.

The company has obtained the approval of the Board of Railway Commissioners to its projected crossing of the C.P.R. near Grenville, Que., with power to use it during daylight, as a temporary crossing during con-struction of the line. F.W. Hibbard is Secre-tary, and W. L. Haskell is General Manager. The secretary has an office at 151 St. James St., Montreal. (Oct., pg. 461).

Spokane International Ry.—A recent press report states that over 1,200 men are at work on this line between Spokane, Wash., across Idaho, to Bonner's Ferry, and International boundary, B.C., where connection is to be made with the C.P.R. branch now under construc-

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tion from Yakh. The line is 140 miles in length, of which 18 miles are located in Washington and 122 in Idaho. The line has been surveyed from the International boundary to Hoodoo valley, 90 miles, and is under survey from the latter point to Spokane. The maximum gradients are 26 ft. to the mile, and the sharpest curves on the heavy grade divisions only are 10°, elsewhere the curvature is light. Grading is in progress from the boundary line to Pack River, Idaho, 60 miles. E. J. Taber is Chief Engineer in charge of the work, the contractors being Winters, Parson & Boomer, Twohy Bros., of Spokane, Wash., and Grant, Smith & Co., Chicago, Ill., for the grading; and H. J. Skinner of Spokane, for the bridge construction. (Oct., pg. 461).

Temiskaming and Northern Ontario Ry.-Tracklaying on the extension northerly from New Liskeard to Lake Abitibi has been resumed, the bridge at the second crossing of the Blanche River having been completed. It is expected that about 50 miles of track will have been laid by the end of the year.

The commissioners for the construction of this railway at a recent meeting decided that the location of the uncompleted portion of the line should be moved back several miles from the original line decided upon, viz., along the Black and Abitibi Rivers. The new location will be a less extensive one to construct than that previously decided

upon.
C. B. Smith, Chairman of the Commission, returned to Toronto, Nov. 6, from a trip to Europe, where he had been looking into what had been done in the way of demonstrating the successful operation of long distance railways by high tension electric currents. says, so far as he was able to learn, electrification of the roadshad been followed by a betterment of the service and more comfortable cars. If it were finally determined to adopt electricity as a motive power it was probable that the power development plant would be constructed near Mountain Falls, on the Montreal River. The electrical equipment of Montreal River. The electrical equipment of the line, it is estimated, will cost about \$1,000,000. (Oct., pg. 461).

Toronto, Hamilton and Buffalo Ry .-- Plans have been prepared, and are under consideration, for the enlargement and rearrangement , H. and B. yards at Brantford, Ont. Six additional tracks will be laid, thus doubling the present capacity, and to provide the extra space the city has been asked to approve of the closing of Newport St., (Sept., pg. 409).

Vancouver, Victoria and Eastern Ry.—J. J. Hill, President, stated recently at Vancouver, B.C., that the V., V. and E. Ry. would be commenced at once and pushed forward towards Vancouver, the point at which construction would be commenced would be Cloverdale.

In the annual report of the Great Northern Ry. (U.S.) just issued the following facts are given in connection with the line under con-E. Ry., and in Washington, U.S., as the Washington and Great Northern Ry.: The grade for the Washington and Great Northern Ry. line from Curlew, Wash., to the Interna-tional boundary at Midway, referred to in last year's report, was completed during the year, but work was then stopped pending passage of an act by the Canadian Parliament granting the V.V. and E. Ry. the right to connect at the International boundary with the W. and G.N. Ry. lines. These matters having been satisfactorily adjusted, in spite of the strenuous opposition of competitors, work has been resumed since the close of the fiscal year, and tracklaying on this line is now in progress.

Line from the International boundary at Midway, via Molson and Oroville, to Keremeos, B.C., 96 miles. Of this line 49 miles within the United States are being built by the W. and G.N. Ry., and 47 miles in British Columbia by the V.V. and E. Ry. The latter company has just completed the location of an extension from Keremeos to Princeton, 40 miles, and work will be begun as soon as pos-It is hoped to complete the line to Princeton by July 1, 1906, but a great deal of the work is very heavy. This line when comthe work is very heavy. pleted will open up the Boundary country, rich in mineral resources, and the development of a heavy ore traffic is expected. Surveys for the extension of the V.V. and E. Ry. from Princeton through the Hope Mountains and the valley of the Fraser River to Vancouver, B.C., are being made.

The legislation referred to in the report of the G.N. Ry., gave the V.V. and E. Ry. power to connect its line with the lines of the W. and G.N. Ry., at the International boundary, wherever the physical characteristics of the country render construction in B.C. impossible, subject to the approval of the Government. An order-in-council was passed July 28, giving effect to the legislation in the following terms.—"On a memorandum dated July 28, 1905, from the Minister of Railways, representing that by an act passed during the session of Parliament now closed respecting the V.V. and E. Ry. and Navigation Co. it was provided as follows: The company may, at such points on the International boundary line, between the west bank of the Similkameen River and the Columbia River, as the Governor-in-Council deems expedient, for the purpose of avoiding difficulties in construction, make connections with duly authorized United States railways. The Minister further represents that the company have submitted for approval a route map in revision of that already approved by the Minister of Railways and Canals under section 122 of the Railway Act, which is for a line wholly within Canadian territory, such revised maps showing two points of crossing of the United States boundary between which the proposed line will be run for a distance of 46 miles through American territory. They state that the difficulties they wish to avoid comprise an increased summit of 300 ft. on one mountain, and of 1,150 feet on a certain pass, also 10 miles of excessively expensive work along rock bluffs where it is well nigh impracticable to build, and a crossing of a creek 1,200 ft. wide and 390 ft. deep. The Minister also represents that under date July 26, the Chief Engineer of the Department of Railways and Canals has reported with regard to these statements, that as both the statements made indicating the almost impracticable character of the route through Canada, and the information shown on the route map were prepared by Mr. Kennedy, the Chief Engineer of the railway, a gentleman of high character, the route map submitted may reasonably be approved. The minister recommends that in pursuance of the aforesaid statutory provision approval be given of the making of connections with United States railways, as so provisionally authorized at the two points shown as 'A' and 'B' respectively on the said revised route map."

On Oct. 12, the section of the line from Curlew to Ferry, Wash., was opened for freight traffic. Ferry, Wash., is on the bank of the Kettle River, directly opposite Midway, B.C. At the end of Oct. the employes of the contractors for the V.V and E. Ry. construction met with opposition from the C.P.R., on their reaching the lands of the Columbia and Western Ry. The C. and W. Ry. at present has its westerly terminus at Midway, but is projected, and preliminary surveys, at any rate, have been made to Penticton. The matter was taken to the courts at Victoria, the V.V. and E. Ry. Co. applying for an order to be put in possession of the necessary right of way by expropriation proceedings. Subsequently the V.V. and E. Ry. contractors started grading easterly from Rock Creek, about 12 miles west of Midway, and the C.P.R. contractor started operations from Midway metals and Rock Creek. Midway westerly towards Rock Creek.

Nov. 3, after a skirmish the V.V. and E. men withdrew, but the conflicts between the gangs were renewed on subsequent days after the arrival of reinforcements, and extra forces of police were brought into the district Nov. 10 o preserve order. A third company—the Midway and Vernon-is in the field to construct a line from Midway westerly through the same territory as far as Rock Creek at any rate, its objective point being Vernon. This still further complicates the situation. pg. 461). See also C.P.R. Betterments, Construction,

etc., and Midway and Vernon Ry.

Vancouver, Westminster and Yukon Ry.-In connection with the projected extension of this line from Vancouver towards the Yukon, Hill, President Great Northern Ry. (U.S.), stated in an interview at Van-couver, that the G.N. Ry, had nothing to do with it, and he did not know anything of its plans. The company proposes to commence at once the erection of wharves and warehouses on the waterfront at New Westminster, on a total area of seven and a half water lots. On the completion of the work the company will lay a track or tracks from its railway to the wharves and warehouses. (Oct., pg. 461).

White Pass and Yukon Ry.—Reports from the Yukon Territory state that V. I. Hahn, Chief Engineer W.P. and Y. Ry., is making a survey in the Windy Arm district, with a view of constructing a loop line so as to connect with Toochi and Conrad City. No decision had been reached, it was stated, when construction was to be started, or as to how it was proposed to run the loop.

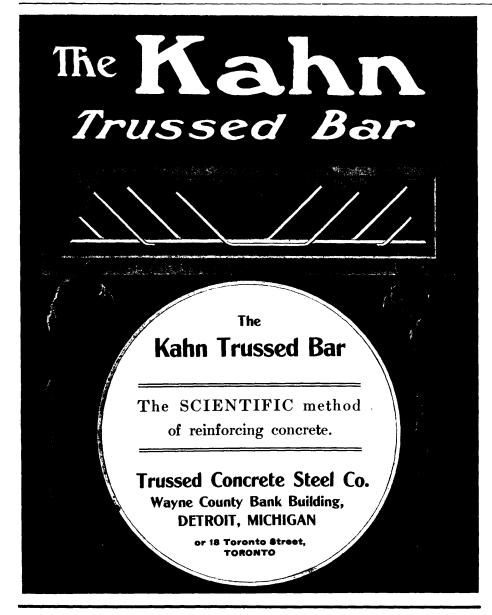
The G.T.R. has moved its Deseronto station to Napanee, Ont.

The C.P.R. has arranged a traffic agreement with the Oregon Rd. and Navigation Co., which serves an extensive territory in the Columbia basin.

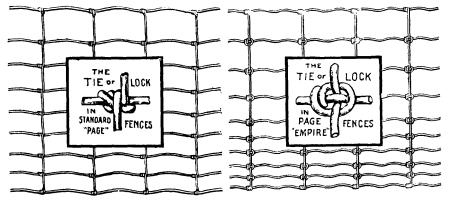
The title of the Northern Construction Co. which was incorporated under the Dominion Companies' Act in Aug., has been changed to the Federal Construction Co., by supplemental letters patent, so as not to conflict with the Northern Construction Co., an Ontario corporation engaged in construction work on the James Bay Ry. The offices of the Federal Construction Co. are at Montreal, the directors being;—E. M. O'Brien, J. B. Ross, E. C. Perkins, G. A. Lafontaine, W. R. Staveley, all of Montreal.

An order-in-council has been passed disallowing the act passed last session of the British Columbia Legislature relating to the employment on works carried on under frangranted by private acts. The act provided that no person should be employed upon the construction or operation of a railway, tramway, electric railway, telegraph or telephone line; upon harbor or canal construction, or a number of other public works unless he could read the act in a language of Europe, and imposed penalties for breaches of the law.

The New Brunswick Coal Co. has been incorporated under the New Brunswick Companies' Act, with a capital of \$25,000 and offices at Minto, to carry on coal mining. The provisional directors are: G. McAvity, C. N. Skinner, A. P. Barnhill, A. I. Trueman, St. John, N.B., and J. Barnes, Buctouche, N.B. The coal mines at this point were opened up by the promoters of the New Brunswick Coal and Ry. Co., which afterwards absorbed the New Brunswick Coates. wards absorbed the New Brunswick Central Ry. J. Barnes was a member of the contracting firm which built the railway from Norton to Minto, and G. McAvity is one of the commissioners appointed by the New Brunswick Government to operate the line on the failure of the N.B. Coal and Ry. Co. to do so.



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December Birthdays.

Many happy returns of the day to-

A. H. Anderson, Cashier, Paymaster, and Purchasing Agent, Quebec Central Ry., Sherbrooke, Que., born at Cookshire, Que., Dec. 19, 1859.

J. H. Barber, Division Engineer, C.P.R.,

John, N.B., born at Cobourg, Ont., Dec.

20, 1856.

E. T. Boland, General Agent Dominion Steamship Line, Toronto, born there, Dec.

N. E. Brooks, C.P.R., Division Engineer, Calgary, Alta., born at Sherbrooke, Que., Dec. 25, 1866.

D. Brown, ex-Manager Milwaukee and Michigan Line and Grand Trunk Despatch, at Detroit, Mich., now at Chicago, Ill., born at Glasgow, Scotland, Dec. 21, 1843.

M. Buntzen, Managing Director British Columbia Electric Ry. Co., London, Eng., born at Copenhagen, Denmark, Dec. 16, 1859.

P. E. Demers, Trainmaster Central Vermont Ry., Farnham, Que., born there Dec.

mont Ry., Fariman, Que., born.

10, 1859.

W. N. Dietrich, Electrical Engineer C.P.R.,
Montreal, born at Perth, Ont., Dec. 23, 1872.

J. W. Donald, District Passenger Agent,
Chicago and Alton Rd., Detroit, Mich.,
born at St. John, N.B., Dec. 22, 1857.

H. P. Dwight, President Great Northwest-

ern Telegraph Co., Toronto, born at Belville, Jefferson Co., N.Y., Dec. 23, 1828. R. Forget, M.P., President Richelieu and Ontario Navigation Co., Montreal, born at Terrebonne, Que., Dec. 10, 1861.

P. Gifkins, General Manager Dominion Atlantic Ry., Kentville, N.S., born at Har-

penden, Herts., England, Dec. 25, 1850. H. H. Gildersleeve, Manager Northern Navigation Co. of Ontario, Collingwood, born

At Kingston, Ont., Dec. 15, 1865.

A. J. Gorrie, General Superintendent Great
Northern Ry. of Canada, Montreal, born at

Northern Ry. of Canada, Montreat, Born at Raith, Kirkcaldy, Scotland, Dec. 10, 1868. D. B. Hanna, Third Vice-President Cana-dian Northern Ry., Toronto, born at Thorn-liebank, Scotland, Dec. 20, 1858. S. P. Howard, General Freight Agent East-ern and Lake Superior Divisions C.P.R.,

Montreal, born there, Dec. 30, 1865

R. R. Jamieson, General Superintendent Western Division C.P.R., Calgary, Alta., born at Westover, Ont., Dec. 12, 1856. B. B. Kelliher, Chief Engineer Grand Trunk

Pacific Ry., Montreal, born in Ireland, Dec. 26, 1862.

W. Kennedy, Master Mechanic Middle Division, G.T.R., Toronto, born at Belleville, Ont., Dec. 23, 1869.

Macdonald, Division Freight Agent G.T.R., Hamilton, Ont., born at Montreal, Dec. 10, 1871.

L. McLean, Superintendent Sydney and Louisburg Ry., Glace Bay, N.S., born there, Dec. 10, 1867.

J. Niblock, Superintendent C.P.R., Calgary, Alta., born in York county, Ont., Dec. 21, 1849.

E. C. Oviatt, Travelling Passenger Agent, C.P.R., at Battle Creek, Mich., born at Hudson, Ohio, Dec. 3, 1852.

J. V. Paul, Locomotive Fuel Inspector C.P.R., Montreal, born at Mokelumne Hill, Cal., Dec. 29, 1863.

A. Price, Superintendent of Transportation Western Lines, C.P.R., Winnipeg, born at Toronto, Dec. 6, 1861.

C. Schrieber, C.M.G., Consulting Engineer Department of Railways and Canals, Ottawa, Ont., born at Bradwell, Essex, Eng., Dec. 14, 1831.

Smith, Secretary Richelieu and F P Ontario Navigation Co., Montreal, born there,

Dec. 23, 1873. C. E. E. Ussher, General Passenger Agent

C.P.R. Eastern Lines, Montreal, born at Niagara Falls, Ont., Dec. 29, 1857.

H. H. Vaughan, Superintendent of Motive

Power, C.P.R. Eastern Lines, Montreal, born at Forest Hill, Essex, England, Dec. 26, 1868.

B. D. Webber, General Manager Canadian Pacific Despatch, Boston, Mass., born at

Beverley, Mass., Dec. 3, 1851.

W. Wood, locomotive foreman, C.P.R.,
Megantic, Que., born at Montreal, Dec. 6, 1863.

Thanks from the Ticket Agents.

Secretary de la Hooke sent the following letter on behalf of the Canadian Ticket Agents Association to Chairman R. W. Scott and other members of the reception committee at Portland, Me .:-

"After a week of unalloyed pleasure, and having to a limited extent persuaded myself that I am not a gentleman of leisure, but, on the contrary, have work to perform, it is my intention to accomplish it by first discharging those duties which on account of their pleasant character become closely allied to gratification. Under these circumstances, will I make an effort, feeble though it be, to express to you as instructed by the members of our association so lately visiting the city of Portland, their unqualified thanks for the excellent programme you arranged for their entertainment, and for the thorough and unwearying manner in which it was carried through—not a hitch occurred—and the fact that every item was participated in by the entire party was proof positive of the completeness, variety and popularity.

'Even had I the pen of a ready writer, I could not satisfactorily recount the many expressions of pleasure and appreciation made on the hearty reception and kindly welcome accorded. Not a dull hour was experienced-for when members of committee were not in attendance, which was I think only when we ought to have been asleep, the roomers at no. 21 were equal to the occasion and kept the ball rolling. You must have given up much time in preparing for our visit, and much more when ve were with you. In return please know that you sent home a most satisfied and delighted crowd. Your hospitality was unbounded and your attention unflagging.

The annual dinner with its cold water accompaniment was a revelation, but the beverage was of such a pure and sparkling nature, and so sweetened by the smiles of mine host of the Falmouth, that there being no headaches in the morning was rather a matter of congratulation than of surprise.

"To the ladies of Portland are thanks due, and now ungrudgingly tendered, for their frequent presence with and constant attention to the ladies of our party, laying particular stress on their journey to St. Johnsbury, which could not have been arranged but with considerable inconvenience and self-sacrifice.

"To the members of the press we are much indebted; they heralded our advent, chron-icled our doings, recorded our departure, and

were ever ready to say nice things about us.
"The meeting at Portland will long be remembered as a red-letter event in the remembered as a red-letter event in annals of our association. On its behalf, I wish one and all health and prosperity, and for the city of Portland progress and success.'

The John Bertram & Sons Co., Dundas, Ont., has passed a by-law increasing the number of its directors from five to seven.

The Great Northern Construction Co., which was incorporated in the State of West Virginia, but which did business in Quebec, is being wound up under liquidation proceedings.

Seed Trains in Western Canada.

R. McKenzie, Secretary-Treasurer of the Manitoba and Northwest Territory Grain Growers' Association, has issued a circular to members of the association respecting the project to run seed trains throughout the west. The circular sets forth that early in the summer W. Whyte, 2nd Vice-President C.P.R., submitted to the Dominion Department of Agriculture, a proposition suggesting joint action on the part of the Do-minion Government and C.P.R. in promoting a vigorous campaign with a view of interesting grain growers in the importance of sowing pure seed. This correspondence led up to a conference being held in Mr. Whyte's office between representatives of the Department of Agriculture, Ottawa; C.P.R., Canadian Northern Ry., Manitoba and Northwest Territory Grain Growers' Association, Department of Agriculture of the Northwest Territories and other interests concerned to consider the scheme, and if deemed advisable, take action. All present, in view of the magnitude of the grain-growing industry, and that its ulti-mate success depends on right cultivation of the soil and sowing pure seed, were strongly in favor of the scheme. The intention is to start demonstration trains early in January of next year in Alberta, coming down through Saskatchewan and Manitoba, stopping at every grain-growing point and giving in two cars, fitted out for that purpose, demonstrations on the importance of sowing good seed, how to secure seed, and the importance of its selection and improvement. Besides this there will be practical lectures and demonstrations on the decrease in value per acre, and the decrease in revenue per acre, to the farmer, of allowing the seed to depreciate. Cabinets will be fitted up showing samples of grain sown under perfect seed conditions and samples taken from fields where the seed has been allowed to deteriorate, showing the deterioration in yield and weight, and the loss in revenue per acre to the farmer. Samples of wheat pests will also be shown, and practical information given how to eradicate them. The railways supply and pay all expenses of trains and the Dominion Government all expenses in connection with the lectures and demonstrations and cost of advertising.

New Regulations Respecting Bonding.

A Dominion Order-in-Council has recently been promulgated, which was passed on July 26 last, as follows:—Section 13, sub-section e of section 14 and section 15 of the Regulations respecting Bonding Warehouses in Canada, established by Order-in-Council of June 14, 1875, will be repealed on Jan. 1, 1906, and the following regulations under the provisions of The Customs Act and amending acts, will take effect Jan. 1, 1906:

Sec. 13. The fees for the privilege of Customs warehouses of class 2 and 3 shall be classed as charges for Customs special services, and the amount and scale of charges in respect thereof, taking into consideration the cost of Customs attendance, shall be determined from time to time by the Minister of Customs. The proprietor of every warehouse of class 2 and 3 shall pay to the Collector of Customs the sum determined by the Minister for the privilege granted him for the use of such warehouse, in payments in advance for the period during each quarterly term ending Mar. 31, June 30, Sept. 30 and Dec. 31.

The charges for bonded warehouses established for feeding and pasturage shall be paid in respect of each animal upon entry thereof for warehouse.

Sec. 15. The Collector of Customs will cause

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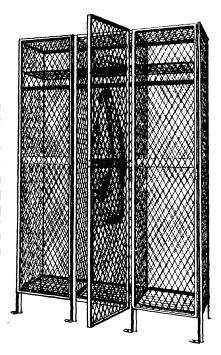
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Sec. 21. The Minister may take bonds and security from any railway company, express company, or other company, or from any firm or persons transporting dutiable goods or goods to be removed in bond between any place in Canada and any other place beyond the limits of Canada or within Canada, conditional for the due and faithful production at the respective ports of destination in Can-ada or beyond the limits of Canada of all goods so forwarded or undertaken to be so forwarded or transported by such companies, firms or persons in bond or under Customs manifest or under special permits of Can-adian Customs officer, and for the general compliance with the Customs laws and regulations governing such traffic, before being permitted to manifest or transport goods in bond or under special Customs permits. The bonds and security shall be for such amounts and in such form as the Minister sanctions or determines.

Canadian Northern Ry. Earnings, etc.

Gross earnings, working expenses, net profits, in-eases or decreases over 1924-05, from July 1, 1905:

Earnings. July\$395.100 Aug 357,900 Sept 378,500	Expenses,	Net Earnings.	Increase or Decrease.
	\$ 252,600	\$ 142,500	\$ 51,400+
	246,200	111,700	12,200+
	268,300	110,200	14,000+
\$1,131,500 Approximate \$404,200 for Oct		\$364,400 for Oct., \$557,	\$77,600+ 100, against

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

Gross earnings, working expenses, net profits, creases or decreases over 1903-04, from July 1, 1904:net profits, in-

Earnings. Expenses Net Profits. Decrease or Jly \$4,629,174.95 \$2,991.397.29 \$1,449.652.14 \$188,125.52+ Aug. 4 766/733.08 3,005.088.07 1.791.645.91 263;15.48+ Sept. 4.872.575.38 3,086.565.35 1.776.010.05 507,202.49+

\$14,298,484.31 \$9,043 050.69 \$5,205,433.62 \$959,043.49+ Approximate earnings for Oct., \$5,703,000 against \$4,725,000 for Oct., 1904.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Sept., \$275,443.11; net earnings, \$109,334-95, against \$239.150.50 gross and \$90,596.73 net for Sept., 1904. Net earnings for three months ended Sept. 39,316,110.44 against \$260,221.63 for same period 1904. Approximate earnings for Oct., \$269,901 against \$234,014 for Oct., 1904.

MINERAL RANGE Ry.—Approximate earnings for Oct., \$67,279, against \$65,009 for Oct., 1904.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Sept., \$1.148,461.45; net earnings, \$724,139.57, against \$772,505.42 gross and \$432.070.33 net for Sept., 1904. Net earnings for three months ended Sept. 30, \$1.573.154.62 against \$1,001.509.84 for same period 1904. Approximate earnings for Oct., \$1,168,798 against \$905,650 for Oct., 1904.

Canadian Pacific Railway Land Sales.

	Act	es. —	- Amo	ount.
July Aug Sept Oct	1905. 58,477-37 58,542.44 111,479.71 79,168.41	1904. 36,425.75 15,669.90 16,470.02 23,792.84	1905. \$304,795.23 327,579 63 556,642.64 412,237.95	1904. \$177,473.94 88,735.58 73,642.96 104,843.47
	307,667.93	92,358 51	\$1,601,255.45	\$ 444,696.25

Grand Trunk Ry. Earnings, Expenses, etc.

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

-	1905	1904.	Increase.	Decrease
July,	\$3,059,675 3,301,254	\$3,013,149 3,108,137 3,182,972	\$46,526 193,117 226,391	••••
Sept	3,409,363 3,569,182	3,344,181		
	\$13,339,474	\$12,648,439	\$691,035	• • • •

The following figures relate to the individual lines, and are made out in sterling:

GRAND TRUN	K RY. CO.
Revenue for Sept.:	
Gross receipts£569,300 & Working expenses 389,600	1904. Increase. Decrease. 2539,000 £30,300 346,000 43.600
Net profit£179,700 £ Aggregate from July 1 to S	
Gross receipts £1,634,900 & Working expenses 1,114,000	£1,586,800 £48,100
Net profit£520,900	£532,500 £11,600
GRAND TRUNK W	ESTERN RY. CO.
Revenue for Sept.:	
Gross receipts £105,100 Working expenses 88,400	1904. Increase. Decrease. £86,800 £18,300 75,400 13,000
Net profit £16,700 Aggregate from July 1 to S	
Gross receipts £287,000	£241,200 £45,800

Net profit.... £42,300 £16,800 £25,500 DETROIT, GRAND HAVEN & MILWAUKEE RY. CO. Revenue for Sept.:

Gross receipts ... £287,000 £241,200 £45,800 Working expenses 244,700 224,400 20,300

Gross receipts £ Working expenses	1905, 26,000 18,200	£ 28,000	Increase.	Decrease. £ 2,000 900
Net profit	£ 7,800	£ 8,900		£1,100
Aggregate from]	luly 1 to	Sept. 30	:	
Grass receipts				Decrease.

Gross receipts£ 86,200 Working expenses 57,400 £ 87.500 58,700 Net profit.... £ 28,800 £ 28,800

TRAFFIC RECEIPTS OF THE SYSTEM. regate from July + to Oct av :

Grand Trunk G. T. Western D. G. H. & M.	1905. £2,198,534 395,695	1904.	£89,884 50,897	0
Total	£2,704,021	£2,564,113	£139,908	

Orders by the Railway Commissioners.

The following orders have been issued by the Board of Railway Commissioners:

No. 701. Oct. 10.—Sanctioning deviation

from the previously located line of the Midway

and Vernon Ry., between Midway and Rock Creek, B.C., 11.88 miles.

No. 702. Oct. 10.—Authorizing the G.T.R. to construct a siding across King St., Orillia, Ont., to the premises of the Dominion Wrought Iron Wheel Co.

No. 703. Oct. 11.—Authorizing the C.P.R. to construct a spur track in Montreal to the property of the Eugene F. Phillips Electrical Works Co.

No. 704. Oct. 12.—Sanctioning standard plans of pile and frame trestle bridges and box culverts over main and branch lines.

No. 705. Oct. 12.—Authorizing the C.P.R. to construct a branch line across Alexander and Maude streets, Winnipeg, to the premises

of A. Carruthers & Co.

No. 706. Oct. 12.—Sanctioning the location of the C.P.R. Pheasant Hills branch from mileage 364.7 to mileage 401.5.

No. 707. Oct. 13.—Authorizing the construction of a highway across the C.P.R. tracks in the town of Weyburn, Man.

racks in the town of Weyburn, Man.

No. 708. Oct. 16.—Sanctioning highway crossings at 14 points on the Guelph and Goderich Ry., on application of the C.P R.

No. 709. Oct. 16.—Approving detail plans of bridges to carry the highway over the Guelph and Goderich Ry., at mileage 11.10 and mileage 64.75 from Guelph and mileage 64.75 from Guelph.

No. 710. Oct. 16.—Approving plans for new abutments to be placed under the existing railway bridge over Napier St., Iberville, Que., for the C.P.R.

No. 711. Oct 24.—Authorizing the C.P.R. to construct a branch line from near Turbind station on the High Falls branch of the Sault Ste. Marie line.

No. 712. Aug. 29.—Authorizing the James Bay Ry. to carry its line across the Don River

road, lot 7, con. 3, east of Yonge St., York

county, by an overhead bridge.

No. 713. Oct. 24.—Authorizing the G.T.R. to cross highways on the level at six points; by under crossings at two points, and by over crossings at four points on its diversion be-tween Newton and Darlington, Ont.

No. 714. Oct. 24.—Granting leave to the city of Calgary to carry light and power wires across the C.P.R. tracks west of 4th St.
No. 715. Oct. 24.—Granting leave to the

G.T.R. to construct a branch line through lot

28, con. 6, Chinguacousy tp., Peel County.
No. 716. Oct. 24.—Granting leave to the city of Stratford to lay water mains under the G.T.R. tracks where they cross Nelson St.

No. 717. Aug. 29.—Granting leave to the C.P.R. to cross with its Toronto-Sudbury branch the G.T.R. tracks at Tottenham, Ont., with overhead bridge.

No. 718. Oct. 24.—Granting leave to the

C.P.R. to put into use an interlocking plant where the company's line of railway crosses the Trent Valley canal in the village of Ashburnham, Ont.

No. 719. Oct. 24.—Granting the C.P.R. ermission to use the additional crossing of the G.T.R. Sarnia line near Toronto Jct., Ont., constructed under the Board's order of July

No. 720. Aug. 29.—Granting leave to the C. P.R. to cross the G.T.R. tracks at Alliston, Ont. No. 721. Oct. 27.—Authorizing the G.T.R. to construct a line across Huron St., Collingwood, Ont., to the premises of the Collingwood Shipbuilding Co.

No. 722. Oct. 25.—Directing J. Hardwell, Chief Traffic Officer of the Board, to make full inquiry in regard to the complaints made against the G.T.R. in regard to the distribution and allotment of its freight cars.

No. 723. Oct. 25.—Appointing J. Hardwell, Chief Traffic Officer of the Board, to inquire into question of the carriage of traffic by the C.P.R. in the Province of Ontario, and the distribution of its rolling stock.

No. 724. Oct. 25.—Directing J. Hardwell, Chief Traffic Officer of the Board, to make inquiries in regard to the carriage of goods by the G.T.R. in Ontario, and as to the allot-

ment of its rolling stock for said purposes.

No. 725. Oct. 25.—Directing J. Hardwell,
Chief Traffic Officer of the Board, to inquire into the question of discrimination on the part of the C.P.R. in regard to the allotment and use of its rolling stock in Ontario.

No. 726. Oct. 31.—Authorizing the C.P.R.

to construct a branch line from Staynerville, Que., to a quarry about four miles distant, on location plans differing from those filed

Aug. 29.

No. 727. Sept. 13.—Authorizing the Canadian Northern Ry., under sec. 177 of the Railway Act, to lay its lines and tracks, at rail level, over the lines and tracks of the C.P.R., at Findlay, Man., and directing that the diamond required for the crossing, together with any appliances to be placed on the right-of-way of the C.P.R., shall be pro-vided by and at the expense of the Canadian Northern Ry., which shall pay all costs in connection with the installation of the same, and for the works in connection with the crossing; that four semaphores be placed 1,000 ft. distant from the point of crossing, two on the lines of each company, all semaphores to be interlocked; that the semaphore signals shall always be set against the Canadian Northern Ry. trains except when it is required that they pass over the crossing; that the crossing may be used for a year from Sept. 13, with the protective appliances mentioned, at the expiration of which period an interlocking and derailing device shall be installed by the

Canadian Northern Ry., according to plans to be approved by the Board.

No. 728. Oct. 31.—Sanctioning location of the C.P.R. Pheasant Hills branch from

mileage 401.5 to mileage 469.8.

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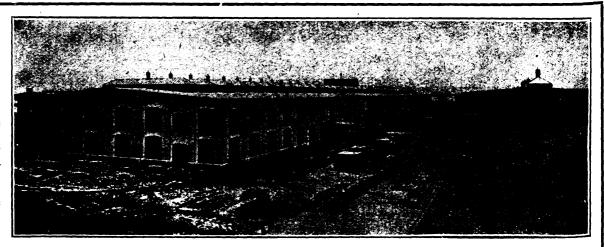


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No. 729. Oct. 31.—Sanctioning plans of a bridge to be erected over the highway at station 14+60 near Highlands on the C.P.R. Lachine branch.

No. 730. Oct. 30.—Sanctioning location of the line of the Brandon, Saskatchewan and Hudson's Bay Ry. from a point in sec. 1, tp. 7, range 20, west of the first principal meridian, to a point in sec. 17, tp. 9, range 19, w.p.m.
No. 731. Oct. 31.—Authorizing the Cana-

dian Northern Ry, to cross at rail level the lines of the Qu'Appelle, Long Lake and Sas-katchewan Ry., (operated by the C.P.R.) at Prince Albert, Sask.

No. 732. Aug. 29.—Authorizing the James Bay Ry. to construct an under crossing of the tracks of the Midland Division of the G.T.R. near Beaverton, Ont.

No. 733. Nov. 3.-Sanctioning the construction of a bridge over the head race of the

Shawenegan Water Power Co., in the St. Maurice River, for the St. Maurice Valley Ry. No. 734. Nov. 3.—Sanctioning deviation from previously located line of the James Bay Ry. between mileage three and mileage six from Toronto.

No. 735. Sept. 22.—Authorizing the B.C. Electric Ry. to erect and maintain a line of wires for the purpose of conveying electric power across the tracks of the Vancouver, Westminster and Yukon Ry., at Vancouver, B.C.

No. 736. Nov. 3.—Sanctioning location plans of the Midway and Vernon Ry. from Rock Creek to West Bridge, B.C., 10.8 miles.

No. 737. Nov 3.—Sanctioning deviation from the previously located line of the Vancouver, Victoria and Eastern Ry. from lot

423 to lot 170, tp. 67, Yale District, B.C.
No. 738. Nov. 3.—Granting leave to the town of Sudbury to construct a highway to cross the Stobie branch of the C.P.R. at

No. 739. Nov. 3.—Approving of location plans for the Brandon, Saskatchewan and Hudson's Bay Ry., from sec. 18, tp. 6, range 19, west principal meridian, to sec. 36, tp. 6, range 20, w.p.m.

No. 740. Oct. 31.—Sanctioning highway crossings at 16 points on the line of the Guelph and Goderich Ry.

No. 741. Oct. 31.—Amending a clerical error in an order dated Oct. 2, respecting the under crossing of the G.T.R. by the South-West Traction Co.'s line, by substituting St. Thomas for Toronto.

No. 742. Nov. 3.—See under Railway

Freight Orders, this page.

No. 743. Nov. 4.—Authorizing the connection between the Lindsay, Bobcaygeon & Pontypool Ry. and the G.T.R., in Lindsay, Ont., and authorizing the opening of the same for the carriage of traffic.

No. 744. Sept. 11.—Authorizing the town of Portage la Prairie, Man., to construct a sewer under the tracks of the C.P.R. and Canadian Northern Ry., on Campbell St.

Sir T. G. Shaughnessy, President, stated Nov. 11 that the reports to the effect that the C.P.R. had protested against the Dominion Government awarding a ten-year contract to the Allan Line for the trans-Atlantic mail contract was incorrect.

Toronto Globe, Nov. 7:- "At this date fifty years ago the Globe was telling its readers they were doomed to disappointment in their expectation that some portion of the railway between Montreal and Toronto would be completed so as to shorten the time for the transmission of the mails between the two cities. During the half century intervening almost the whole of the railway mileage in the Dominion has been constructed, to say nothing of a large amount of double track. The development of the railway system of Canada is one of the best proofs of the enduring prosperity of the country.'

Freight Orders by the Railway Commissioners.

The Board of Railway Commissioners issued the following order No. 742, Nov. 3.:— In the matter of application of the Columbia and Western Ry. Co. and the C.P.R. Co., for an order under sec. 257 of The Railway Act, 1903, disallowing the tariff of the Red Mountain Ry. filed Oct. 3, 1905, as C.R.C. no. A33, and restoring tariff C.R.C. no. A30, in lieu thereof, and the applicants undertaking by their counsel that, in the event of the Board restoring the said tariff C.R.C. no. A33, or prescribing any rate higher than \$2.50 for the services in the said tariff mentioned, the said applicants will abide by and obey any order of the Board for the payment of such tolls or rates as the Board may fix upon the traffic to which such tariff refers, carried during the suspension of said tariff C.R.C. no. A33, it is ordered exparte that tariff C.R.C. no. A33 of the Red Mountain Ry. Co. be disallowed, and doth prescribe in lieu thereof tariff C.R.C. No. A30 for the services therein This order shall come into force mentioned. immediately, and remain in force until the hearing of the application, or until Nov. 15.

CARLOAD RATES ON BEANS.

The following order was issued under date of Oct. 31, in the matter of the complaint of the Farmers' Association of Ontario, alleging that railway companies have unreasonably advanced rates on beans in carloads from shipping points in Western Ontario. Upon hearing counsel for complainants, and what was alleged on behalf of the complainants and the railway companies, the evidence adduced and upon the report of the Chief Traffic Officer of the Board, the Board doth order that the mileage rates published by certain railway companies to be charged on grain, in carloads, immediately prior to May 10, 1905, and which, until Jan. 1, 1903, were published to be charged also on beans, in carloads, be again published as the maximum rates to be charged on beans, in carloads, between points in Eastern Canada on any one line of railway subject to the Railway Act, 1903, as to tolls, the rate between any station in Western Ontario and Belleville, Ivanhoe or Gravenhurst, or any intermediate point, not to exceed 15c. per 100 lbs.; except that between points west of Toronto and points east of Belleville and Ivanhoe, the rates on beans, in carloads, shall not exceed those now charged on grain, in carloads, with the addition of 30 %, and subject to a maximum rate of 20c. per 100 lbs. to or from Montreal or Ottawa, or intermediate points, the rates at and on each side of Belleville and Ivanhoe to be merged by reduction, if necessary to do so in conformity with sec. 252, sub-sec. 3, of the Act; that to points east and south of Montreal to which through rates are made by railway companies by the addition of so-called arbitraries to the rates to Montreal, the arbitraries charged on grain shall be added to the aforesaid rate or rates to Montreal, except that the through rates so arrived at shall not be lower than the through rates on grain current at the time of shipment, plus 30%; that to points east of the last mentioned arbitrary territory, on the lines of the Canadian Pacific and Intercolonial railways, the rates shall be those published to apply on grain in the higher or non-competitive tariffs of the initial railways, the points to which the rates are affected by water competition, and which are shown in the lower or competitive tariffs, to be placed for the purposes of this order in the groups into which they would fall if shown in the higher or non-competitive tariffs; these rates, and those of the last mentioned arbitrary territory, to be merged by reduction, if neces sary to do so in conformity with sec. 252,

sub-sec. 3, of the Act; and the minimum rate to St. John and intermediate points to be, under the present basis of rates, that in force to Intercolonial Ry. stations immediately east of St. John. Provided that no railway company is to be hereby required to charge less rates on beans than it charges on grain between the same points, as shown in its tariffs now on file with the Board.

Railway Equipment Notes.

The G.T.R. has placed an order for six freight locomotives with the Canada Foundry Co.

The Toronto, Hamilton and Buffalo Ry. has received a number of new cars for its Toronto-Buffalo service.

Rhodes, Curry & Co., Ltd., Amherst, N.S., has delivered a snow plough to the New Brunswick Southern Ry.

T. Eaton, of the T. Eaton Co., Toronto, has had a private car, which has been named the Etonia, built in the U.S.

The C.P.R. has placed a further order with the Locomotive & Machine Co., of Montreal, for two 3½ yard Atlantic type steam shovels, and two 2½ yard shovels.

The Alaska Central Rd. expects its car shops at Seward to be completed in Dec., when work on 30 flat cars and 20 ballast cars will be commenced.

The C.P.R., we are officially advised, does not at the present time contemplate the purchase of any rolling stock in the United States as stated in recent press reports.

The Intercolonial Ry. has received two first-class coaches from Rhodes, Curry & Co., Amherst, N.S., and has placed an order for 20 cabooses with that company.

The Locomotive & Machine Co., of Montreal, will begin delivery to the G.T.R., in May, 1906, of the 25 locomotives, the ordering of which was mentioned in our last issue.

The C.P.R. recently received the following rolling stock: one locomotive from the Locomotive and Machine Co. of Montreal; six locomotives, 864 box cars, 72 flat cars and 68 stock cars from its Angus, Montreal, shops; and 34 vans from its Farnham, Que., shops.

At the semi-annual meeting of the G.T.R., recently, the President, Sir C. Rivers Wilson, stated that the company had entered into a contract with the Canada Car Co., Montreal, for 12,000 freight cars and 250 passenger cars, delivery to begin next year, and the work to be distributed over five years.

The Freight Traffic Manager of the G.T.R. stated before the Board of Railway Commissioners recently, that the company had ordered 15 locomotives from the Canadian Locomotive Co., Kingston, Ont.; six from the Canada Foundry Co., Toronto; and 25 from the Locomotive and Machine Co. of Montreal.

The C.P.R. placed the following orders for additional rolling stock recently: ten passenger and freight locomotives at its Angus, Montreal, shops; 15 freight locomotives with the Canadian Locomotive Co., Kingston, Ont.; 35 freight locomotives with the Locomotive With the With th motive and Machine Co. of Montreal, and 20 standard vans with its Farnham, Que., shops.

The legend Erie Rd. will replace that of the Pere Marquette Rd., Cincinnati, Hamilton and Dayton Rd., and Chicago, Cincinnati and Louisville Rd., which lines have been taken over by the Erie Rd. been taken over by the Erie Rd. The P. M.R. cars were also marked Trans-Michigan Route; and the cars acquired after the

N. CURRY, President.

N. A. RHODES, Vice-President.

J. M. CURRY, Sec.-Treas.

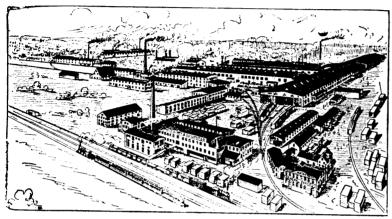
CAPITAL, \$1,000,000.

RHODES, CURRY & CO.

AMHERST, NOVA SCOTIA

RAILWAY and STREET CARS

Special Cars for All Purposes.



Car Wheels, Axles, Forgings, Castings, Etc.

=CAPACITY PER MONTH=

300 Freight Cars 2,500 Car Axles

4 Passenger Cars 500 tons Castings

4 Snow Plows

3,000 Car Wheels 1,000 tons Forgings

CANADIAN NORTHERN RAILWA



The New Canadian Highway from Port Arthur, the Head of Lake Superior, to:

Fort Frances Winnipeg Portage La Prairie Gladstone Brandon Morris

Emerson Carman Hartney Carberry

Kamsack Neepawa Dauphin Grand View Humbolt

Battleford Lloydminster Swan River Erwood

Melfort

Line nearly completed to Edmonton and Prince Albert

PASSENGER Through Tickets can be procured from all Railway Ticket Agents via Chicago, choice of Lines to St. Paul, thence Great Northern or Northern Pacific Railways to Emer-

son and Canadian Northern Railway to destination. FREIGHT Traffic arrangements with both the Canadian Pacific and Grand Trunk Railways for the routing of freight

Freight and Passenger rates, folders and other information

furnished on application to

R. H. BELL

T.F. & P. A., Montreal

WM. PHILLIPS

General Eastern Agent, Toronto

GEO. H. SHAW

via Port Arthur and Canadian Northern Railway.

Traffic Manager, Winnipeg

JOHNSON'S LIST No.

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Send your requirements to Buy or to Sell-

I Buy for Cash.

If you do not see here what you want, write; stocks change with every mail.

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For Sale:

ELECTRICAL EQUIPMENT

SNOW PLOWS

Rotary Peckham-Ruggles, double truck.

-Rotary Peckham-Ruggies, account -Rotary single truck.
-Maguire-Cummings Sweeper and Plow.
-Nose, Taunton 8 wheel.

CARS

(All styles, new and second hand)
5-51 ft. interurbans, new, now building.
2-44 " " complete, choice.
7-43 " complete, choice.
3-41 " half open, half closed.
4-38 " suburbans.
1-38 " combination, choice, like new.
6-20-22 ft. city.
2-11 bench bodies, glass bulkheads, choice.
5-9 bench bodies, and new 21E Brill trucks.
6-10, 12, 14 bench, new.
1-Sprinkler, 2,500 gallons.

TRUCKS (All styles, new and second hand)

TRUCKS (All makes, new and used)

-Sets Peckham, 14-X, 16' 3" W.B.
- "Bemis, No. 44, 4' 6" W.B.
- "Barney & Smith, Class H. 6' 6" W.B.
- "Dupont, single, 8' 6" W.B.
- "Brill, Peckham, single, 6' to 7' W.B.

MOTOR8—'Railway'

20—Lorain No. 34—50 hp.
60—12A, 38B, 49, 56, 3—Westinghouse.
50—G. E. 800, 1000, 1200, 57, 58, 52.

48—Stanley & Walker, 30, 25, 40, 50 hp.
4—80 hp. No. 39 Westinghouse.
Generators, Alternators and Engines, all styles and sizes.

STEAM EQUIPMENT

CARS-(Passenger)

42-ft. stdg. 42-ft. stdg. Coaches seating 52, all new plush, just overhauled. Painted and lettered to suit.

(Freight)

(Freight)
10-26' 6" Box, 36" gauge.
50-40,000 to 80,000 lb. flat and gondola, standard gauge.
50-Coal Hopper bottom, standard gauge.

DUMP CARS (All sizes, new and setond-hand)

LOGGING CARS 17—8-wheel, 40,000, stdg., Lima. 15—8-wheel, 50,000, stdg., Russell. LOCOMOTIVES

(All sizes standard and narrow gauge)

STEAM SHOVELS

40-ton Marion B. 28 " Vulcan, Little Giant, Traction. Industrial. Industrial.
Bucyrus.
Marion, A. Improved (new).
Vulcan boom.
Vulcan Giant D, boom (new).
Marion G, 3 engines.
Bucyrus, 3 engines.
Vulcan Giant C, 1903.
Victor.

79 "Victor. turntables, cableways, bridges, cranes and

Rails

Pharles F. Johns 623 ELLICOTT SQUARE CODE, WESTERN UNION TELEPHONE, 3806 R SENEOA BUFFALO, N.Y.

amalgamation with the C.H. and D. Ry., were also marked Great Central Route. The cars taken over by the P.M.R. when the Lake Erie and Detroit River Rd. was purchased, may also be re-marked.

The C.P.R. recently completed at its Angus, Montreal, shops, five Wootten type locomotives, for Rocky Mountain traffic. Following are the general dimensions:—

Type. 4-6-0, passenger and freight, fitted with simple superheaters.

Wыснт.—On drivers, 141,000; total, 192,000 lbs. CYLINDERS.—Diameter, 21 in., by 28 in. stroke.
Boiler.—Wootten; working pressure, 200 lbs.; heating surface, 2,313 sq. ft.; number of tubes, 244 and 22; tubes, outside diameter, 2 in. and 5 in.; tubes, length, 13 ft. 7\frac{1}{8} ins.

FIREBOX.—Type, radial stayed, wide; length, 110 ins.; width, 100 ins.; grate area, 76 sq. ft.
TENDER.—Water capacity, 5,000 imperial gallons; coal capacity, 10 tons; wheels, cast steel centres, wrought iron tyres.

SPECIAL EQUIPMENT.—Westinghouse air brakes; C.P.R. standard steel axles; C.P.R. brake shoes; C.P.R. springs; Simplex brake beams.

Canadian Northern Railway Report.

The annual meeting was held in Toronto, Nov. 4. Following is the directors' report, issued over the signature of W. Mackenzie, President.

ed at different dates, secured on separate sections of the railway, the directors, with the consent of the Government of Manitoba, the consent of the Government of Mannoua, secured the necessary legislation authorizing the issue of a new 4% consolidated debenture bond, guaranteed as to principal and interest by that Province. Provision is made for the exchange of the bonds issued in respect of the consolidated existing mileage for bonds of the consolidated issue at par, and provision is also made for the guarantee of principal and interest of further issues of bonds at the rate of \$10,000. 00 a mile in respect of the construction of future lines which the Legislature of Manitoba may from time to time approve. The result to the holders of the bonds on existing mileage is that instead of holding bonds secured by a charge on a portion of the company's line, they will, upon making the exchange, hold 4% consolidated debenture bonds, secured by a general charge on the company's system within the Province of Manitoba. A reference to the statement of fixed charges will show that a substantial amount of bonds has been exchanged.

The physical condition of the railway has been fully maintained and improved. During the year the directors found it necessary, in the interest of traffic within the zone of the older parts of the system, to build new stations and sidings, extend the facilities at other

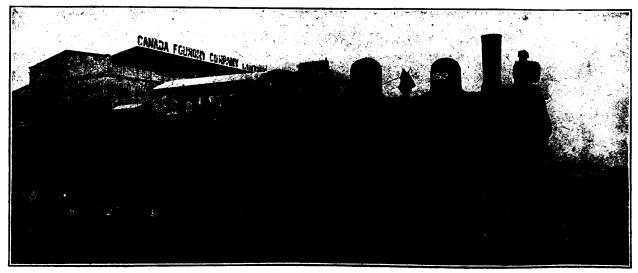
is so situated that it will enjoy a substantial share in the movement of the grain to the lake port. The directors have again to record the fact that business conditions continue good, and that the returns from the marketing of the crop referred to will en-hance these conditions to the material advantage of every interest in Canada.

The accounts were submitted by D. B. Hanna, Third Vice-President, as follows:-

CONDENSED GENERAL SHEET, JUNE 30, 1905.

Cost of railway and equipment \$53,533,852.91

GENERAL ASSETS.
Minnesota & Ontario B'ge
Co. 4½% first mortgage
debenture bonds \$180,000.00
Capital stock 100,000.00
Minnesota & Manitoba
Rd. 5% general mort-
gage bonds 250,000.00
Capital stock 400,000.00
Lake Superior Terminals
Co., Ltd., 5% mortgage
gold bonds1,000,000.00
Capital stock 500,000.00
Canadian Northern Tele-
graph Co. 5% general
mortgage bonds 300,000.00
Capital stock 500,000.00
Winnipeg Land Co., Ltd.,
5% first mortgage gold
bonds 300,000.00
Capital stock 100,000.00
\$7.630.000.00
\$3,630,000.00



TEN WHEEL LOCOMOTIVE BUILT FOR THE JAMES BAY RY. BY THE CANADA FOUNDRY CO.

The results for the fiscal year ended June 30, 1905, are as follows:-

GROSS BARNINGS.	
Passenger traffic. Freight traffic. Express, mail, telegraph, dining and sleeping cars, including profits from	. 3,061,530.77 i i
elevators and other subsidiary com	
Working expenses	\$4,190,211.96 2,644,729.64
Net earnings	\$1,545,482.32 1,128,779.38
Surplus for year	\$ 416,702.94

In submitting the figures, the directors are gratified in being able again to report continued and satisfactory progress during the past year. The gross earnings show an increase of \$947,509.27, or 29.22% over the previous year's figures; and the net earnings an increase of \$423,552.06, or 37.75%. The working expenses were 67.05% of the gross earnings of the railway proper, and 63.12% of the gross earnings from all sources.

Four per cent. perpetual consolidated debenture stock to the amount of £600,000 was sold during the year, and the proceeds applied for general purposes. With a view to consolidate the various issues of bonds creat-

stations and industrial sidings, and in other ways enlarge the company's ability to meet the demands of a rapidly growing country. The total mileage under operation, at June 30, 1905, was 1876.4 miles, and the average mileage operated for the fiscal year was 1586 miles. Substantial progress has been made towards the completion of the lines to Edmonton and Prince Albert, and the directors expect by the time the report is issued that the rails will be laid to both places. Every effort will continue to be made to complete and equip the lines in question, so that a permanent service can be established and the fullest advantage taken of moving the traffic ready

for the company without unnecessary delay.

A careful inspection of the country adjacent to the lines referred to has recently been made under the direction of the directors, and the report received not only sustains previous reports in respect to the high quality and extent of land from which the railway will draw profitable traffic when settled upon, but confirms the information that the number of settlers already located on lands tributary to the lines is very large, that they are of a superior class, and that the number is in-creasing daily. The harvest just recently creasing daily. The harvest just recently gathered promises to be the largest in the history of Western Canada, and the railway

Taken to acc't. at actual cost to Co. 1,946,666.66 OPERATING ASSETS. Material and supplies on ... \$351,882,17 panies, traffic balances, 935,176.68 . . *.* 1,287,058.85 374,815.93 Cash on hand..... \$57,142,394.35 Capital stock. \$30
Four per cent, perpetual consolidated debenture stock. 4
Bonds. 15
Car trust obligations. 3 \$30,750,000.00 4,866,666.66 15,450,551.93 3,678,362.26 CURRENT LIABILITIES.
Unpaid pay rolls......\$214,204.09
Unpaid audited vouchers. 443,614.72
Due to other companies... 683,123.40
Accrued interest on bonds etc., to date..... 77,269.56 1,418,211.77 978,601.73 Surplus..... \$57,142,394.35 PIXED CHARGES FOR YEAR ENDED JUNE 30, 1905.

Bonds guaranteed as to principal and interest by the Government, Manitoba: the Governme AMOUNT. £ 53,100† £ 262,900† £ 153,700† £ 10,000† £ 1,307,860‡ £ 46,300 £ 1,134,300x TISSUED.

Aug. 1, 1896
Feb. 1, 1899
Feb. 1, 1899
Nov. 1, 1900
April 1, 1903
June 30, 1904 An. Charge. \$345,732.13 July 6, 1900 Sept. 30, 1901 \$231,575,46

THE ALGOMA STEEL CO., LIMITED

SAULT STE. MARIE, ONTARIO

ORDERS FOR STEEL RAILS FOR LATE SUMMER 1905 AND EARLY SPRING 1906

FOR LATE SUMMER 1905

Parties intending purchasing will find it to their interest to let us have their specifications at an early date so as to ensure desired deliveries.

Office:

CANADA LIFE BUILDING, **MONTREAL**

DRUMMOND, McCALL & CO.

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CROSSEN CAR MFG. COMPANY OF COBOURG, LIMITED

MODERN HIGH-CLASS

ROLLING STOCK

Passenger, Freight and Electric Railway Ruggles' Rotary Snow Plows

Car Castings, Forgings and Repair Parts

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.

MANUFACTURED BY

THE CONTINENTAL IRON WORKS, WEST AND GALYER STS., BOROUGH OF BROOKLYN. Near 10th and 23rd Street Ferries.

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Sole Canadian Agent-MR. GEORGE HOLLAND, M.C. Soc. C.E., P.O. Box 529, MONTREAL

DEC., 1905.]
Guaranteed as to principal and interest by Dominion Government:—
£ 189,657 July 29, 1903 \$27,690.00
PERPETUAL CONSOLIDATED DEBENTURE STOCK.
£ 400,000 June 30, 1903 \$77,866.66 £ 600,000 Feb. 18, 1905 26,604.43*
\$104,471.09
LEASED LINES, ETC.
Northern Pacific and Manitoba Ry \$210,000.00 Minnesota and Manitoba Rd 13,960.00
Interest on equipment leases
\$1,128,779.38
†To be exchanged at par for consolidated debenture bonds on application by holders. ‡Consolidated. xOntario division. *For part of year only.
GROSS EARNINGS. Class. 1905 Per Cent.
Passenger. \$ 663,935.85 15.85 Freight. 3,061,530.77 73.06
Mails. 20,962.58 00.50 Express. 35,199.67 00.84
Miscellaneous
Total\$4,190,211.96 100.
OPERATING EXPENSES.
Class. 1905 Per Cent. Maintenance of ways and struc-
tures
Conducting transportation 1,515,299.72 57.29 General expenses 161,462.23 06.11
Total\$2,644,729.64 100.
SUMMARY OF EARNINGS AND EXPENSES
Class. 1905 Per cent. Gross earnings
Operating expenses. 2,644,729,64 63,12 Net earnings. 1,545,482.32 36.88
PROGRAMMON OF PROGRAM CARRADO
Flour, sacks (100 lbs. each) 414,824 282,214 Grain, bushels. 9,681,829 9,992,195 Live stock, head. 20,299 25,188 Logs and lumber, feet. 141,614,000 117,517,000 Firewood, cords. 176,365 171,714 Fish, tons. 5,770 4,619 Immigrants' effects, cars. 1,558 1,113 Building material lime
Flour, sacks (100 lbs. each) 414,824 282,214 Grain, bushels 9,681,829 9,992,195
Live stock, head
Firewood, cords
Immigrants' effects, cars 1,558 1,113 Building material (lime,
stone, brick, sand, etc.) cars
PASSENGER TRAFFIC. 1905 Increase Per
or Dec. Cent.
No. passengers carried. 486,591 128,458 35.87 No. pass. carried 1 mile 28,883,378 7,046,971 32.27 Earnings per passenger
per mile cts. 02.591 .124 05.24
Earnings per traffic train milects. 92.61 05.91 06.81 Total passenger earn'gs 748,564.40 189,090.29 33.79
FREIGHT TRAFFIC
1905 Increase Per
or Dec. Cent. No. tons carried 1,368,896 259,311 23.37
No. tons carried 1 mile 385,834,234 91,335,559 31.01 Earnings per ton per
mile cts. 0.793 d.026 03.17 Earnings per traffic
Earnings per traffic train mile\$ 2.04.68 d0.24.47 10.68 Total freight earnings are 3.061 530 77 649 147 26 26 91
mgs
PASSENGER AND FREIGHT. 1905 Increase Per
or Dec. Cent. Gross earnings per mile of
road
Net earnings per mile of road \mathfrak{D} 9/3.82 142.31 17.14
Amount required per mile of road to pay fixed
charges, including leased lines\$ 711.71 114.85 19.24
TRAIN AND CAR MILEAGE.
1905 Increase Per or Dec. Cent.
Wileage of possenger trains 808.282 163.029 25.26
Mileage of freight trains 1,495,856 443,123 42.09
EXPENSES PER TRAFFIC TRAIN MILE. 1905 Increase Per
or Dec. Cent.
structures cts. 24.18 d3.91 13.92 Maintenance of equip't cts. 17.82 t.37 02.12
Conducting transpor'n cts. 65.76 d3.43 04.95

Conducting transpor'n cts.
General expenses.... cts.
Total.....\$

Equipment, June 30, 1905; locomotives, 106; sleeping cars and dining cars, 7; passenger coaches, 47; baggage, mail and express cars, 15; business cars, 5; freight, refrigerator and stock cars, 4,154; conductors' vans, 58; boarding, tool, auxiliary cars and steam shovels, 70.

The number of miles of railway owned and operated, including leased lines, at June, 1905, was as follows:—

Province of Ontario	353.7
Province of Manitoba	1180.54
Province of Saskatchewan	
State of Minnesota	43.7

Average operated for fiscal year, 1586 miles.

Following are the officers and directors for the year current:—President, W. Mackenzie; Vice-President, D. D. Mann; Chief Solicitor, Z. A. Lash; other directors, F. Nicholls, J. M. Smith; Third Vice-President, D. B. Hanna.

TRADE AND SUPPLY NOTES.

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

The John Bertram & Sons Co., Dundas, Ont., has passed a by-law increasing the number of its directors from five to seven.

The Westinghouse Rotary Converters are described in special publication no. 7038, issued by the Westinghouse Co.'s publishing department, Pittsburg, Pa.

William Jessop & Sons, Ltd., of Sheffield, Eng., whose Canadian offices are in Bay St., Toronto, has issued a new catalogue giving information about, and prices of, its tool steel.

C. B. Adams, heretofore General Superintendent of Transportation, Wabash Rd., has been appointed General Superintendent Safety Car Heating and Lighting Co., with headquarters at St. Louis, Mo.

W. W. Butler, 2nd Vice-President of the Simplex Railway Appliance Co., has been elected 2nd Vice-President of the American Steel Foundries, to fill vacancy caused by resignation of W. D. Sargent of New York. Mr. Sargent continues a director, having served on the Board since the organization of the company.

The Canadian Fairbanks Co. has been appointed sales agent for the Jno. Bertram & Sons Co., Ltd., Dundas, Ont., manufacturers of machine tools. The Niles-Bement-Pond Co., of New York, has recently acquired an interest in the Bertram Co., thereby affording additional facilities. The Dundas plant is being considerably extended.

Borden & Selleck Co., 48 Lake St., Chicago, Ill., have issued booklet no. 6, about conveyers, elevators, and freight handling machinery, for carrying and elevating boxes, barrels, bales, packages, etc. Among other things, it contains illustrated details of a reversible travelling platform freight conveyer installed in the Minneapolis, St. Paul and Sault Ste. Marie transfer warehouse at Gladstone, Mich.

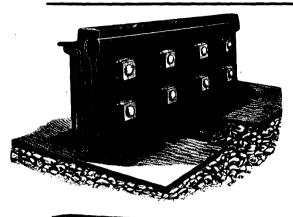
The Rail Joint Co. has been organized by filing at Albany, N.Y., a certificate of incorporation, with a capital stock of \$1,500,000, of which \$1,000,000 is common stock and \$500,000 preferred stock. The officers are, President, F. T. Fearey; Vice-Presidents, L. F. Braine and P. Holbrook; Treasurer, F. C.

Runyon; Secretary, B. Wolhaupter. This company will take over the business and properties of The Continuous Rail Joint Co. of America, The Weber Railway Joint Manufacturing Co., and the Independent Railroad Supply Co.

The American Locomotive Co. has issued a booklet illustrating and describing the Mallet Articulated Compound Locomotive, the largest locomotive ever built, which was constructed by the company for the Baltimore and Ohio Rd., and exhibited at the Louisiana Purchase Exhibition at St. Louis. A short description and an illustration of the locomotive appeared on pgs. 229-231 of our issue of June, 1904. The booklet describes the locomotive in detail, while the special features of the design are illustrated, and the advantages of this type of construction for very heavy units are outlined. In addition to this, four outlined designs are presented, indicating the application of the Mallet articulated principle to locomotives ranging in weight from 261,000 to 54,000 lbs. The booklet concludes with comments from the technical press, among which is an article specially prepared by J. E. Muhlfeld, General Superintendent of Motive Power Baltimore and Ohio Rd., and formerly Superintendent of Motive Power and Machinery Intercolonial Ry., Moncton, N.B., which states his experience with the very heavy locomotive.

A. J. Pitkin, President American Locomotive Co., died at his home in New York city Nov. 16, after an illness of several months, the serious character of which was not appreciated or widely known among his closest friends, and the news of his death was a surprise to all. He was born at North Hampton, Ohio, in 1854. At the age of 17 he entered apprenticeship in the stationary he entered apprenticeship in the stationary engine works of the Webster, Camp & Lane Machine Co., of Akron, Ohio. He spent a year in the locomotive repair shops of the Cleveland, Akron & Columbus Rd., after which he entered the drawing office of the Baldwin Locomotive Works, for which he had prepared by diligent evening study. had prepared by dingent evening struy. From this time he gave his attention to locomotive work. After five years at the Baldwin Works he became chief draughtsman of the Rhode Island Locomotive Works, and two years later, in 1882, was appointed Machanical Engineer of the Schengetady. Mechanical Engineer of the Schenectady Locomotive Works. In two years he be-came Superintendent of the works. Upon Upon the death of the President, E. Ellis, Mr. Pitkin was made Vice-President and General Manager, and from that time developed the commercial as well as the manufacturing features of the business. Upon the formation of the American Locomotive Co., Mr. Pitkin naturally became its 1st Vice-President, and upon the death of S. R. Callaway, on June 1, 1904, Mr. Pitkin was made President. Mr. Pitkin is entitled to large credit for the development of the locomotive to its great power. He was exceedingly active in the introduction of fire-boxes over locomotive frames, and in the increase of steaming capacity through the introduc-tion of larger boilers. To him was due the greatest step in the marked advance in the capacity of passenger locomotives which began 12 years ago, and reached its present height of development in the very large pas-senger locomotives of the prairie type on the Lake Shore & Michigan Southern Ry. One of the last important developments which received his careful attention, was the which received his careful attention, was the application of Walschært valve gear, and the introduction into the United States of the principle of the Mallet compound, which he considered a distinct step in advance in locomotive designing. His unswerving efforts to perfect locomotive construction, and his coreful progressiveness have done and his careful progressiveness, have done much to place the American locomotive where it stands to-day.

Railroad Essentials.



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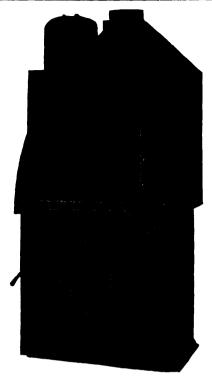
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G.T.R. Betterments, Construction, Etc.

Turcot Roundhouse and Yards.—The work in connection with the erection of the roundhouse at Turcot, Montreal, has been completed, and the fitting up of the house is in progress. It will accommodate 40 locomotives, and is so built that accommodation for an additional 20 can be added. The turntable is 100 ft. long. A yard is being laid out adjoining to have accommodation for 2,500 cars and so arranged that it can be further extended when necessary.

Hotel at Rideau Lake.—We are officially advised that the G.T.R. management has no information in reference to the erection by it of an hotel in the Rideau Lakes district, Ontario, and that the officials do not know how the report could have originated.

Toronto Union Station.—Agents of the G.T.R. are negotiating with the owners of the various properties along Front St. required for the new Union Station site. Some difficulty is being experienced with a number in arranging terms. The company has purchased the land now used by the Hendrie Cartage Co., for yard and stable purposes in connection with the new station. It is expected that it will be necessary in a number of cases to fix by arbitration the value of the land taken.

Ottawa Division.—The G.T.R. has commenced the work of strengthening the bridges on the Ottawa Division (formerly the Canada Atlantic Ry.), and otherwise improving the roadbed.

Newton-Darlington Division.—In connection with the construction of the Newton-Darlington division, which was undertaken to improve the roadbed for the double track between Montreal and Toronto, the Board of Railway commissioners has approved of a number of highway crossings.

Brantford Improvements.-The main line deviation through Brantford, Ont., has been opened for traffic. The old route was via Harrisburg and Paris, either of which were about seven miles off, and Brantford was reached by branch trains. The new route necessitated the construction of a piece of line, 4.05 miles in length, from Lynden to a junction with the branch line from Harrisburg, and the strengthening, practically the reconstruction of 4.58 miles of the Harrisburg branch, and the almost entire reconstruction of the 7.80 miles between Brantford and Paris. From Lynden to Paris by the new route is 16.42 miles, while by the old route it is 13.01 miles. old route will not be entirely abandoned, but will be used for freight trains and some local At Brantford a new station has been traffic. built, bridges reconstructed and many other improvements made. The opening of the line was made the occasion of a public demonstration, at which C. M. Hays, second Vice-President and General Manager, and other officials, together with representatives from various cities and towns of Ontario were present as the guests of the city of Brantford.

New Station at Stratford.—W. G. Brownlee, Superintendent Middle Division, is quoted by the Mayor of Stratford as having stated that the erection of a new station would be proceeded with soon, if the city would allow the closing of a portion of Shakespeare St., and that when built the new station would not be inferior to that at Brantford.

London Improvements.—The completion of the second track work in the wicinity of London, Ont., will be held over until it is decided as to the improvements to be made in London. A London paper says two plans are under consideration. The one plans the raising of the grade between Hyde Park and London, the widening of the bridge near the electric power house for a second track, and the elevation of the tracks in the city so as to

do away with the present level crossings. The second plan involves the construction of subways to do away with level crossings, but both include the erection of a new station, and the re-arrangement of terminal facilities. Nothing, however, is likely to be finally adopted until early in 1906.

St. Clair Tunnel.—Reports from Sarnia, Ont., state that it is understood that the delay in going on with the provision of electric transit through the tunnel is because the company is anxious to investigate the feasibility of operating it by power generated at Niagara Falls.

Port Huron Shops.—We were advised Nov. 2, that it is not at present contemplated to make any addition to the company's shops at Port Huron, Mich.

Railway Finance, Meetings, etc.

Atlantic and Lake Superior Ry.—In the case of the A. and L.S. Ry to recover \$1,500,000 from the Dominion Government for damages alleged to have been sustained, the Exchequer Court has ordered the company to furnish \$500 security for costs, and to produce its books. In the event of this not being done the case will probably be dismissed for failure to prosecute.

Bale des Chaleurs Ry.—The Quebec Courts have given a decision to the effect that Hon. J. R. Thibadeau is not qualified to act as President, as he did not hold any stock in the company at the time of his election in May. C. N. Armstrong was elected Vice-President at the same meeting.

Bay of Quinte Ry.—Following are the officers and directors for the current year: President and General Manager, E. W. Rathbun; Secretary-Treasurer, C. A. Millener; Auditor, G. W. Wright; other directors: Mrs. B. Rathbun, H. M. Rathbun. These officers and directors also act for the Thousand Islands Ry.

Boston and Maine Rd.—The 72nd annual report for the year ended June 30, showed: Gross earnings from operation, \$36,213,-245.50; operating expenses (including \$807,781.58 for new equipment), \$26,619,740.19; net earnings, \$9,593,505.31; income from other sources, \$587,588.96; net income, \$10,-181,094.27; taxes and fixed charges, \$8,-161,236.84; surplus, \$2,019,857.43; sinking fund payments, \$136,285; available for dividends, \$1,883,572.43; dividends paid, \$1,806,646; balance carried to contingent fund, \$76,926.43. The company operates 2,286 miles of line, of which 38 miles are in Canada. The Canadian line is the Massiwippi Valley Ry. from the Vermont-Quebec border to Lime Ridge, Que., but no separate report is issued for it. The capital stock of the M.V. Ry. is given as \$800,000; the table showing stocks and bonds owned shows that the company holds 373 shares of the stock, valued at \$3,000, and \$103,000 of bonds of the Montreal and Atlantic Ry.

Canada Eastern Ry.—An inquiry into the claim of the Alex. Gibson Railway and Manufacturing Co. against the Dominion Government for \$17,000, balance of the purchase price of the line formerly known as the Canada Eastern Ry., has been concluded at Fredericton, N.B. The Treasurer and Chief Accountant of the I.C.R. represented the Government in the inquiry, the questions in dispute being almost entirely matters of account.

Canadian Northern Ry.—An issue of 4½% first mortgage gold bonds to the amount of \$1,000,000 has been made by the Imperial Rolling Stock Co., on account of further rolling stock for the C.N. Ry. The interest is payable April 1 and Oct. 1, in Toronto, New York and London, Eng., and the principal at Toronto and London, Eng. The bonds mature serially from Oct. 1, 1906, to Oct. 1, 1915, and are known as Series K.

Application has been made to the London, Eng., stock exchange to list a further issue of £577,620 of 4% first mortgage consolidated debentures of the C.N.R., the principal and interest of which is guaranteed by the Manitoba Government.

The sum of £1,240,000, 4% perpetual consolidated debenture stock of the C.N.Ry., is being offered on the London, Eng. market at 99%, by Sperling & Co.

Canadian Pacific By.—We are officially informed that the press reports to the effect that the C.P.R. has purchased the Bellingham Bay and British Columbia Ry., in Washington, U.S., are incorrect.

Chateauguay and Northern Ry.—An action has been entered in the Quebec Courts by the legatees of the Bennett estate and other property owners in Montreal to recover an aggregate of \$51,000 for damages for alleged breach of agreement. The plaintiffs allege that their properties were expropriated in 1896 for the purposes of constructing an electric railway, and that after the building of the same to Bout de l'Isle, permission was given the C. and N. Ry., now operated by the Great Northern Ry., to construct a steam railway.

Dominion Atlantic Ry.—The papers transferring the line, property, rights and franchises of the Midland Ry. of Nova Scotia to the D.A. Ry. Co., have been signed in Montreal, and the new owners have taken possession. The purchase price of the property is stated to be \$1,250,000.

Erie Rd.—The directors of the Erie Rd. have approved of the purchase of a controlling interest in the Cincinnati, Hamilton and Dayton Rd. This purchase includes the Pere Marquette system, which owns the Lake Erie and Detroit River Ry. in Canada. The combined lines will be operated as the Erie Rd.

G.T.R. Subsidiary Companies.—The directors of the several subsidiary companies met after the annual meetings in Detroit and elected officers. C. M. Hays was elected President and General Manager, Grand Trunl. Western Ry., Detroit, Grand Haven and Milwaukee Ry., Toledo, Saginaw and Muskegon Ry.; and President Chicago, Detroit and Canada G.T. Jct. Ry., Michigan Air Line Ry., St. Clair Tunnel Co. E. H. Fitzhugh was elected Vice-President Chicago, Detroit and Canada G.T. Jct. Ry., and the St. Clair Tunnel Co. J. H. Muir was elected Secretary and Treasurer of the G.T. Western Ry.; D., G.H. and M. Ry.; T., S. and M. Ry.; and Secretary of the other three companies, F. Scott being appointed Treasurer, and F. H. McGuigan, Manager of the St. Clair Tunnel Co.

Kaslo and Slocan Ry.—Following are the officers and directors for the current year; President, H. A. Kennedy; Vice-President, A. H. MacNeill; Secretary and Treasurer, W. H. Fortier; Manager, R. C. Morgan; other director: P. H. Walsh. These officers also act for the Bedlington and Nelson Ry., and the Kaslo and Lardo-Duncan Ry.

Kootenay Valley Ry.—Following are the officers and trustees for the current year ending in April: President, L. W. Hill; Vice-President, H. A. Kennedy; Secretary, W. H. Fortier, other trustees: M. J. Gordon, R. C. Morgan. Treasurer, E. Sawyer.

New Brunswick and Prince Edward Island Ry.—Following are the officers and directors for the current year: President, Hon. J. Wood; Secretary, H. C. Read; other directors: C. Fawcett, J. L. Black, W. Ogden, G. Campbell, H. M. Wood; Treasurer and Manager, F. C. Harris.

North Shore Power, Ry. and Navigation Co.—Following are the officers and directors for the current year: President, Jas. Clarke; Vice-President, Wm. Clarke; Resident Director and Secretary-Treasurer, Thos. Meaney.

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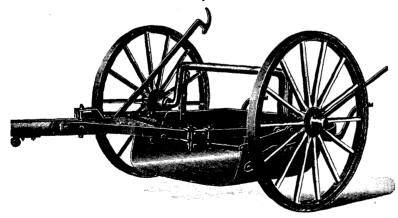
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LEYLAND LINE.

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J. W. Burdick, Pass. Traffic Ms

Pass. Traffic Man.

A. A. Heard,

Gen. Passenger Agent, - ALBANY, N.Y

Quebec Southern Ry.—The Exchequer Court at Montreal decided to accept the bid of Senator Beique, of \$1,051,000 for the railway which was offered for sale by tender G. G. Foster on behalf of clients objected, and subsequently an appeal against the order of the Court was entered on behalf of G. A. D. Morgan, another bidder. The appeal will be heard in Feb., 1906. Local reports state that Senator Beique was bidding on behalf of the Delaware and Hudson Co. Other interests reported as bidding were the G.T.R. and the New York Central Rd.

Stanstead, Shefford and Chambly Ry.—Following are the officers and directors for the current year:—President, Hon. S. W. Foster; Vice-President, E. H. Fitzhugh; other directors: Hon. E. C. Smith, C. M. Hays, G. C. Jones, G. Stevens, G. E. Robinson, A. H. Moore, J. P. Noyes. Secretary-Treasurer, C. H. Parmelee, Waterloo, Que.; Assistant Secretary-Treasurer, W. H. Chaffee. The annual meeting was held at Waterloo, Que., Nov. 8. The company's line is leased for 99 years to the Central Vermont Ry., and no separate report is issued. The annual meeting is a purely formal gathering in order to keep the charter alive.

Temiscouata Ry.—Traffic receipt for Oct., \$13,202.01, against \$12,446.38 for Oct., 1904.

Temiskaming and Northern Ontario Ry.—The Provincial Treasurer of Ontario who went to London, Eng., to arrange for placing a \$7,000,000 bond issue to repay loans, and provide for further construction of the line, was advised that the money market was not favorable for such an issue. It was decided to renew the loans with the banks for a further period at 4%. The details of the negotiations will be placed before the legislature at its next session.

Thousand Islands Ry.—See Bay of Quinte Ry.

Toronto, Hamilton and Buffalo Ry.—Estimated earnings for Oct., \$66,901.86 against \$62,230.92 for Oct., 1904.

Vancouver and Lulu Island Ry.—The Board of Railway Commissioners were asked Dec. 15 to approve an agreement dated April 19, between the C.P.R., and the B.C. Electric Ry. Co., the V. and L.I.R., and Lord Strathcona and R. B. Angus, trustees, respecting the lease of the V. and L.I.R., by the C.P.R. to the B.C.E. Ry.

Canadian Northern Ry.—Tracklaying on the Canadian Northern Ry. main line was completed on Edmonton, Alta., Nov. 24, when the Lieutenant-Governor of Alberta drove the last spike, a silver one. D. D. Mann, Vice-President of the C.N.R., was present, and the day was celebrated as a public holiday. The main line now extends from Port Arthur to Edmonton, a total distance of 1,263 miles, and runs through west of Winnipeg, Portage la Prairie, Gladstone, Dauphin, Grand View, Kamsack, Quill Lake, Elbow, North Battleford, and thence through a newly settled country to Edmonton. The section from Grand View to North Battleford is also through a newly settled country. D. D. Mann, in a recent interview said, that the company would probably construct some 40 miles westerly from Edmonton, but that it might be years before they went further. (Nov., pg. 531).

The C.P.R. started early in Nov. the hauling of wheat by the all-rail route from Fort William, Ont., to West St. John, N.B., for export during the latter part of Nov. and early in Dec. Press reports stated that about 2,000,000 bush. were being forwarded in this way, and that it was to be used as ballast for the earlier steamers from the winter poot. It is said that the rate from Fort William to West St. John is about 16c. per 100 lbs.

MAINLY ABOUT PEOPLE.

Lady Van Horne and Miss Van Horne, returned to Montreal from St. Andrews, N.B., Nov. 4.

A fire at the residence of M. H. Folger, Kingston, Ont., Nov. 15, did damage to the extent of \$5,000.

- F. A. Cheney, formerly Manager Niagara, St. Catharines and Toronto Ry., died at St. Catharines, Ont., Oct. 26.
- G. M. Boswoth, Fourth Vice-President C.P.R., and Mrs. Bosworth, returned to Montreal from England Nov. 3.

Mrs. Archibald, mother of P. S. Archibald, Consulting Engineer, Moncton, N.B., died at Antigonish, N.S., Nov. 7.

- N. A. Rhodes, of Rhodes, Curry & Co., Amherst, N.S., is one of the partners in an 11,000 acre ranch in Sackatchewan.
- W. G. Ross, Managing Director Montreal Street Ry., has been elected President of the Canadian Amateur Skating Association.

Dr. W. E. Smith, for over 28 years physician for the Canadian Division, Michigan Central Rd., died at St. Thomas, Ont., Nov. 8.

Press reports state that A. B. Morine, K.C., will in the near future vacate his position as Solicitor of the Reid Newfoundland Co.

F. P. Smith, Secretary Richelieu and Ontario Navigation Co., has been re-elected Secretary of the Victoria Hockey Club, Montreal.

The residence of Thos. Malcolm, railway contractor, Edmundston, N.B., was entered by burglars early in Nov., and considerable property taken.

- F. E. Fauquier, contractor, Ottawa, is to be married on Dec. 27 to Miss Ethel White, eldest daughter of the Comptroller of the Northwest Mounted Police
- J. A. Goodearle, Assistant General Manager Thousand Islands and St. Lawrence Steamboat Co., was married at Kingston, Ont., Nov. 7, to Miss N. M. Watson.
- M. J. Haney, contractor, has returned to Toronto from a two months' trip through Manitoba, Saskatchewan, Alberta and B.C., in company with Cawthra Mulock.
- J. G. McDonald, who has been engaged in contracting work on the Halifax and South Western Ry., has returned to his home at Middle Coverdale, N.B., owing to ill-health.
- F. W. Flanagan, General Passenger Agent, C.P.R., London, Eng., was entertained at dinner by a number of railway and shipping men at St. Stephen's Club, Westminster, Nov. 7
- W. Langford, Master Mechanic and Superintendent Montmorency Division, Quebec Ry., Light and Power Co., was presented with a fur coat by the employes of the division Nov 17
- Miss H. M. F. Cumberland, daughter of Barlow Cumberland, Vice-President Niagara Navigation Company., was married at Port Hope, Ont., Nov. 1, to H. C. Wotherspoon, Montreal.
- W. E. Mellen, of the G.T. Pacific Ry. engineering staff at Montreal, has been appointed to the staff of C. H. Schlacks, Vice-President Denver and Rio Grande Rd., Denver, Col.
- H. J. Beemer, railway contractor, who constructed the Ottawa, Northern and Western Ry., and the Interprovincial Bridge at Ottawa, returned to that city from the U.S. early in Nov.
- G. B. Ussher, for many years baggage master G.T.R. and Wabash Rd., St. Thomas,

- Ont., died recently, aged 68. He was a brother of C. E. E. Ussher, General Passenger Agent, C.P.R.
- H. E. C. Carry, late of the C.P.R. field engineering staff, was married at Vancouver, B.C., Nov. 18, to the widow of the late Senator Reid, of Quesnelle, B.C. They will reside at Vancouver.
- J. Earls, who recently retired from the Secretary-Treasurership of the Canadian Freight Association, was presented on Nov. 23, with an address and a cheque by members of the Association.

Miss B. White, daughter of F. H. White, Superintendent of the Anglo-American Telegraph Co.'s St. Pierre station, was married at Lamaline, Nfld., Nov. 8, to H. Hagan of the Cable Co.'s staff there.

Miss E. Smallman, daughter of T. H. Smallman, Vice-President London Street Ry., was married in London, Ont., Nov. 8, to Capt. C. K. Morgan, of the Army Medical Corps, stationed at Cairo, Egypt.

G. H. Ham, of the head office staff, C.P.R., is expected back in Montreal from England early in Dec. He was reported to have considerably improved in health at the time of leaving England, Nov. 21.

Ewan Mackenzie, contractor, formerly connected with the Toronto Ry., is one of the provisional directors of the Cobalt Development Co., which has been incorporated under the Ontario Companies' Act.

The headquarters staff of the C.P.R. in London, Eng., recently presented a silver salver to Archer Baker, in connection with his promotion to the position of European Traffic Manager of the company.

Capt. W. Richards, President Charlottetown Steam Navigation Co., has returned to Biddeford, P.E.I., from England, where he went to place an order for a steamboat for the Point du Chene-Summerside run.

J. A. Gemmell, barrister and Parliamentary agent, who died at Ottawa, Nov. 7, was director and Vice-President of the Great Northwest Central Ry.; director of the B.C. Southern Ry., and of the Trans-Canada Ry.

The Minister of Marine sailed from New York, Nov. 21, for a trip to England and France. During this trip to England he will discuss with the British Admiralty the question of establishing a naval militia for Canada.

- J. C. Whitchelo, C.P.R. ticket agent, Parry Sound, Ont., and wife, were among those who took part in the Canadian Ticket Agents' Association's trip to Portland, Me. Their names were inadvertently omitted from our last issue.
- G. C. Gibbons, K.C., London, Ont., has been appointed chairman of the Canadian section of the International Waterways Commission, succeeding J. P. Mabee, K.C., appointed a judge of the Ontario High Court, Chancery Division.
- Hon. A. G. Blair has resigned the position which he took in connection with a manufacturing company after giving up the chairmanship of the Board of Railway Commissioners, and it is reported that he will engage in law practice at Ottawa.
- C. W. Spencer was presented recently with an address and a loving cup by the railway telegraphers of the C.P.R. Eastern Division, on leaving that company's service to become General Manager Mackenzie, Mann Ry. system, eastern lines.

Jas. Orr, who died at Victoria, B.C., Nov, 6, made a number of exploratory surveys for the B.C. Government for railways in the north Thompson and Fraser River valleys, in 1865, and was an assistant paymaster on C.P.R. construction in B.C.

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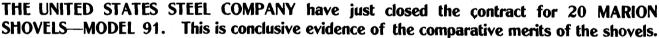
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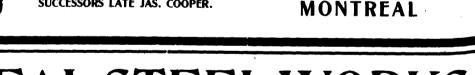
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For wearing Parts, insuring Great Hardness and Durability

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The list of subscribers to the new Alexandra Hospital at Montreal includes the following:—Jas. Ross, \$25,000; G.T.R. and C.P.R., \$5,000 each; Sir T. G. Shaughnessy, Sir H. M. Allan, C. R. Hosmer, R. Reford, \$1,000 each; H. Paton, \$500.

- R. Reford, of the Robt. Reford Co., Montreal, has contributed \$2,000 to provide an annual prize for the clear, reverential and devout rendering of the Anglican Church service by students and probationers of the Montreal Theological College
- J. H. Dull, who recently resigned his position as G.T.R. Trainmaster at Stratford, Ont., has gone to Detroit to reside for the present. He was presented with a cabinet of silver, a gold locket and chain, and a diamond stud, by the railway men of Stratford on the occasion of his removal.
- J. B. Morford, Assistant to the General Manager, Michigan Central Rd., contracted a severe cold when in Ottawa, and Buffalo, early in Nov. This developed into pneumonia upon his return to St. Thomas, Ont., and his recovery was considered doubtful from the first. He died Nov. 27, aged 70.
- J. J. Byrne, who was recently appointed Assistant Passenger Traffic Manager, Atchison, Topeka and Santa Fe Rd., began his railroad career as office boy in the office of the Auditor Great Western Ry. of Canada, and from 1883 to 1885 was chief clerk in the Michigan Central Rd. passenger department.
- C. J. Bowker, who has been appointed Chief Dispatcher G.T.R., Stratford, Ont., entered the employ of the G.T.R. as train dispatcher, May 11, 1900, at London, Ont., and was transferred to Durand, Mich., Feb. 1, 1902, in a similar capacity, remaining there until the date of his present appointment.

Arthur White, formerly Division Freight Agent G.T.R., and Jno. Earls, who recently resigned the Secretary-Treasurership of the Canadian Freight Association, have opened an office at 43 Victoria St., Toronto, to carry on a general insurance and freight brokerage business under the firm name of White & Earls.

Jas. W. Hendrie, son of W. Hendrie, Hamilton, Ont., died in Toronto, Nov. 21, aged 46. He was a railway contractor and was interested in constructing the last 40 miles of the line to Callendar, and the Toronto Belt Line, as well as in a number of lines in the U.S. During the last two years he has resided at Sturgeon Falls, Ont.

- R. W. Scott, G.T.R. agent at Portland, Me., who was chairman of the reception committee which looked after the Canadian Ticket Agents' Association during its recent visit there, has proposed that Portland business men and citizens generally form an association to provide for the reception and entertainment of associations, etc., visiting the city.
- J. B. Taylor, who had been in the service of the Intercolonial Ry., and its predecessor, the European and North American Ry., for over 40 years, died at Moncton, Nov. 17. He was Mechanical Foreman at Campbellton for some time. Soon after coming to Canada he was engaged in the construction of the old Victoria Bridge over the St. Lawrence at Montreal.
- R. W. Leonard, who was engaged on the Algoma Central and Hudson Bay Ry. construction and subsequently was in charge of construction of the Cape Breton Ry., and of the Hamilton Cataract Power, Light and Traction Co.'s power development at De Cew Falls, Ont., is at present engaged on the power development works at Kakabeka Falls, near Fort William, Ont.

Hon. H. R. Emmerson, Minister of Railways and Canals, started from Ottawa, Oct. 20, on a trip to the Pacific Coast. From Toronto he went to Sault Ste. Marie, to go over the canals there, and in Manitoba and the west has gone over a number of the lines open for

traffic or under construction. He reached the Pacific coast Nov. 8, and was expected to return to Ottawa by the end of Nov.

- G. U. Ryley, who has been appointed Land Commissioner G.T. Pacific Ry., was born in Hamilton, Ont., June 16, 1853, and is a Dominion Land Surveyor. He was engaged in Manitoba and the N.W.T., on surveys for the Dominion Government in 1881 and 1882, and in 1883 entered the lumber and mines branch of the Department of the Interior, Ottawa, becoming Chief Clerk, July 1, 1898.
- S. J. McLean, Ph.D., Associate Professor of Economics, Leland Stanford University, Cal., has been appointed Associate Professor of Political Science at the University of Toronto. Dr. McLean has devoted a great deal of his time to the study of railroad economics, and in 1902 conducted an investigation into railroad matters in Canada for the Department of Railways. He has also conducted investigations into freight rates upon the Pacific slope for the U.S. Government.
- F. W. Cooper, who has been appointed Resident Engineer C.P.R., at London, Ont., was born there Feb. 16, 1880, and was educated at the London Collegiate Institute and the School of Applied Science, McGill University, Montreal. He entered railway service in 1901, his record being: 1901 to 1903 on preliminary location construction and office work with the Algoma Central and Hudson Bay Ry., Sault Ste. Marie, Ont.;

IN AFFECTIONATE REMEMBRANCE OF

JOHN FOY

PRESIDENT OF THE NIAGARA NAVIGATION COMPANY,

WHO DIED AT TORONTO, DECEMBER 6, 1904.

REQUIESCAT IN PACE.

1903 to 1904, transitman C.P.R., at London, Ont.; Jan., 1904, to Oct., 1905, Assistant Resident Engineer C.P.R., London.

- G. McL. Brown, who has been appointed General Passenger Agent C.P.R. Atlantic Steamship Line, was born in Hamilton, Ont., Jan. 29, 1865, and entered railway service in 1882, his record being:—1882 to 1885, freight department Northern and Northwestern Ry.; 1885 to 1887, Superintendent's office and other departments G.T.R.; Sept., 1887, to 1902, C.P.R. service at Vancouver, acting successively as ticket agent, district passenger agent, and executive agent; July, 1902, to Nov., 1905, Superintendent Dining, Sleeping and Parlor Cars and News Service, Montreal.
- W. G. Annable, who has been appointed General Baggage Agent C.P.R., was born in Ottawa, Ont., in 1875 and entered railway service in 1891 as clerk in the office of the C.P.R. city passenger agent there. He became chief clerk in the office there, and in Jan., 1901, was transferred to the General Passenger Agent's office, Montreal, where he had charge of steamship reservations on the Atlantic for through passengers from the Orient, and on the Pacific for through passengers from Europe, and also around-the-world passengers, and the detail work of the Chinese passenger traffic

R. H. Morris, General Baggage Agent, C.P.R., died at Montreal after a few days' illness, Nov. 16, aged 36. He had been in ill-health for some time, and took a trip to the West Indies in March, which benefited him

somewhat; latterly he showed signs of failing, but it was not thought he was in such a serious state. Born in Montreal, June 5, 1869, he entered railway service in the C.P.R. baggage department in 1885, becoming chief clerk in 1890, and being appointed General Baggage Agent 1899. The funeral on Nov. 18, was attended by the principal railway officials in Montreal.

D. O. Wood, who has been appointed Western Freight Agent Allan Steamship Lines, was born at Kleinburg, Ont., Mar. 16, 1864, and entered railway service in May, 1883, as clerk in the freight office of the G.T.R., at Toronto. After serving in various capacities he was subsequently promoted to the Division Freight Agent's office at Toronto, and served as rate clerk, claims clerk and chief clerk, being appointed Assistant Foreign Freight Agent at Toronto, in Dec., 1897, acting in that capacity until Jan., 1903, when he was appointed Western Agent for the Robert Reford Co. (Ltd.), Montreal, which position he has just resigned.

The John Young Memorial Committee has accepted the model of the statue which it is proposed to erect in Montreal. The model represents in miniature the figure of the late Hon. John Young, with a chart of the St. Lawrence in one hand, standing on a square granite pedestal, with a section of the St. Lawrence in front of him. The figure, which will be erected in bronze, will be 9 ft. high, and the pedestal upon which it is to stand will be 12 ft. high. The basin in front will have an allegorical figure, representing Father St. Lawrence lying on the bank pouring water into the river. The face of the pedestal will bear the inscription: "Hon. John Young—1811-1878."

The list of securities filed in connection with the proving of the will of the late Senator Fulford, who up to the time of his death retained the G.T.R. ticket agency at Brock-ville, Ont., showed large investments in steam and electric railways, navigation, telegraph, telephone, and industrial companies generally in Canada, the U.S. and elsewhere. The investments in such securities in Canada included the following:—Electrical Development Co. of Ontario, \$91,000; Ottawa Electric Ry., \$25,000; Canadian Westinghouse Co., \$50,000; Toronto Ry., \$31,800; Richelieu and Ontario Navigation Co., \$36,000; Montreal Telegraph Co., \$6,400; Montreal Street Ry., \$162,750; Bell Telephone Co., \$170,350.

General Philip Gosset Pipon, C.B., died at his residence, La Motte, St. Heliers, Jersey, Channel Islands, Nov. 3, was the father of C. A. Pipon, Passenger Agent for Ontario, International Mercantile Marine Co. General Pipon was born in 1824, was educated at the Royal Military Academy, Woolwich, and entered the Royal Artillery as second lieutenant in 1842. He saw no active service until the Crimean war of 1854-56, when he served throughout the whole campaign, being chief commissary at the siege of Sebastopol. For his services he received the English medal with three clasps, the Turkish and Sardinian medals, and the fifth class of the Order of the Medjidie. He came to Canada in the autumn of 1863, and commanded the Royal Artillery in Montreal from that time until the spring of 1868. During that period occurred the Fenian troubles of 1866, when he was again in the field. For that service he received the Canadian General Service medal. He also served in Ceylon and India, being created C.B. in 1875. In 1896 the Jersey Times and British Press said of him:—"Jersey's 'Grand Old Man,' as he has so often been called, is truly one of its most distinguished sons—and a scion of nature's true nobility, whose genial, kindly character and many sterling qualities have endeared him to scores of admirers in all grades of society."

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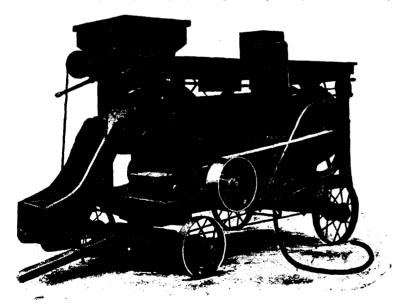
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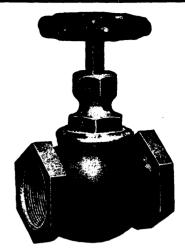
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are of the best quality. They give the best of service and are moderate in price

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IMPROVED FARMS in all districts of the province can be purchased at from \$10 to \$40 per acre. These prices are advancing every year.

A FEW POINTERS

On arrival at Winnipeg the wisest policy for any new settler to adopt is to remain in Winnipeg for a few days and learn for himself all about the lands offered for sale and to homestead.

the lands offered for sale and to homestead.

There are districts that have been settled for many years in which land can be purchased. Some of this may be unbroken prairie which still possesses all the richness and productive powers of our virgin prairies. Other lands, cultivated and having comfortable farm buildings, are ready for immediate possession.

There are Provincial Government lands, Dominion Government homesteads, and railway lands to be secured.

The price of land varies from \$3 to \$40 per acre. Location with respect to railways, towns, timber and water determines the price of land.

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

For purchase of Provincial lands apply at the Provincial Land Office in the Parliament Build-

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.

For situations as farm laborers apply to:

J. J. GOLDEN,

PROVINCIAL INFORMATION BUREAU
617 MAIN ST., WINNIPEG

A Household Goods Loss Claim.

In the Trial Court at Toronto Nov. 14, Judge Teetzel gave judgment in the case of Biskey vs. C.P.R. Co., an action tried without a jury at North Bay, for the value of three boxes of household goods shipped by plaintiff on defendant's line of railway at Sault Ste. Marie, for delivery at Wahnapitae, but which were not delivered, having been in some unexplained way lost by defendants. In addition to the ordinary shipping bill, plaintiff signed a special contract, undertaking that no claim in respect of injury or loss to the property would be made against defendants exceeding \$5 for any one package. The documents were signed, and the goods delivered at noon on Oct. 17, 1904. By a strange ed at noon on Oct. 17, 1904. By a strange coincidence it was on that day that the Board of Railway Commissioners, by order, approved of the form of the special contract, under the Railway Act, 1903, sec. 275. Held, that the Board had jurisdiction to make the order, and the making of it was a judicial proceeding, and therefore a fraction of a day was not to be regarded, and the order must be looked upon as in full force during the whole of Oct. 17. Defendants paid \$15 into Court. Judgment for plaintiff for that sum with costs on the Division Court scale up to the time of payment into Court. No costs to defendants.

Restrictive Railway Legislation is the title of a volume containing the twelve lectures on the subject delivered before the University School of Law, Boston, Mass., in April and May, by Col. H. S. Haines. In these lectures he traces the history of the development of railways and of the various forms of restrictive legislation affecting them that have been adopted or proposed. Each lecture deals Each lecture deals with a different branch of the subject, and the thoroughness with which it is discussed may be gathered from the titles of the different chapters-Introduction, Railroad Corporations, Railroad Finance, Railroad Contruction, Railroad Operation, Railroad Traffic, Rate-making, Regulation of Rates, State Railroad Commissions, Pending Legis-lation affecting Interstate Commerce, State Control of Corporations engaged in Public Service, Conclusions. The volume is published in New York, N.Y., and London, Eng., by the Macmillan Co., and in Toronto by Morang & Co., the price being \$1.25 net.

L. J. Seargeant, who was general Manager G.T.R., from 1890 to 1906, and latterly a director, died in London, Eng., Nov. 28.

We are advised with respect to the operation of the Northern Division of the Temiskaming and Northern Ontario Ry., which has not yet been taken over by the Commissioners from the contractor A. R. Macdonell, that the contractor has placed himself under the Traffic Manager of the line in all matters connected with the freight and passenger business. As a result of this agreement the passenger fare has been reduced to 3 cents a mile, and the local commodity mileage freight rates are made to cover all traffic to all points north of New Liskeard, Ont.

The following orders have been placed for rolling stock for Mackenzie, Mann & Co.'s Railway System, the distribution of the same among the various lines not having yet Toronto, 20 freight locomotives and 4 switching locomotives Co., switching locomotives; Canadian Locomotive Co., Kingston, Ont., eight passenger and freight locomotives; Locomotive and Machine Co. of Montreal, 10 passenger locomotives; Crossen Car Manufacturing Co., Cobourg, Ont., 100 flat cars, 30 tons capacity, and 50 stock cars, 36 ft. long; Rhodes, Curry & Co., Amherst, N.S., 12 firstclass cars, three baggage and mail cars, 1,000 box cars, 30 tons capacity; 300 flat cars, 30 tons capacity, and four Russell snow plows.

TRANSPORTATION APPOINTMENTS.

Algoma Central and Hudson Bay Ry.-Vaughn, heretofore Car Accountant, has been appointed Trainmaster in addition to his present duties. He will have direction of the movement of trains and cars on the main line division. Office, Sault Ste. Marie,

T. Fraser has been appointed Master Mechanic, succeeding C. E. Slayton, resigned.

Allan Line Steamers .- D. O. Wood has been appointed western freight representa-Office, Toronto.

Canadian Pacific Ry.—W. G. Annable has been appointed General Baggage Agent of all lines vice R. H. Morris, deceased. Office, Montreal.

G. Mc L. Brown has been appointed General Passenger Agent of the company's Atlan-tic steamships. G. A. Ringland, heretofore General Passenger Agent Atlantic steam-ships, has been appointed Assistant Passenger

Agent, same service.

The position of Claims Agent, Ontario Division, vacant by the death of Jas. Wilson, has not been filled, and it is probable that the work will be done by the local solicitors' office.

A. G. Ardagh, Resident Engineer Ontario Division, lines west of Toronto, having resigned, the territory, has been divided. F. W. Cooper has been appointed Resident Engineer on the London and Windsor sections, and Ingersoll and Guelph branches, with office at W. A. Cowan has been ap-London, Ont. pointed Resident Engineer on the Owen Sound section, Orangeville, Teeswater, Wingham and Elora branches, with office at Toronto.

The following circular was issued by Sir Thos. G. Shaughnessy, President, Oct. 31:— "The Tillsonburg, Lake Erie and Pacific Ry., having been leased to the C.P.R. Co., will, after midnight Nov. 15, be operated as part of District 2 of the Ontario Division. All employes then in the T., L.E. and P.R. Co.'s service will become employes of the C.P.R. Co., and will take their instructions from, and report to, its officers accordingly."

The jurisdiction of the officials of district 2

of the Ontario Division has been extended over the T., L.E. and P. Ry., and none of the general officers of that company have been appointed to the C.P.R. service.

W. Bell, heretofore District Superintendent

Sleeping, Dining and Parlor Cars and News Service, Central Division, has been appointed

District Superintendent same service, for western lines. Office, Winnipeg.

J. T. Whitlaw, heretofore Agent at Pilot Mound, Man., has been appointed Travelling Passenger Agent superging C. W. Grayes

Passenger Agent, succeeding C. W. Graves, resigned. Office, Winnipeg, Man.
R. J. Cherry, District Superintendent Sleeping, Dining and Parlor Cars and News Service Pacific Division, having resigned, the office has been abolished.

S. C. Sykes, heretofore agent Sleeping, Dining and Parlor Cars and News Service, Vancouver, B.C., has been appointed Assistant District Superintendent same service Pacific Division. Office Vancouver.

Chicago and Northwestern Ry.-Wyand, heretofore Northwestern Passenger wyand, neretoiore Northwestern Passenger Agent of the Michigan Central Rd. at St. Paul, Minn., is reported to have been appointed Canadian Excursion Agent of the C. and N.W.R., with headquarters at Winnipeg. This is probably a temporary position for the fall business. fall business.

Erie Rd.-F. D. Underwood, President, has also been elected President of the Cincinnati, Hamilton and Dayton Rd.; the Pere Marquette Rd., and of the Chicago, Cincinnati and Louisville Rd.

The authority of the vice-presidents has been extended over the Cincinnati, Hamilton and Dayton, and the Pere Marquette Rd., as

follows:—C. F. Brownell, First-Vice-President, legal; G. A. Richardson, Second Vice-President, accounting and coal companies; H. B. Chamberlain, traffic; J. M. Graham, Fourth Vice-President, engineering and construction; R. Harding, operation and maintenance. Mr. Harding is since reported to have resigned.

E. A. Williams, Assistant General Manager, has been appointed General Mechanical Superintendent of the Erie Rd., and of its allied and controlled lines. Office, 21 Cortlandt St.,

New York.

M. P. Blauvelt, Comptroller, has had his jurisdiction extended over the two acquired lines, and J. L. Cramer, Comptroller C.H. and D. Rd., has been appointed Assistant Comptroller of the combined lines.

Grand Trunk Pacific Ry.-G. U. Ryley has been appointed Land Commissioner. Office, Montreal.

Dr. J. M. Leney has been appointed Divisional Surgeon at Winnipeg. He will have jurisdiction over the present construction contract in Manitoba and Saskatchewan.

Grand Trunk Ry .-- P. M. Buttler has been appointed Travelling Passenger Agent at Ottawa, reporting to the General Passenger Agent, Montreal.

J. H. Fulford, who for a number of years

has discharged the duties of city ticket agent at Brockville, Ont., has been appointed to the osition, succeeding the late Senator G. T. Fulford.

The following agents have been appointed: The following agents have been appointed: Stottsville, Que., J. A. Sullivan; Beaconsfield, Que., J. A. Bigelow; Napanee, Ont., O. R. Laidley; Trenton, Ont., C. S. Hamly; Sutton, Ont., A. McNabb; St. Louis, Que., C. L. Pearce (Rel.); Admaston, Ont., J. Perreault; Barrys Bay, Ont., J. H. Halpenny. Horace Seely has been appointed Commercial Agent at Kansas City, Mo., reporting to the Assistant General Freight Agent, Chicago, III

Chicago, Ill.

Great Northern Ry. of Canada. -- See Mackenzie, Mann & Co.'s eastern lines.

Halifax and South Western Ry.-J. D. Sullivan, heretofore attached to the office of the Superintendent of Transportation, C.P.R., Montreal, has been appointed Superintendent Halifax and South Western Ry., succeeding . Brignell, appointed Local Auditor.

Bridgewater, N.S.
A circular issued by W. H. Grant, Manager of Construction for Mackenzie, Mann & Co.'s Halifax and South Western Ry. contract states that L. H. Wheaton has been appointed Chief Engineer of the Halifax and South Western Ry. with headquarters at Bridge-water, N.S., vice T. H. White, assigned to other duties. See also Mackenzie, Mann & Co.'s Eastern Lines.

Intercolonial Ry.-We are officially advised that C. R. Palmer, formerly general store-keeper, is now looking after requisitions for stationery.

James Bay Ry.—See Mackenzie, Mann & Co.'s eastern lines.

Kingston and Pembroke Ry.-W. Baker, Assistant to the President C.P.R., has been also appointed Vice-President and General Manager of the K. and P. R., succeeding C. W. Spencer, resigned.

Mackenzie, Mann & Co.'s Eastern Lines.— C. W. Spencer, General Manager, has appointed as his chief clerk, T. A. Hiam, late of the C.P.R. car service department.

See also Halifax and South Western Ry. T. H. White, heretofore Chief Engineer of the Halifax & South Western Ry., has been appointed Chief Engineer of Location and Construction, James Bay Ry. and Great Northern Ry. of Canada. Headquarters,

Michigan Central Bd .- J. C. Mock, Signal Engineer, having been appointed Electrical

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Engineer Detroit River Tunnel, the construction of which has been commenced, E. A. Everett has been appointed Acting Signal Engineer, M.C.R. Office, Detroit, Mich. H. A. Worcester, heretofore Assistant Gen-

H. A. Worcester, heretofore Assistant General Superintendent, has been appointed General Superintendent, succeeding S. P.

Hutchinson, resigned.

The jurisdiction of J. R. Smart, Superintendent of Dining Car service New York Central Rd., and Lake Shore and Michigan Southern Rd., has been extended over the M.C.R.

C. R. Emery, heretofore Superintendent of Dining Cars, has been appointed Assistant Superintendent Dining Car service.

New York Central Lines.—A general advertising bureau for all the New York Central lines has been created and G. H. Daniels, heretofore General Passenger Agent, has been appointed its Manager. Headquarters Grand Central Station, New York. C. F. Daly, heretofore Passenger Traffic Manager New York Central lines west of Buffalo, has been appointed Passenger Traffic Manager New York Central lines east of Buffalo. Headquarters Grand Central Station, New York. W. J. Lynch, heretofore General Passenger Agent Big Four Rd., has been appointed Passenger Traffic Manager New York Central lines west of Buffalo. Headquarters La Salle St. station, Chicago.

Northern Pacific Ry.—E. E. Blackwood has been appointed General Agent at Victoria, B.C., succeeding C. E. Lang, transferred to Vancouver.

C. E. Lang, heretofore General Agent at Victoria, has been appointed General Agent at Vancouver, succeeding J. O. McMullen, appointed City Passenger Agent at Seattle, Wash

Quebec Central Ry.—Frank Grundy, Vice-President and General Manager, who has been General Manager for 17 years, feeling that that position should be occupied by a younger man, has asked the directors in England that he be allowed to retire from the General Managership at the end of this year and has recommended as his successor J. H. Walsh, the General Freight and Passenger Agent, Mr. Walsh sailed from Quebec on Nov. 9 for England to meet the board, and it is expected that he will be appointed General Manager from Jan. 1. F. Grundy will retain the position of Vice-President, but it has not yet been determined whether he will remain in Canada or join the board in England. It is not improbable that he will divide his time between the two countries. E. O. Grundy will succeed Mr. Walsh as General Freight and Passenger Agent.

Robert Reford Co., Ltd.—Andrew Reford, of Montreal, has been appointed western agent, succeeding D. O. Wood, resigned to enter the service of the Allan Line Steamers. Office, Toronto.

Tillsonburg, Lake Erie and Pacific Ry.—See Canadian Pacific Ry.

Wabash Rd.—A. E. Robins, Division Superintendent at Buffalo, N.Y., has resigned. The Buffalo and Detroit divisions will be merged Dec. 1, and placed under the supervision of G. M. Burns, Superintendent at Detroit.

The schooner Mary, A. Baird, Jr., owner and master, which left Fairhaven, N.Y., for Napanee, Ont., Nov. 6, and which was last seen off Oswego, N.Y., has been given up as lost.

A steam tug belonging to the Rathbun Co.. Deseronto, Ont., sank in 15 ft. of water opposite Belleville, Ont., Nov. 14, the crew of six having a narrow escape.

The offices of the Hamilton, Ancaster and Brantford Ry. Co., in Hamilton, Ont., have been closed. This is one of C. D. Haines' projects.

General Passenger Agents' Association.

The annual convention of the American Association of General Passenger and Ticket Agents was held in the city of Mexico, Oct. 17, and following days, among those present being:—G. T. Bell, G.T.R., Montreal; F. F. Backus, Toronto, Hamilton and Buffalo Ry., Hamilton; W. R. Callaway, Minneapolis, St. Paul and Sault Ste. Marie Ry., Minneapolis, Minn.; A. C. Lytle, Orford Mountain Ry., Eastman, Que., wife and son; H. F. Moeller, Pere Marquette Rd., Detroit, Mich.; and wife. Following are the officers for the current year:—President, A. J. Smith, Lake Shore and Michigan Southern, Cleveland, O.; Vice-President, C. L. Stone, Louisville and Nashville, Louisville, Ky.; Secretary, C. M. Burt, Central of New Jersey, New York City. G. T. Bell, was elected a member of the Executive Committee, and was authorized to name a standing committee for Canada. He name a standing committee for Canada. He subsequently appointed the following:—C. E. E. Ussher, C.P.R.; J. M. Lyons, I.C.R., and F.F. Backus, T., H. and B.R. A paper on Accounting by A. D. Joslyn, Illinois Central Rd.; an address by R. S. Barrett, of the Travelling Passenger Agents' Association, and a report from the General Baggage Agents' Association, were features of the business portion of the convention. It was decided to meet in 1906 at Atlantic City, and to visit Canada in 1907. The social features of the convention included a reception by the President of the Republic, and numerous excursions and luncheons, as well as a ball.

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

Spur line at Staynerville.—The location plans for a line four miles in length from Staynerville, Que., southerly and westerly to Brunet's quarry, have been approved by the Board of Railway Commissioners.

Iberville Bridge.—Plans have been approved for the construction of new abutments under the existing railway bridge over Napier St., Iberville, Que.

Angus Shops Extension, Montreal.—The buildings in course of erection consist of a freight car paint shop 107 by 321 ft., two lunch rooms 67 by 116 ft., hardwood dry kiln 44 by 85 ft., scrap iron shed 30 by 303 ft., and are briefly described as follows:—The freight car paint shop is an extension of the present one and is 321 by 107 ft., and has six lines of track running through it longitudinal-The cross section is divided into six bays by wood posts which support the roof. The foundations are built of concrete to rock bottom; the outer walls are 17 in. brick faced with pressed brick in harmony with the existing buildings. A brick fire wall divides the new building into two and the wall between the old and new building also serves as a fire The doors in the fire walls will have steel revolving shutters and as a further-fire protection the shop will be equipped with the sprinkler system. The building is heated by hot air, and on one side of the house there is a 16 by 24 ft. fan house, and a 12 by 17 ft. lavatory and toilet room. The floor is 3 in. plank on 4 by 6 in. sleepers well bedded in Two lunch rooms are now nearing completion. No. 1 consists of a room 42 by 114 ft., kitchen 36 by 24 ft., store rooms 37 by 6 ft.; above the store rooms are help quarters. No. 2 consists of a room 42 by 114 ft., and kitchen 24 by 36 ft. The foundations are built in rubble masonry to rock bottom, the exterior walls of plastic la Prairie The roof is trussed, has open purlins and mill board covering and finished with slate on the outside. The interior of the lunch rooms is finished with yellow faced brick, and the floor is hard maple. The buildings will each accommodate 350 men at a sitting. The new brick with limestone facings.

hardwood dry kiln is a duplicate of the present building at the east end of the works; it is 85 by 44 ft., divided into two compartments, with a platform 20 by 44 ft. at each end. The foundations are rubble masonry with concrete footings supported on piles, the side walls are of brick, and the partitions and roof in wood, with tar and gravel covering. There are no end walls, but the openings are covered by canvas doors operated by an overhead roll like a curtain. A storage for scrap iron as a protection from snow is being built on the north side of the present blacksmith's shop. The shed is 30 by 303 ft., and is divided by wooden posts into three longitudinal bays, with a supply track runningthrough thecentre bay. The posts rest on flatted cedar sills and the roof is 2 by 4 in. plank nailed on edge, and covered with tar and gravel. (Nov., pg. 537).

Pheasant Hills Branch.—Plans have been approved by the Board of Railway Commissioners for the location of extensions of this branch from mileage 364.7 to mileage 401.5 and from mileage 401.5 to mileage 469.8.

McLeod Deviation.—The contract for the construction of the deviation into McLeod, Alta., has been let to J. D. McArthur, and the work will be undertaken at once. (Nov., pg. 539).

Columbia and Western Ry.—The town of Midway has recently been the scene of a conflict between the construction forces of the C.P.R. and of the Great Northern Ry., U.S., while the representatives of the Midway and Vernon Ry. looked on. The C.P.R., through its subsidiary, the Columbia and Western Ry., and the G.N.R., through its Vancouver, Victoria and Eastern Ry. charter, and the M. and V. Ry. Co. have all power to construct lines through pretty much the same territory, for some considerable distance from Midway. The C.P.R. and the G.N.R. contractors' employes got into several fights just outside Midway, and the Provincial Police interfered. The C.P.R. land agent and the foreman were arrested Nov. 10, but were subsequently released on remand. The courts at Victoria were appealed to, and the V., V. and E. Ry. obtained an order in its favor, but it was subsequently found that it did not cover the particular piece of ground that the fighting had been about. Expropriation proceedings have been commenced for this piece, and meanwhile both contractors have withdrawn their men and the police court proceedings have been dropped. See also Midway and have been dropped. See also Midway and Vernon Ry., and Vancouver, Victoria and Eastern Ry.

A Slight Change of Name.

Commencing with the next issue this paper will be called The Railway and Marine World, instead of The Railway and Shipping World, as at present.

We believe that the use of the word "marine" instead of "shipping" will more clearly convey the fact that we cover the mercantile marine field and represent the navigation as well as the railway and other allied interests.

We have done this from the start, and the word "shipping" was used as part of the paper's title to indicate the fact. This word is, however, so much used in connection with the forwarding of goods, both by rail and water, that the substitution of the word "marine" will doubtless more clearly define our field.

In this connection it may be added that hereafter we propose to pay additional attention to marine matters. Heretofore we have dealt fully with the lake, river and coasting marine trade. For the future we shall also have a department devoted to ocean shipping, in which, as in other interests, the Dominion is making rapid advancement.

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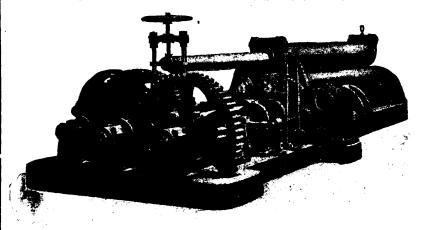
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The Car Shortage Question.

The question of the shortage of cars for the transportation of grain by rail from Georgian Bay ports by rail to the seaboard for export, and the allegation of the Dominion Millers' Association that the railway companies, particularly the G.T.R., were discriminating in favor of export grain over that required for millers' use, has raised considerable discussion of late. The first matter was brought to the attention of the Board of Railway Commissioners by A. A. Wright, Toronto, whose letter is given on pg. 601, and was discussed at a meeting between representatives of the Dominion Marine Association and the G.T.R., in Montreal. second matter was brought to the attention of the Board of Railway Commissioners by the Secretary of the Dominion Millers' Association in a letter dated Sept. 14 which, however, was not forwarded until Sept. 22, when additional details were given. The allegaadditional details were given. The allega-tions contained in this complaint set forth that the G.T.R. was delaying the shipment to local points by not supplying the necessary cars to load the grain at the elevators, and was supplying at the same time cars for export shipment to New England ports, thus giving them the preference and putting the millers to serious inconvenience and Several specific instances of delays in shipments were mentioned, particularly from Midland, Ont. The letters further set forth that on Aug. 19, the G.T.R. was asked to put the moving of grain for the millers on the same footing as for export, and suggesting that if any preference were given at all it should be in favor of local shipments whether from elevators or country points. The G.T.R. replied declining to give the assurance asked for. The C.P.R. was asked to give an assurance that no preference would be given in the car supply for flour over grain at Owen Sound, Ont., or for export grain either at Owen Sound or country points, but had not at Sept. 22 given any answer. The millers, therefore, asked the Board to make orders granting them relief.

The following was issued by the Secretary of the Board of Railway Commissioners under date of Oct. 28:-"The Board has received complaints or representations from the Dominion Millers' Association and other persons land bodies upon the subjects of the shortage and distribution of railway cars and rolling stock. In the opinion of the Board, these questions involve so many interests that they cannot satisfactorily be determined by the Board merely upon a hearing as between one interest and the railway companies. Board is also of opinion that it can ascertain the facts and be placed in a position to take any action that may seem proper, better and more quickly by sending its traffic officer, who understands the records of railway companies, to gather all possible information and to go to such places as may be necessary for the purpose, than upon a formal hearing before the Board. The Board has, therefore, made an order in the matter, and will be glad to have the Dominion Millers' Association, or any of its members, or any other persons or bodies interested in the complaints or representations made, furnish any information or make any suggestions to its traffic officer that the association or its members, or other complainant, may desire to furnish or make. The Board has directed its traffic officer to furnish, as quickly as possible from time to time, without waiting to exhaust all the subjects of inquiry, such facts as, in his opinion, will place the Board in a position to The Board also thinks it exact speedily. tremely probable that great injury and in-convenience are being caused to many interests by want of a sufficient supply of cars; but that the subject is such a wide one and affects so many interests, that there is great danger of causing injury in other directions by hasty action. The Board therefore does not feel warranted in taking any action, until it sees that, in justice to all interests, it can properly do so. The order just issued affects only the two railway companies named therein, namely, the G.T.R. Co., and the C.P.R. Co., and is confined to the Province of Ontario, in order to limit the inquiry as far as it can reasonably be done."

Four orders were issued directing the Chief Traffic Officer to hold an investigation. Two of these were directed to the C.P.R. Co., and two to the G.T.R. Co.

The sitting of the Board to hear evidence on the complaint was opened in the G.T.R. Board Room, Montreal, Nov. 8, all the commissioners attending. E. Primeau, acting Secretary, and J. Hardwell, Chief Traffic Officer, were also present. The interested parties were represented as follows:—Dominion Millers' Association—G. Goldie, President; C. B. Watts, Secretary; J. W. Flavelle, Lindsay, Ont.; and D. Plewes, Toronto. G.T.R.—M. K. Cowan, Assistant Solicitor; J. W. Loud, Freight Traffic Manager; J. Pullen, Assistant Freight Traffic Manager; J. E. Dalrymple, General Freight Agent; M. C. Sturtevant, Car Service Agent; and A. F. Read, Foreign Freight Agent.

The representatives of the milling interests placed the facts of their case before the Commission, which had been furnished with an interim report by Mr. Hardwell, dated Nov. 6.

W. Loud, in presenting the case for the G.T.R., pointed out that the Manitoba crop was not only heavier, but it was moving three weeks earlier than usual. The exporters demanded that it be moved. Fall fairs, the apple crop, etc., all came along at the same time, bringing about a congestion of traffic. Locomotive power had to be transferred from freight to passenger service to move the trains and as a consequence the company was charged with discriminating against the millers' interests, because the millers of Ontario, like other interests, were not able to get enough cars to supply their wants. He further cars to supply their wants. stated that it was impossible to purchase rolling stock to meet the requirements of this traffic, after it was learned that the crops were going to be exceptionally heavy. Dealing with the question of traffic over the system during Sept. and Oct., he gave a state-ment showing that of the freight moved the following ratio applied: Millers' wheat, 23.7; 45; United States domestic, 311. These figures proved he thought, that, considering the big export business done, and the comparatively small amount of milling, the millers were not being discriminated against, or they would not have 23.7% of the traffic handled. He also pointed out that the Canada Atlantic Ry. had entered into contracts for the moving of grain from Depot Harbor, for which the G.T.R. was now responsible. The G.T.R. had cancelled some of these obligations representing probably the moving of 1,000,000 bush.

M. K. Cowan also addressed the commission for the railway, pointing out that the company was under contract to supply a large amount of exports to steamship companies. This obligation had to be met, despite the contentions of the millers. If the company could keep enough rolling stock on its lines to meet all demands, then both exporters and millers, as well as fruit growers and others, would have no grounds for the complaint that the railway was not giving them necessary cars. But no company would be so foolish as to keep rolling stock idle for seven or eight months of the year, unless the receipts obtained from the movement of traffic was sufficiently large during the three or four emergency months to pay for the months the cars and locomotives were not in use. From March to Sept. of this year the company had

a surplus of cars, and now there was a shortage, not due to the short sight of the management, but to the rush of all interests to have their produce moved before the close of navigation.

Additional evidence was taken by the Commission Nov. 9, and a further interim report upon this phase of the question was presented by Mr. Hardwell, Nov. 13.

The Board issued the following order Nov. 15:—In the matter of the complaint of the Dominion Millers' Association, under the Railway Act, 1903, to the Board as set out in letters to the Board of Sept. 14 and 22, 1905, against the G.T.R. Co., alleging delay in the shipment of ex-lake grain from Georgian Bay and Lake Huron elevator ports and discrimination in favor of exporters as against the millers of Ontario in the allotment of empty cars for such grain. This complaint having come on for hearing before the Board at Montreal, on Nov. 9, in presence of counsel for the G.T.R. Co. and the representatives of the Dominion Millers' Association and the Shipping Federation of Canada; upon reading the order of the Board, dated Oct. 25, directing its Chief Traffic Officer, among other things, to inquire respecting alleged discrimination by the G.T.R. Co. in the distribution or allotment of its freight cars; and upon reading the reports of the Chief Traffic Officer, dated Nov. 6 and 13, and it appearing that the G.T.R. Co., in the distribution and allotment of its freight cars for the carriage of grain brought by lake shipments to certain points on its system, has discriminated unjustly, and is continuing and proposes still to continue to discriminate unjustly against the flour-milling industry in Ontario and in favor of shipments for export from Montreal and Portland, Me. Now, therefore, the Board doth order:

That if at any time after notice of this order, and before Jan. 31, 1906, the G.T.R. Co. fails to furnish, at any of the following points on its system, viz.: Midland, Colling-wood, Meaford and Point Edward, Ont., sufficient empty cars to fill all shipping orders then on file with the said company at any such point, such cars as are furnished shall be apportioned among such shipping orders which have then been so filed for more than one day, at such port, in the order of filing until one car has been allotted to each order after which the remaining cars, if any, shall be apportioned pro rata among the remainder of such orders which have been so on file for more than one day and which have not then been filled. This operation shall be repeated from day to day so long as the supply of cars is less than the requirements. Provided, always, that the railway company may be allowed to utilize its equipment by departing from the order of filing as aforesaid:as to furnish loads of suitable weight for cars of capacity of less than 30 tons each which would otherwise be idle while waiting their turn; (b) To furnish loads for cars so defective as to be unfit for the carriage of grain in bulk, and (c) To clear elevator bins of remnants of grain when such bins are required during open navigation for the immediate reception of grain of another kind or grade which other bins are not available, the total of such remnants not to exceed three carloads on any one day from any one bin. That no shipping order for grain shall be considered to have been properly filed under the foregoing provisions until the grain is in the elevator from which it is to be shipped, or in a ship or vessel then in actual process of unloading into such elevator.

It will be observed that the above order deals with only one feature of the car shortage situation, which in view of the early closing of navigation was taken up first. On Nov. 16 we were advised that the enquiry into the complaint of alleged general shortage of equipment was being proceeded with.



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Late Miscellaneous Items.

The barge Melrose belonging to the Montreal Transportation Co. ran on a shoal near Brockville, Ont., Nov. 23, and sank. The Melrose was a sister vessel to the Minnedosa, recently lost in Lake Superior.

The Canadian Locomotive Co. has applied to the Kingston City Council asking for an exemption of taxes for 20 years. If the exemption is granted the company proposes to increase the plant to double its present capacity, and to employ a large number more

Addressing a meeting at Winnipeg, Nov. 22, the Premier of Manitoba spoke in favor of a Government system of telephones for the province. The scheme outlined embraces a trunk line to be constructed by the Government, and available for the use of all municipalities which will construct the local and branch systems.

The Railway Age, Nov. 3, published a paragraph to the effect that A. J. Rossar had been appointed resident engineer, Canadian Northern Ry., in charge of construction work west of Edmonton, Alta. We were officially west of Edmonton, Alta. We were officially advised, Nov. 15, that this was incorrect, and that as a matter of fact the officer advising us did not know any one of that name.

The Board of Railway Commissioners paid visit to Parry Sound, Ont., Nov. 17, to look into the question of the route of the C.P.R. Toronto-Sudbury branch through the town. The line according to the location survey will be carried over a section of the town on a trestle bridge. A number of objections have been made to the route by those whose land it is proposed to expropriate.

A new navigation company to operate on Lake Ontario is in process of formation in Buffalo, N.Y., with the title of the Niagara and St. Lawrence Steam Navigation Co. is reported that the route will be from Lewiston to Alexandria Bay, N.Y., calling at Charlotte and Oswego, N.Y., and that it will be opened early in the summer. The company is reported to have acquired the steamer Chippewa and Iroquois, which were running on Lake Michigan last season. The screw on Lake Michigan last season. str. Chippewa was built at Toledo, Ohio, 1900. for the Arnold Transit Co., Mackinac, Mich., her dimensions being:—length, 170 ft.; breadth 34 ft.; depth, 15 ft.; gross tonnage, 996 tons. The Iroquois was built at Toledo, Ohio, 1901, her registered owner or manager being W. H. Singer, Duluth, Mich. Her dimensions are:—length, 214 ft.; breadth, 34 ft.; depth, 21 ft.; gross tonnage, 1,169 tons.

ELECTRIC RAILWAYS.

Projects, Construction and Betterments.

Chatham, Waliaceburg and Lake Erie Rd.-The new electric railway from Chatham to Wallaceburg, Ont., was formally opened for traffic Nov. 22. The line has been constructed under a Dominion charter, the officers and under a Dominion charter, the officers and directors being:—President, G. W. Kipp, Towanda, Pa.; Vice-President, N. H. Stevens, Chatham, Ont.; other directors: Hon. M. E. Lilly, Hon. S. F. Robinson, R. E. Kizer, Towanda, Pa.; D. A. Gordon, Wallaceburg, Ont.; J. T. O'Keefe, Chatham, Ont.; General Manager, W. N. Warburton; Secretary, and Solicitor, E. Bell; Auditors, W. Stanworth and J. D. McKendry, The company was organized in May, and the franchises having been obtained from the municipalities of Chatham, Dover and Wallaceburg, a contract for the construction of the line was contract for the construction of the line was Let to E. Whalen. A power house was erected at the corner of King and Third streets, Chatham. (Sept., pg. 425).

Huron and Ontario Ry.—The act incorporating this company was passed by the Do-

minion Parliament in 1896, and an act amending the original act was passed in 1903. It has power to operate by steam or electricity, but it proposes to use electricity. The company has recently been reorganized, the President being S. F. Kilgour, the Secretary F. H. Kilgour, and the offices are in the Confederation Life Building, Toronto. The Chief Engineer is H. W. Middlemist, with D. S. Hartrick as engineer in charge of surveys Some surveys were made west in the field. of Uxbridge, but this was not gone on with, and the engineers are now engaged upon a survey between Owen Sound and Meaford, and it is proposed to start surveys from Edgeley towards Meaford. (Nov., pg. 541).

Hamilton Radial Ry.—Track was reported to have been laid into Oakville, Ont., on the extension from near Burlington, Nov. 20. The ballasting of the line was not expected to be gone on with this year. (Oct., pg. 487).

Montreal Street Ry .- A million dollars has been appropriated by the directors to be used during the current fiscal year for the con-struction of new feeder lines, increasing the power capacity at the several substations, and providing additional rolling stock. (Oct., pg. 487).

Toronto and York Radial Ry.--Work on the extension of the Mimico division has been completed to Port Credit, Ont., and some grading has been done beyond that point. It is intended that the line shall form a junction at Oakville with the Hamilton Radial Ry., which has just completed laying its track into that town. (Oct., pg. 487).

Electric Railway Notes.

Halifax Electric Tramway railway earnings for Oct., \$12,833.59, against \$12,434.51 for Oct., 1904.

The Niagara, St. Catharines and Toronto Ry. earnings for Oct., 1905, were \$21,762.81, against \$19,875.77 for Oct., 1904.

W. C. Irwin, a Glennorris, Ont., farmer, was fined \$150 by Judge Hardy, for placing obstructions on the tracks of the Grand Valley Ry. last spring.

W. Laidlaw, K.C., heretofore solicitor for the Toronto Ry. Co., has joined the firm of McCarthy, Osler, Hosken & Harcourt, which firm has been appointed general solicitors for the company.

C. B. King of Detroit, Mich., has been appointed Manager, and T. D. Benson, Secretary-Treasurer, London Street Ry. These offices were formerly combined and held by

F. Griffith, Superintendent Hammon Greek, Ry., has been appointed to a position in office of the Cataract Power, Light and Traction Co. He is succeeded by D. N. F. Griffith, Superintendent Hamilton Street Miller, Assistant Superintendent. Superintendent Hamilton Radial Gibson, Ry., will act as Assistant Superintendent H. S. Ry. in addition to his present duties.

Three suits in which the Toronto Ry. and the City Council were interested have been decided. The suit of the company against the city to recover \$2,343 for car and material supplied for making experiments, was dismissed. The Divisional Court gave judgment for the city in the appeal of the company against the decision of the County Court Judge imposing penalties for running a car on Avenue Road without a suitable fender; the cars on this line were run for a distance of 1,200 ft. from a Y, with the rear of the car The third case was the judgment of the Privy Council in London, Eng., to the effect that the company had to pay to the city mileage on the track on Queen St., between Roncesvalles Ave. and the G.T.R. at Sunnyside in territory which was annexed to the side in territory which was annexed to the city after the agreement between the company and the city was made.

Montreal Street Railway Co.'s Report.

The report for the year ended Sept. 30, presented at the annual meeting, Nov. 2, shows net earnings of \$1,056,908.12 as compared wth \$952,826.80 the previous year. After providing for the percentage on earnings accrued to the city and interest on bonds and loans, the directors declared four quarterly dividends, amounting to \$691,-666.67, and in view of the company having assumed its own fire risk, have placed an additional sum of \$25,000 to the credit of the fire insurance fund, which now amounts to \$304,929.92, and to the credit of the contingent account \$60,000, leaving a surplus of \$1,502.07, which has been transferred to the general surplus account. An amount of \$107,604.11, expended during the year on special renewals, has been charged against the contingent account. The gross earnings show an increase over the previous year of \$243,649.41. The operating expenses increased \$139,568.09. Several new extensions to tracks have been constructed during the year and the rolling stock and equipments have been increased to keep up with the requirements of the traffic. The directors purchased a large block of land on St. Denis St., north of the C.P.R. tracks, in order to permit of the construction of car sheds, substation, and other necessary buildings to keep up with the growing business. A contract was entered into with the Montreal Light, Heat and Power Co. for the supply of 3,000 h.p. alternating current to be delivered at sub-stations at outlying points in the The Mutual Benefit Association established by the men continues to prove a success. The majority of the employes now belonging to it, appreciate the many benefits derived from same. The company contributed to this association during its fiscal year ended April 30, \$12,021.66. The directors secured April 30, \$12,021.66. an extension of the franchise for the construction and operation of the system in the town of Maisonneuve. The gross earnings of the Montreal Park and Island Ry. Co.'s system have shown a satisfactory increase, and while the operating expenses have also shown an increase, the net results have been fairly satisfactory. A contract was made with the M.P. and I. Ry. Co. to supply it with all the power required to operate its system. This will permit of the closing down of its steam power stations. The company has paid to the city of Montreal the usual property and business taxes \$17,340.80, taxes on earnings \$147,724.10, account snow cleaning \$68,-691.96, making a total of \$233,756.86.

691.96, making a total of \$233,756.86.

Following are comparisons:—Gross receipts, \$2,707,474.11, against \$2,463,824.70; operating expenses \$1,650,565.99, against \$1,510,997.90; expenses per cent. of car earnings 61.88, against 62.37; net earnings \$1,056,908.12 against \$952,826.80; net income per cent. of capital 11.25 against 11.10; passengers carried 66,631,206 against 60,281,834; car earnings per passenger 4.00 cents against 4.00 cents; transfers 19,801,893 against 17,915.242; total passengers carried 86,433,099 against 78,197,076; car earnings per total passengers carried 3.09 cents against 3.09 cents.

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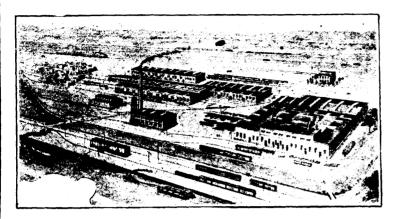
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\$11,827,709,32

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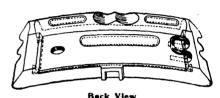
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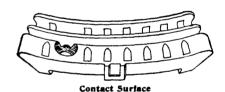
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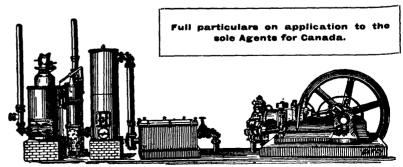
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Capital stock		\$7,000,000.00
5 % due March, 1908 4½% due Aug,. 1922 4½% due Nov., 1922 Mortgages		292,000.00 681,333.33 1,500,000.00 36,034.51
	-	\$9,509,367.84
Bank of Montreal loan.	650,000.00	
Accounts and wages payable Accrued interests on	232,222.40	
bonds	34,568.50	
Accrued tax on earn-		
ings	156,551.04	
Employes' securities Unclaimed dividends	14,389.10	
Unredeemed tickets	1,956.57	
Suspense account	30,727.85 115,302.16	
Dividend payable Nov.	113,302.16	
2, 1905	175,000.00	
Fire insurance fund	304,929.92	\$1,410,717.62
Contingent account	81,626.94	
Surplus	521,067.00	
		907,623.86
		\$11,827,709.32

PROFIT AND LOSS ACCOUNT. 1905 \$148,246.41 1904 \$128,093.18 111,392.14 130,492.97 691,666.67 642,520.00 25,000.00 20.000.00 60,000.00 50,000.00 Transferred to surplus account..... 1,502.07 821.48 Net earnings from op'n. \$1,056,908.12 \$952,826.80

The report and statement of accounts were adopted.

Six thousand dollars were appropriated for the services of the directors during the year.

year.

The retiring directors were re-elected. The officers and directors for the current year are:—President, Hon. L. J. Forget; Vice-President, K. W. Blackwell; Managing Director, W. G. Ross; other directors: Sir H. M. Allan, Lieut.-Col. F. C. Henshaw; Secretary, P. Dubee; Auditor, A. Stewart.

The balance sheet of the Montreal Park and Island Ry. (which is owned by the M.S.)

The balance sheet of the Montreal Park and Island Ry., (which is owned by the M.S. Ry.) for the year ended Aug 31, is published as a part of the financial statements. It shows

ASSETS. Cost of road and equipment..... Office change fund... Accounts receivable Profit and loss...

\$2,215,533.76 1,700.00 2,108.40

685.051.66

143,931.28 \$2,004,202,82

\$115,242.28

_	\$2,904,393.82
LIABILITIES.	
Capital stock, preferred	\$ 315,000.00 720,900.00 1,025,000.00 500.00 8,150.01
Suspense account Montreal Street Ry. Co.'s loan Accrued interest on bonds Cumulative dividend on preferred stock.	5,139.16 167,219.60 518,553.77 143,931.28

	#	2,707,373.02
INCOME ACC	COUNT.	
	1905	1904
Gross earnings	179,559,14	\$165,889.90
Operating expenses	157,607.39	167,533.13
Net earnings	21,951.75	*\$1,643.23
Cumulative pref.		
shares 18,900.00		
	113,063.64	113,599.05

Hamilton Street Ry.—The amount paid to be Hamilton City Council by the company

*Deficit.

the Hamilton City Council by the company for the quarter ended Sept. 30, was \$7,420.88 against \$5,540.92 for the same period, 1904. The proposal to allow the Winnipeg Elec-

The proposal to allow the Winnipeg Electric Ry. Co. to operate its cars on Sundays has practically fallen through, the city council and the company failing to agree on terms.

British Columbia Electric Railway.

The ninth annual meeting of shareholders was held in London, Eng., Oct. 16, R. M. Horne-Payne, chairman, presiding. The report of the directors and statement of accounts published in our last issue were presented and the chairman, in moving their adoption, said in part:—The matters of principal interest during the year have been the complete reorganization of the administrative arrangements; the completion of the Vancouver power plant; the opening of the elec-trified railway to Steveston; the agreement with the C.P.R., sanctioned at the last meet-ing; the acquisition, making, and opening of a new pleasure park at Victoria; and the signature of a contract with the corporation of North Vancouver to extend operations to that city. The growth of the undertaking rendered the re-arrangement of the administrative department absolutely necessary. The work falling on the directors in London had become intolerably heavy, and made it desirable that they should have the constant advice and assistance of Mr. Buntzen, so long General Manager, and at the same time it became apparent that one man could no longer attempt all the duties hitherto discharged by the General Manager. therefore arranged for Mr. Buntzen to take a seat on the Board as Managing Director, appointing R. H. Sperling, for so many years Chief Superintendent, as successor, and F. Hope, formerly London Secretary, to help him acceptance of the superintendent of the superi him as Assistant Manager; and formed a local advisory committee, being so fortunate as to obtain the services of F. S. Barnard and R. G. Tatlow. The Vancouver power instalment has been completed, and was opened by the Lieutenant-Governor. The gigantic work was carried out without a hitch from the date it started. Every calculation of the engineers proved completely accurate, and the work was finished ahead of time, and, allowing for the largely increased output pro-vided for within the original estimates. For this they have much to thank the Managing Director, the consulting engineer (Wynn Meredith; the local engineers, Hermon and Burwell; the then General Superintendent, R. H. Sperling; and all who took a part. The electrification of the railroad to Steveston was accomplished, and the line was opened for traffic July 4. It is yet too soon to say definitely what the results of this or of the Power Co. installation are going to be to the profits of the company. The company is still going through a period of experiment, but I think it fair to anticipate that, as a result of the agreement with the C.P.R., there will be a nice little revenue to divide with that com-pany annually. The new park at Victoria was not undertaken as a source of profit, but merely in accordance with the policy of helping the cities on which we depend. It has given much satisfaction and pleasure to the inhabitants of Victoria, and similarly the new railway, lighting and power business in North Vancouver cannot possibly be a source of professions. of profit for some years to come, but we are, nevertheless, gratified at having established the line in this very promising city. There is one duty which falls to me annually on this occasion which affords me no difficulty, but, on the contrary, the greatest pleasure, and that is to invite you to put into words and formally convey the deep thanks which we feel to our staff and employes of every grade for the loyalty they all have shown to the company, and for the magnificent work they

A motion for the adoption of the report and accounts was unanimously adopted.

A resolution authorizing the payment of the dividend on the cumulative perpetual preference stock and preferred ordinary stock, approving the interim dividend of 3% on the ordinary deferred stock paid in April, and declaring a balance dividend of 3%, on the deferred ordinary stock, making a total dividend of 6% for the year ended June 30, 1905, was passed.

G. P. Norton, R. K. Sperling, T. B. Brown, and J. Buntzen were re-elected directors, and Norton, Feasey, and Slade, London, Eng., and Clarkson, Cross and Helliwell, Vancouver, B.C., were re-appointed auditors.

Montreal St. Ry. Car Barns.

The Montreal Street Ry.'s new car barns will be erected on De Fleurimont St., near St. Denis St. Each of the sheds will be 202 ft. long, 140 ft. wide, and 17 ft. 4 ins. high, from top of floor to underside of beam, each having a capacity of 48 cars 50 ft. long over all. The foundations will be of concrete, composed of one part Portland cement, three parts sharp river sand, and five parts clean broken stones. The walls and piers are also to be of concrete, with foundation bolts built in them. The water table course, door and window sills, lintels, and skewbacks over windows, will be of Montreal limestone set in mortar the same as used for the brickwork. The walls of the buildings are to be of sound, plastic, hard-burned brick, while the facing in front elevation will be no. 3 red pressed brick; the bricks to be laid with every 7th course a course of headers. The floors will be 9 ins. concrete laid on the levelled surface of the ground pitched to gutters, with a finishing layer 1 in. thick trowelled to a smooth and level surface. The construction of the iron work will be all riveted; load assumed for roof being 75 lbs; all the iron work to be painted two coats of carbonizing paint. The doors will be adapted to the requirements of a street railway, and operated by hand. The roof will be 5-ply 8 oz. composition tar and gravel roofing. The wood roof will be composed of 3x4 spruce laid and spiked together a set forms. laid and spiked together so as to form a solid roof 4 ins. thick, on top of which will be laid 1 in. spruce boards grooved and tongued; the whole being covered by the tar and gravel roof. The walls, skylights, fresh air inlet and all places where required, will be flashed with galvanized iron The skylights will be made of galvanized iron reinforced with iron rods, and set in wooden curb and glazed with double thick obscure glass. Fire doors will be covered with tin on all sides with invisible, nailed lock seams, and hung on gravity hinges. The floors and platforms between the tracks will be 3 x 4 spruce laid on edge but not nailed—simply fastened so that they can be easily removed. The doors, where not rolling, will be of white pine with white pine or white wood frames.

Water closets and toilet rooms will be provided, also standpipes for fire hose. heating will be by the fan system of hot air, and of a capacity to change the air four times an hour and to heat the building to 70° F. in zero weather. Steam will be furnished by two horizontal tubular boilers and furnished with induced draft fans. A feature in connection with these new sheds will be that the flooring between the tracks in the front part of the sheds will be lowered 18 ins. below level of rail, to facilitate the examination of trucks, etc., without jacking up of cars. The sheds will be built by the Canacars. dian White Co.

C. E. A. Carr, heretofore General Manager and Secretary-Treasurer of the London, Ont., Electric Ry., and formerly Manager of the Montreal Park and Island Ry., has been appointed General Manager of the Helena Light and Traction Co., Helena, Montana. This is a combination of three electric railway companies, two electric lighting companies and a gas light and a coke company. The capital is \$250,000, and the company was reorganized on its present basis in 1901.

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Guelph Radial Railway Co.

Manager Hackney has presented the second annual report to the Guelph, Ont., City Council, the road being owned by the city. The receipts for the year ended Sept. 30 showed a surplus of \$1,915.71 against a loss of \$2,378.80 for the previous year. The receipts increased 30 %, a large part of which was due to the opening of Riverside Park. The financial statements follow:

ASSETS.	
Construction	\$78,000.00 3,077.76 7,286.16
Storage battery	4,195.86 150.00
Coal siding	410.75 183.74 6,676.46
FeederStockCity Treasurer	277.64 1,059.29 400.00
Accounts receivable	351.34 210.00 541.89
Cash on hand	21.40 6,154.99
Balance at debit profit and loss	463.09 \$109,460.37
1 1 4 811 17110	
LIABILITIES.	\$108,000.00
City of Guelph	901.97 558.40
RECEIPTS.	\$109,460.37
	\$22.200.62
Passengers	\$22,309.63 1,310.22
Advertising	374.00
Rent	240.00
Power rental	168.00 217.00
	\$24,618.86
EXPENDITURES.	
Car barn maintenance	\$ 3,620.66 756.83
CoalPassenger operation	2,880.03 6,581.03
Interest and discount	356.56
Expense. Insurance	165.23 58.00 1,178.00
Debenture interest	2,000.00
Freight operatingFreight charges	270.39 80.67
Oil and grease	211.74
Power house	1,472.70
Rink Painting and upholstering	191.67 232.00
Accidents	847.15
Legal	60.10
Stationery	207.15 230.00
Park	377.46
G.T.R. Co	361.96
Line Puslinch Lake	307.25 16.00
By-law	240.65
Net gain	1,915.71
	\$24,618.86
PROFIT AND LOSS ACCOUNT	

In the quarterly revision of the maps issued by the C.P.R., completed in Nov., it was stated that 128 new stations, mostly in Saskatchewan, Alberta and British Columbia, had been added.

\$463.09

Balance at debit.....

The use of motor cars on railway lines for suburban traffic and to provide more frequent services on sections of lines where a regular steam train service would not be profitable, has been steadily extending in Great Britain and the United States. In 1902 the C.P.R. constructed a special electric car for use of tourists in the Rocky Mountains, and latterly its officials have been giving a general consideration to the question of the advisability of adopting motor car service on various sections of its lines. The matter has not yet advanced sufficiently far to enable any definite information to be given.

Grain Elevator Notes.

The Alberta Pacific Elevator Co. has purchased the farmers' elevator at Carstairs, Man.

The Kidd elevator and flour mill at Prince Albert, Sask., were reported nearly completed early in Nov.

The Red Deer Flour and Milling and Elevator Co. is arranging to erect a flour mill and elevator at Red Deer, Alta., at a cost of \$40.000.

The foundations for the new elevator at Goderich, Ont., have been completed, and scaffolding for the erection of the superstructure has been erected.

The Brackman-Ker elevator at Fort Saskatchewan, Alta., is practically completed, the reports early in Nov. being that the machinery was being installed.

The Collingwood, Ont., Elevator Co., is arranging to ask the town council to guarantee its bonds to the amount of \$75,000 in consideration of its erecting a 2,000,000 bush. elevator.

The Department of Trade and Commerce reports that for the current season there are in the Manitoba grain inspection district 974 elevators, and 46 warehouses with a combined capacity of 46,953,830 bush.

The foundations of the Kelly Milling Co.'s elevator at Regina, Sask., were reported to be in a dangerous state, Nov. 4. The elevator contained 40,000 bush. of grain. Steps were taken to shore the elevator up so as to prevent a collapse.

C.P.R. elevator B at Fort William, Ont., was not running for some time during Oct., owing to a break in the machinery. Elevator D, which had not been running for some time previously, was started up and the work of transferring grain was not retarded.

At a joint meeting of the Grain Growers' and Agricultural Associations at Emerson, Man., recently, the Deputy Minister of Agriculture for Manitoba announced that the Government would permit farmers to take back their own screenings, but would continue to prosecute elevator companies and mills for disposing of them in any other way.

The Smith Grain Co. has been incorporated under the Manitoba Companies' Act, for the purpose of carrying on a grain buying, milling and elevator business, etc., in Manitoba. The capital is fixed at \$40,000 and offices at Winnipeg. The provisional directors are M. K. Smith, F. E. McGray, Winnipeg; E. Florance, Humboldt, Minn.; A. M. Eklund, Williams, Minn.; J. K. Gray, Northcote, Minn.

The Court of Appeal has restored the original verdict in the case of Wood against the Continental Engineering and Construction Co., in connection with the pile driving contract for the Harbor Commissioners' elevator at Montreal. In the original action the Court gave Wood a verdict for \$493, which was increased to \$1,425 by the Court of Review. The Court of Appeal has reversed this latter decision.

The installation of the electrical equipment of the G.T.R. elevator at Montreal is being proceeded with. Electric power to the extent of 2,000 volts will be supplied to a substation near the elevator, then handled and passed to three 875 k.w. transformers, which will reduce the power to 550 volts for the motors which are distributed throughout the structure. There are 20 of these motors, of the following horse power: 1 3-h.p., 7 5-h.p., 1 50-hp., 10 75-h.p., 4 75-h.p., 1 100-h.p. and 2 150 h.p. The electric plant was supplied by the Canadian Westinghouse Co., Hamilton, Ont.

SHIPPING MATTERS.

The Lake Freight Situation.

Our Winnipeg correspondent wrote on Nov. 16: "The past month has shown many surprises in the way of lake freights, Canadian vessels having received as high as 54c. per bush, freight, from Port Arthur-Fort William to Georgian Bay ports, which is perhaps the highest rate that has been paid in 12 years. The cause of these high rates has, of course, been the blockade of the elevators on the Georgian Bay, through lack of cars to keep them clear, and this same trouble has been the cause of the diversion trouble has been the cause of the diversion to Buffalo of fully one-third of the total crop shipped, and before the season closes, the percentage will at least be increased to 50%, as a great many U.S. vessels are now chartered to load at Fort William before the close of navigation, for Buffalo. Buffalo rates the early part of November ran as high as 5c. per bush., but owing to a more free offering of toppage the rate has since free offering of tonnage, the rate has since been reduced to 4c. These rates are also very high for this season of the year through a combination of elevator blockades at Buffalo and scarcity of grain tonnage, as the iron ore movement on the U.S. side of the lakes has been the greatest in the history of the lakes the past season, and a great many of the U.S. vessels were held to that trade through season contracts and were not able to avail themselves of the high rates offering for grain; however, it is expected that within the next few days expected that within the next new days more of the ore fleet will be released to the grain trade and rates will no doubt go still lower. The coal tonnage into Fort William has been almost exclusively handled by U.S. vessels, principally because the Cana-dian vessels did not desire the business, and there has not been much change in the coal rates.'

St. Lawrence Navigation Improvements.

Early in Oct. the Minister of Marine, accompanied by the Deputy Minister and officers of the department, several members of the Shipping Federation of Canada, and representatives of the Quebec and Montreal pilots, made a trip of inspection of the different matters appertaining to or relating to the improvements to navigation now in progress on the St. Lawrence river, between Montreal and Rimouski. A report of the inspection was made for the Shipping Federation, which has just been approved. The report contains a number of recommendations for improving the conveniences at important points, and additions to the aids to navigation with a view of adding to the safety of the route. Following are some of the more important observations and recommendations:

The wharf at Rimouski had the appearance of having been allowed to fall into decay, but considerable improvements and repairs to the cribwork along the east side of the wharf are being undertaken. At present there is being constructed a shed to shelter the transfer of the mails and baggage from the train to the tender and vice versa. It was suggested that a shelter head be constructed at Father Point pier which should be extended for a sufficient distance as to provide a depth of 30 ft. of water at the end at extreme low water. The shelter pier would give protection and shelter for the embarking and disembarking of the pilots, medical officer, etc. The addition of a high gas buoy on the north end of the Red Island bank would enable the channel between Red Island and Princess shoal, 2½

(Continued on page 599.)

THE PINTSCH LIGHT AWARDED THE GRAND PRIZE ST. LOUIS, 1904

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LIST OF STEAMSHIPS REGISTERED IN CANADA FROM OCT. 15 TO NOV. 15.

Name.	No.	Where and When Built.	Engines, etc.	Length	B'dth.	Depth.	Gross tons.	Reg. tons.	Home Port.	Owners.
Archibald Bear River Dandy Erin Evelyn Farragut Gov. Moreton Jas. Whalen John Fraser Little Jap Louise Lyackson Marie Stella M. E. Daisley Mishissispi Mohawk Q'n Nightingale Prince River View Roy Mac S. and Y Slocan Thames Wanderer W. L	121,807 116,805 117,194 117,161 121,711 94,719 121,702 117,102 117,102 117,102 117,103 117,105 117,197 117,197 117,1081 117,1081 117,1081 117,107 117,1081 117,1081 117,1081 117,1081 117,1081 117,1081 117,1081 117,1081 117,1081 117,1081 117,1081 117,1081	Gold Rock, Ont., 1905 Shelburne, N.S., 1905 Hull, Que., 1905 Fort Frances, Ont., 1905. Falmouth, N.S., 1905 Chicago, Ill., 1893 Toronto, 1905 Parry Sound, Ont., 1905. Racine, Wis., 1902 Kingston, Ont., 1905 Valdez Island, B.C., 1905 Valdez Island, B.C., 1905 Aspey Bay, N.S., 1905 Carleton Place, Ont., 1905 Kenora, Ont., 1905 Kenora, Ont., 1905 Penetang, Ont., 1905 Collingwood, Ont., 1905 Kingston, Ont., 1905 Ringston, Ont., 1905 Rosebery, B.C., 1905 Vancouver, B.C., 1905 Vancouver, B.C., 1905 Whatcom, U.S.A., 1905	" 16 "	90.0 72.0 33.0 51.0 27.5 45.6 108.0 31.5 22.5 28.8 47.2 45.6 33.0 27.0 29.4 44.6 33.0 49.8 157.7 41.4	20.0 17.0 8.0 12.4 7.1 12.8 24.0 8.0 6.5 10.8 12.5 7.7 9.0 7.0 6.0 12.0 9.3 27.5 10.5	8.4 8.3 3.4 13.2 2.7 13.2 2.7 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3	104 77 9 14 8 24 313 6 2 3 22 24 16 5 3 5 23 11 605 24	71 36 19 5 16 156 4 1 2 11 16 17 3 11 3 2 3 16 8 338 14 3	Varmouth, N.S. Sorel, Que Kenora, Ont. Windsor, N.S. Vancouver, B.C. Port Stanley, Ont. Toronto, Ont. Toronto, Ont. Toronto, Ont. Kingston, Ont. Victoria, B.C. Quebec, Que Sydney, N.S. Ottawa, Ont. Deseronto, Ont. Kenora, Ont. Kenora, Ont. Kenora, Ont. Kingston, Ont. Vancouver, B.C. Vancouver, B.C. Vancouver, B.C.	M. Noonan, Gold Rock, Ont. New Burrell Johnson Iron Co., Yarmouth J. Lariviere, Ste. Anne de Bellevue, Que. Rat Portage Lumber Co., Kenora, Ont. W. H. McKinney, Falmouth, N.S. Tacoma Steel Co., Van Anda, B.C. C.A. Stanton & P.A. Courtenay, Pt. Stanley Can. Shipbuilding Co. (Ltd.), Toronto John Fraser, Parry Sound, Ont. Alfred & Donaldson, Parry Sound, Ont. J. H. Davis, Kingston, Ont. J. H. Davis, Kingston, Ont. J. H. Davis, Kingston, Ont. J. Page, St. Alexis, Que. A. Daisley, Dingwall, N.S. W. Cook, Carleton Place, Ont. Oronhyatekha, Deseronto, Ont. E. Major, Kenora, Ont. N. Brunsell, Kenora, Ont. F. Shipman, Ivy Lea, Ont. Haney and Miller, Toronto Selby & Youldens (Ltd.), Kingston, Ont. C.P. R., Montreal. H. A. Sulley, Vancouver, B.C. J. L. Inglis, et al, Vancouver, B.C. W. Lomberg, Vancouver, B.C.

LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA FROM OCT. 15 TO NOV. 15.

Name.	No.	Where and When Built.	Rig.	Length	B'dth.	Depth.	Gross tons.	Reg. tons.	Home Port.	Owners.
Adel A. K. Maclean Blanche Bella Goddard Gladys M. Smith J. E. Heppell Maple Leaf Marie Anne Mattie & Charlie Mayflower Montagnaise Phillippe Rainbow S. B. Millard Scow No. 36 Scow No. 37 Three Brothers W. H. Baxter	121,664 116,538 121,663 117,043 116,307 121,665 116,804 116,936 117,044	Sorel, Que., 1905 La Have, N.S., 1905 Clyde, N.S., 1904. Sable River, N.S., 1905. Mahone Bay, N.S., 1905. Bic, Que., 1905 Lunenburg, N.S., 1905. St. Simeon, Que., 1905. Clark's Harbor, N.S., 1901. Ille-aux-Coudres, Que., 1904. Sorel, Que., 1905 Victoria, B.C., 1905 Victoria, B.C., 1905 Toronto, Ont., 1905 Toronto, Ont., 1905 Clark's Harbor, N.S., 1905. Canning, N.S., 1905	Schr. Sloop Schr. " Sloop Schr. Sloop Barge " Sloop Schw. Sloop	105.5 31.0 57.2 76.2 52.2 68.4 30.0 39.4 32.8 97.0 70.0 42.0 124.5	11.5		46 207 10 44 30 74 26 59 10 13 13 90 54 20 421 421 13 400	43 176 10 44 30 74 26 59 10 13 13 87 54 20 421 421 13 33 331	Lunenburg, N.S. Yarmouth, N.S. Shelburne, N.S. Lunenburg, N.S. Quebec, Que. Lunenburg, N.S. Quebec, Que. Barrington, N.S. Charlotteto'n, P.E. I Quebec, Que Sorel, Que. Victoria, B.C. Barrington, N.S. Toronto, Ont. Toronto, Ont. Barrington, N.S.	A. P. E. Lancetot, Sorel, Que. F. S. Messenger, Petite Riviere, N.S. J. E. Nickerson, Woods Harbor, N.S. W. Goddard, Burin, Nfd. Jas. Smith, East Chezetcook, N.S. J. E. Heppell, Bic, Que. M. Rhodenizer, Lunenburg, N.S. S. Talon, St. Simeon, Que. R. and F. Nickerson, Clark's Harbor, N.S. A. McDonald, Summerside, P.E.I. A. Tremblay, Ile-aux-Coudres, Que. A. P. E. Lancetot, Sorel, Que. A. A. Sears & C. G. Stromgren, Victoria, B.C. J. M. Symons, Clark's Harbor, N.S. Canadian Shipbuilding Co., Toronto Canadian Shipbuilding Co., Toronto T. Enewell, Cape Island, N.S. W. H. Baxter, Canning, N.S.

St. Lawrence Navigation Improvements. (Continued from page 597.)

miles wide and sufficiently deep for all purposes, to be used. It was decided to direct the attention of the Government to the necessity for placing a lighthouse and fog signal at Cape Dogs, and on the shoal opposite Murray Bay. Between Murray Bay and Quebec there are two channels, and it is a question which should be adopted and improved. The whole difficulty as regards the north channel route is owing to insufficient depth of water caused by the sand shoals at the North Traverse, over a length of about seven miles; it is a wide channel with the north shore well defined by high-The south channel for the most part lands. is low, having a gradual slope back for sev eral miles; the reefs and shoals extend far out from either side and the navigable channel is encroached upon and contracted by ledges and patches. From Crane Island up to and past St. Thomas' Shoal, there is not sufficient depth of water at low tide. The ship channel here being far from the shore, the distance of permanent land marks increases the difficulties of navigation. The south channel, the delegation was informed, will be dredged first. The dredge for the work is being built at Sorel, and will be ready for work in the spring of 1907. ready for work in the spring of 1907. A ready for work in the spring of 1907. A seagoing steamer will be required as a tender, and a shelter wharf will have to be constructed for the plant. The channel will be 1,000 ft. wide, and provide 30 ft. of water at low water; it will take about five seasons to complete, and will cost about

\$1,000,000, including plant. Range lights were recommended at the following points between Murray Bay and Quebec: Cap Salmon to head of North Traverse; head of Traverse to the pillars past the channel patch; the pillars to Crane Island; Beaugeau bank and Crane Island to St. Laurent wharf d'Orleans. It was suggested that a fog horn be provided at the lower pier at Traverse, that the light at Bellechasse be changed, and that the power of the lights at Orleans Island, Crane Island and the Quebec leading lights be increased.

ing lights be increased.

So far as the river above Quebec was concerned, the Superintending Engineer of the Department stated that as soon as the Longueuil cut was completed in the summer of 1906, it was proposed to place four rock dredges at work on widening and deepening the channel at Cap Charles and Cap a la Roche, and the Federation recommended that the channel be also widened to 450 ft., and deepened to 30 ft. at St. Augustin bar, and Batiscan traverse. The Federation recommends the following improvements to lights and buoys: light on north pier Quebec Bridge, Cap Rouge; gas buoy at Cap Sante shoal; lighting and buoying channel between Nicolet and Champlain; three buoys marking anchorage to be placed at Isle aux Raisen; entrance light on guard pier Montreal harbor; increased power of lights at Maisonneuve; leading light in inner harbor; buoy near Longueuil to be changed to clear more completely Poupillier a Gagnon. It was recommended that the channel at Hay Island be swept, and that telephone stations to report vessels be provided at 11

points on the north shore, and 18 on the south shore.

The Minister's attention was also directed to the necessity of providing another icebreaking steamer to assist the Montcalm, to be fitted with Marconi wireless telegraph apparatus, and stationed in the Gulf to assist vessels through the Cabot straits, where vessels have been frequently icebound for weeks in the early part of the season.

Notices to Mariners.

The Department of Marine has issued the following:—

No. 96. Oct. 9.—British Columbia—223. Broughton Strait, Malcolm Island, Graeme Point, lighthouse established. 224. Pender Island Canal, depth of water.

No. 98. Oct. 14.—British Columbia—226. Vancouver Island, Victoria harbor, Laurel Point, pole light established.

No. 99. Oct. 16.—Quebec—227. Gulf of St. Lawrence, Anticosti lightship, removal to winter quarters.

No. 100. Oct. 17.—Ontario—230. Georgian Bay, Western Islands, double top rock, change in character of light. 231. Georgian Bay, east side, approach to Parry Sound, Red Rock, change in character of light. 232. Lake Superior, Caribou Island, change in character of light.

No. 101. Oct. 19.—Ontario—234. Lake Huron, north channel, Aird Island, Little Detroit, steambarge sunk.



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 South-Western Assiniboia 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 set fees an application. sent free on application.

TERMS OF PAYMENT.

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

160	Acres	at \$3.50 pe	r acre, ca	ish paymen	t \$83.90,	first	year'	s interes	st \$28.58 ar	id nine i	instalment	s of \$70.00
11	11	4.00	**	***	95.85,	**	11		32.64	11	**	80.00
11	11	4.50	**	11	107.85,	11	**	- 11	36.73	**	*1	90.00
11	11	5.00		11	119.85,	11	**	11	40.81	1)		100,00
11	**	5.50	11		131.80,	11	11	11	44.89	ii	**	110.00
12		6.00	**	**	143,80,	11	51	11	48.98	**	**	120.00

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.

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Export Elevator, Buffalo, N.Y	. " .	1,000,000	**
J. R. Booth Elevator, Depot Harbor, Ontario			"
Southern Pacific Terminal Co.'s Elevator, Galveston, Texas		1.000,000	**
Erie R. R. Transfer & Clipping House, Chicago, Ill	. " 1	00 cars in 10 hrs.	
Manchester Ship Canal Co.'s Elevator, Manchester, Eng		1,500,000	"
Burlington Elevator Co., Peoria, Ill	٠٠.	500,000	**
Canada Atlantic Railway Elevator, Coteau Landing, Que	" .	500,000	"
Northern Grain Co., Manitowoc, Wis	. " .		44
Union Elevator, East St. Louis, Ill	. " .	1,100,000	**
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Lv. Montreal *9.01 a.m., *8.40 p.m. Arr. Lowell *6.11 p.m., *7.17 a.m. "Worcester†9.04 *9.19 " "Boston *6.55 " *8.05 "

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The steamship subsidies paid by the Dominion Government during the last fiscal year were \$1,027,074 against \$851,747 for the previous year.

The use of the red ensign, with the arms of Canada on the fly, is permitted under an Admiralty order to Canadian vessels when afloat only. It is a mercantile flag only, and has no significance when used elsewhere.

No. 102. Oct. 23.-New Brunswick-235. Bay of Fundy, Gannet Rock, tower increased in height, new iron lantern, change in character of light.

No. 103. Oct. 25.—Quebec—236. River St. Lawrence below Quebec, Beaujeu Channel, gas beacon established.

104. Oct. 27.--Ontario-237. Lake Ontario, Bay of Quinte, Trenton, range lights.

No. 105. Oct. 28.—Ontario—238. Great Lakes, lights to be kept in operation until Dec. 15. The notice adds that the lights will be kept in operation later than Dec. 15 if there is any possibility of navigation after that date.

No. 107. Nov. 6.—Ontario—240. Lake Erie, Pelee passage, position of wreck. 241. Lake Huron, en-trance to Georgian Bay, Cove Island, change in fog alarm.

Stranding of The S.S. Bavarian.

The investigation into the circumstances attending the stranding of the Allan Line str. Bavarian was opened at Quebec, Nov. 17, before Chief Justice Routhier, of the Admiralty Court, who was assisted by Commander Spain, R.N., Wreck Commissioner, and Lieut. Pennell, Wreck R.N., sailing master of the special real. The Government, the Allan Steamship Co., and the Shipping Federation

of Canada, together with the captain of the Bavarian, and the pilot in charge, were represented by counsel. The enquiry is looked upon by marine men as being of the utmost importance to the shipping interests of the country. The court give judgment Nov. 20, suspending the pilot's certificate until July,

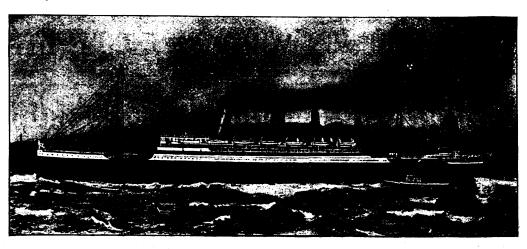
The Bavarian is a twin screw steel steamer, 6,714 tons register, a sister ship to the Tunsian, and was placed on the route in 1901. She was under charter to the Imperial Government during the Boer War as a troopship and has always had the reputation of being a thoroughly comfortable and seaworthy vessel. Her commander is Capt. J. Brown, known among trans-Atlantic mariners as "Atlantic" Brown, which name he earned in consequence of his feat of swimming ashore with a line, thereby enabling a large number of the passengers and crew of the White Star liner Atlantic to be saved, when she went ashore off the coast of Nova Scotia in the spring of 1873. The Bavarian left Montreal with a full general cargo and about 250 passengers on the morning of Nov. 3, bound for Liverpool. Quebec was reached in due course, and she left that port for Rimouski to take on the mails at 7 p.m., in a sleety snowstorm, P. Lachance being the pilot in charge. About 11 o'clock she ran aground on the Wye rocks, about a quarter of a mile out of the regular channel. It was about half-tide when she struck and it was not until the tide fell that When the tide was at the lowest point, about 4 a.m., the reef pierced the steamer's bottom, shoved the boilers out of place, and raised the smokestack 5 ft. from its original position. There was an inrush of water owing to a bulkhead giving way. The passengers were landed in Quebec, Nov. 4, and lighters were sent for to move the cargo. A survey showed that the earlier reports to the effect that the steamer's back had been broken were incorrect and it was estimated she would be got off by the end of the month. The steamer and cargo were fully insured. The underwriters of the steamer effected a reinsurance at Lloyds, London, Eng., against total loss, at 40 guineas per cent.

An official of the Allan line said in an interview:--"The Bavarian went ashore because the light on the Marguerite tail buoy was not lit, and the pilot mistook for it the light on the St. Thomas shoal. The light had been out for two or three days and yet neither the captain of the Bavarian nor the agents of the line in Quebec had been informed of the fact .The weather was not particularly bad. There had been some snow flurries, but these had passed before the Bavarian got much

beached to prevent her sinking in deep water. Allan liner Victorian grounded near Cape St. Charles. Cargo partially discharged and temporary repairs made at Quebec; permanent repairs being made at Glasgow, Scotland. Sept. 5.—Str. Hosanna run down and sunk

by str. White Star, running as the Empire. Oct. 23.—Collision between the Euphemia and Tordenskjold.

The str. Polino ran aground between Champlain and Cape Madelin in Aug.



C.P.R. STEAMSHIP EMPRESS OF BRITAIN. Launched in England Nov. 11.

From a painting by Arthur Cox

beyond Quebec, and the lights on Grosse Isle were plainly visible to her officers. The sole reason for the accident was the absence of the light on Marguerite buoy and the ignorance of the fact on the part of the ship's officers. As regards the position of the Bavarian, she is much less than half of her own length on the outside of the buoy. The pilot came to comprehend the situation too late to save the ship. He did reverse the engines and starboard the helm, but it was too late to help him.'

The Department of Marine officials state that the light at Grosse Isle had nothing to do with navigation up and down the river, but that it was for the purpose of guiding ships into quarantine. This light is fully a mile out of the channel, and is only used to denote to incoming vessels that they are to come to anchor there for inspection. The officials at Grosse Isle had informed J. U. Gregory, the Department's agent at Quebec, Nov. 3, that the light there was out, and it had been decided to have it relighted. The stranding was specially discussed at a meeting of the cabinet Nov. 6, and its probable effect on the insurance of vessels coming to Montreal. The Minister of Marine assured his colleagues that a most searching investigation would be made and the responsibility for the accident fixed. On Nov. 10, the Minister, together with Col. Gourdeau, Deputy Minister, and Commander Spain, Wreck Commissioner, went over the route followed by the Bavarian, and took note of all the lights, buoys, etc., marking the channel, and the points of danger in the river to be avoided.

The present is the fifth more or less serious casualty occurring on the St. Lawrence route during the present season. The casualties previous to the stranding of the Bavarian

June 12.—Grounding of the Leyland liner Tampican off Longue Pointe, Montreal. Lightened and towed off without extensive damage.

-Grounding of Allan liner Corin-July 27.thian off St. Helen's Island, Montreal. Lightened and towed off without extensive damage.

Sept. 1.—Leyland liner Virginian struck in the narrows near Crane Island and was

The Grain Carriers' Case Stated.

The following letter was addressed to the Secretary of the Board of Railway Commissioners on Oct. 25, by A. A. Wright, of Toronto:—"As one of the many owners of Canadian steel grain vessels on the Upper Lakes, I beg to call the attention of the Board of Railway Commissioners to the present intolerable situation at Georgian Bay railway terminals with respect to the movement of eastbound grain traffic, all of the elevators being full, and railway facilities insufficient. The C.P.R. at Owen Sound and the G.T.R. at Midland, Collingwood and Meaford virtually refuse, except at their own discretion, to receive from lake vessels export grain brought down from Fort William, unless to be forwarded from Georgian Bay elevators after the close of navigation at the port of Montreal. This leaves Depot Harbor on the G.T.R. Ottawa division, from which point the daily shipments under present restricted car supply average only 100,000 bush., as the only available outlet at Georgian Bay for the great Northwest crop, while the Canadian vessels, which are too large for the Welland Canal, can deliver 200,000 bush. per day if a sufficient number of cars were furnished to make room for this quantity

in the elevator.

"The G.T.R. officers, whose attention has been called to this matter, say conditions will not change this fall, and give the timeworn excuse of scarcity of cars and engines, which may fully explain the position of the subordinate officers who are doing their best with the equipment under their control, but is no excuse for the general management, who should see that sufficient cars and engines

are provided.
"While this "While this unsatisfactory condition obtains with respect to freight originating in Canada, three lake vessels of U.S. register now controlled by the G.T.R., viz., Arthur Orr, George Orr, and Kearsarge, are bringing into Depot Harbor at least 300,000 bush. of grain weekly from Chicago, which is handled in turn with Canadian vessels at the elevator. The regular acceptance of this U.S. grain by the G.T.R. reduces the facili-

ties furnished to Canadian shippers to 50 or

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604 cars per day, or only sufficient to take what two of the Canadian steamers, viz., W. D. Matthews and Midland King, can deliver weekly. If this state of affairs is to deliver weekly. It this state or anairs is to be permitted to continue, then the balance of Canadian shipping must either tie up, go into other missiness or submit to long delays at elevator lake ports, waiting their turn to be unloaded at the will and pleasure of the

"I maintain that no railway company Canada has the right, because it will not construct more cars and engines than it can pay for out of its current earnings, to tie up the commerce of a country in the manner indicated, while it hauls from Chicago to U.S. seaports many times the tonnage it refuses to haul for Canadian citizens. If the railways claim they are doing all they should be required to do in moving only 100,000 bush., or equal to 100 cars per day from Depot Harbor (including U.S. grain), and thereby practically cutting the earning power of vessels in two by delays in unloading, it follows that they can at their discretion reduce that to 10,000 bush or 10 cars per day, and utterly destroy the earning power of vessels which cannot go through the canals, and as a natural consequence utterly paralyze the movement of grain from the

Northwest. As an indication of the loss to which vessel-owners are subjected by the failure of railways to provide cars at elevators I would say that the delay has caused the steamship Tadousac to lose one trip this month. This means a direct loss to me, by reason of the reduction of steamers earnings amounting to \$3.000. Estimating the ings, amounting to \$3,000. Estimating the loss to other vessel owners trading to the Georgian Bay on this basis, it will approximate a total of \$25,000 for the month of October, a sum sufficient (in one month) to pay 2½% on the value of all the rolling stock required to promptly move from the Georgian Bay to Montreal all the grain brought down to the bay during the season of naviga-

"If the G.T.R. is desirous of relieving the situation and assisting in the movement of the Canadian crop in preference, I would respectfully suggest as a means to that end that it withdraw from handling by its own boats this U.S. traffic received at Depot Harbor or other elevator lake ports destined to seaboard ports in the U.S., until it has first taken care of freight originating in Canada. This would leave a far greater proportion of their cars available for the movement of purely Canadian traffic; or, if this is not sufficient, a portion of the rolling stock now occupied in hauling traffic from Chicago to Portland might be diverted to Canadian business. If the G.T.R. would handle from Midland the same quantity as it is taking from Depot Harbor the pressure would be greatly relieved, and before navigation closes each boat could even yet move five or six cargoes via Canadian routes instead of being restricted to two or three, as they will undoubt-edly be with the facilities at present afforded, and forced to let the balance of the Northwest grain crop move from Fort William to Buffalo or other ports in U.S. vessels.

"By the Railway Act, 1903, sections 214 and 253, the railways appear to be required to furnish adequate and reasonable facilities for the receiving and forwarding of this grain traffic, and I would respectfully request your Board, by the powers vested in it by secs. 23, 24 and 32 of the Railway Act, to investigate and inquire into the matter herein complained of for the purpose of determining

what relief may be granted.
"The urgency of the matter will be at once apparent when it is remembered that we are nearing the close of navigation. At present the steamship Neebing, which ar-

rived at Depot Harbor Sunday morning, Oct. 22, is still unloading, while the steamer W. D. Matthews, which arrived the same day, is tied up waiting to be unloaded. The Arthur Orr and Wexford are waiting behind the Matthews, and other steamers are loading at the head of Lake Superior for the same The same intolerable situation has existed now for 15 or 20 days, and no apparent effort has been made to relieve the situation. The Matthews lay six days on her last trip waiting to be unloaded, and will likely be delayed five days this trip, while one day should be sufficient for this work. Unless something is done the Matthews will be delayed as much or more next trip."
See also under The Car Shortage Question

on an earlier page.

R. & O. Navigation Co.'s Construction.

The Richelieu and Ontario Navigation Co. has planned several additions to its fleet, to be constructed by the season of 1907, and a number of extensive alterations to its existing vessels, and hotels. We have been officially advised that a contract will be closed very shortly for a new St. Lawrence River rapid steamer, 230 ft. long, by 44 ft. beam, over the guards. This steamer will have a carrying capacity of 1,000 passengers and be built specially to suit the service, the hurricane and saloon decks being built and covered in such a way as to give passengers an excellent opportunity to view the rapids. One hundred staterooms will take care of the increasing westbound business. Particular attention will be given the dining-room and kitchen arrangements, the dining-room being located on the main deck aft, and will be very bright, with large observation windows similar to the new str. Montreal.

Specifications and plans of a new Quebec, sister ship to the Montreal, and for the same route, are under consideration and it is hoped she will be ready for the season of 1907. It is likely that the vessel's hull and machinery will be constructed by the shipbuilders, and her upper works and decorations at the company's works at Sorel, Que.

The company is also figuring on a steamer for the Montreal-Hamilton line. These steamers follow the Canadian channel, stop-ping at all ports and going through the Bay of Quinte, and it is the intention to have the new boat of a different type from those already on the line. She will have a greatly increased carrying capacity, and the most modern equipment for handling the same

expeditiously. The passenger accommodation also will receive special consideration.

The alterations to the existing fleet comprise: Str. Toronto. The dining-room is being moved from the gallery deck to the main deck, and being replaced by staterooms. This will give her equal accommodation to the str. Kingston, and ensure an excellent and prompt service, the pantry and kitchen arrangements being most complete and modern The new dining-room will seat about 160 persons. This steamer was put into dry persons. This steamer was put into dry dock at Kingston, Ont., recently and her bottom scraped and painted, which will increase her speed materially. When examined, after having been in service since 1898, she had not a dent in any of the plates of her hull. The str. Kingston is to be painted and renovated throughout, besides receiving the customary overhauling, and her dining-room so arranged as to give increased accommodation. str. Murray Bay will have her hurricane deck altered to as near as possible the plan of her sister ship, the str. St. Irenee, including a ladies' saloon with observation windows and hurricane deck promenade. The str. Tadousac will have her present wheels replaced by small feathering wheels, thereby gaining several staterooms and minimizing vibration. The ferry steamers Longueuil, Boucherville,

and Laprairie will have their upper works rebuilt and altered, which will add to the comfort and convenience of passengers.

In addition to the above the company is

making the customary repairs and renewals

to the balance of the fleet at Sorel, Que., and to its wharves and shore properties.

At the company's hotel, Manoir Richelieu, Murray Bay, Que., a large swimming pool is being constructed. The salt water of the St. Lawrence will be pumped through heaters, raising its temperature to between 60° and 70°. The entire pool will be open to the sun, and with the dressing-rooms will be just south of the present billiard room, to which the bowling alleys will be added, thus combining all these sports. In addition, over 30 private fresh and salt water baths are being added. Extensive improvements are also being made at Tadousac, where the company operates the Tadousac Hotel. The company having leased five lakes from the Government, is building a permanent camp and installing some 14 fishing boats for its guests.

The Elder Dempster Co. is arranging to establish a steamship service from Boston, Mass., to Australia. This, it is said, will have Mass., to Australia. This, it is said, will have the effect of diverting some of the traffic which is now carried over the C.P.R. to Vancouver, and thence by the Canadian-Australian line.

The Minister of Marine has had under consideration the question of Government inspection of vessels at inland ports to prevent overloading, in the same way as is done at Montreal and other ports in connection with ocean-going vessels. He says if the existing law is not wide enough to cover this; the necessary amendments will be introduced next session of the Dominion Parliament. The Seamen's Union at Detroit, Mich., has decided to get up a petition favoring the establishment of a load line.

The Underwriters' Salvage Co. has been incorporated under the Dominion Companies Act, with a capital of \$500,000 and offices at Toronto, "to buy, sell, deal in, and own outright all kinds of salvage," and among other lines of business to act as valuators and adjusters of marine losses; to act as valuators on a salvage. adjusters of marine losses; to carry on a general navigation and grain elevating business, to purchase and sell ships, hulls, barges, vessels and boats of every description. The company is also authorized to acquire the grain brokerage and salvage business now carried on by S. McNairn, and to pay for the same in paid-up-stock. The provisional directors are: E. E. Wallace, R. W. Eyre, J. W. Curry, J. T. Eastwood and Miss O. B. Clarke. Toronto. Clarke, Toronto.

The Department of Marine has under consideration the establishment of several marine schools, at which the system of instruction will be uniform with that adopted at the marine schools established during the past two years at Victoria, B.C.; St. John, N.B.; Halifax and Yarmouth, N.S. The additional schools it is proposed shall be established at Vancouver, B.C.; Toronto, Kingston, Ont.; Montreal, Quebec, Que.; North Sydney, Lunenburg, N.S.; Charlottetown, P.E.I. The instructors will be in every case, if possible, the examiners of masters and mates at the several ports. The schools will be free to all who wish to attend: the instruction will be general, seamanship principally; rule of the road, and magnetism of the compass will be subjects which shall be thoroughly demonstrated. At places where advanced students will be in attendance, a few evenings will be devoted to the theory of navigation. Two lectures will be given weekly, and a total of 30 during the winter months, beginning in Jan. of each year. The lecturers at the schools at present established are Capt. J. Gaudin, Victoria, B.C.; Capt. R. Cole, St. John, N.B.; Capt. E. B. Tinling, R. N., Halfax, N.S.; Capt. I. Manual Victoria, B.C.; Capt. B. Tinling, R. N., Halfax, N.S.; Capt. I. Manual Victoria and R. N. Manual V N.S.; Capt. J. Murphy. Yarmouth, N.S.

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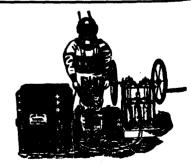
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Maritime Provinces and Newfoundland.

J. A. Gordon has been appointed harbor master for Brudenel, P.E.I.

S. O'Brien has been appointed harbor master for Noel, N.S., and W. O'Brien a measuring surveyor for shipping at Windsor,

Orders are reported to have been placed with builders in Newfoundland for 15 fishing schooners to be built at Green Bay, Bonavista Bay, Trinity Bay and Conception Bay.

The Dominion cruiser Canada is being given an overhaul at the Government dock, Halifax, prior to being despatched on a training cruise to the West Indies, early in Jan., 1906

An order-in council has been passed by the Dominion Government defining the boundaries of the harbor at Tenny Cove, N.S., and D. Lingard has been appointed harbor master there.

The stores of the Department of Marine and Fisheries wharf at Halifax have been moved to the new wharf at Dartmouth, N.S. The Halifax wharf will be given over to the Intercolonial Ry. early in Dec.

The license of the Eastern Steamship Co., of Portland, Me., to do business in New Brunswick has been renewed for a year from Nov. 1, under the terms of the act referring to extra-provincial companies.

The Glasgow, Scotland, steel steamer Hilda, 1,091.65 gross tons, 648.60 register tons, and equipped with engines of 120 h.p., was offered for sale at Halifax, N.S., Nov. 22, under mortgage foreclosure proceedings

Capt. G. T. Lewis, Digby, N.S., is having built at Shelburne, N.S., a small steamer, which it is expected to have launched early in Dec. Her dimensions are:—length, 70 ft.; breadth, 18 ft.; depth of hold, 7 ft. 6 in.

A steamer to be named the Tricolor is under construction in England for the Wabana ore She will have a carrying capacity of 7,000 tons, and will be chartered to the Dominion Iron and Steel Co. W. Wilhelmsen of Tonsberg, Norway, is the owner of the new steamer, as well as a number of others engaged in the same trade.

The Department of Marine has not made any decision as to the point at which the icebreaking str. Montcalm will be stationed during the winter, but we are advised that the probabilities are that the vessel's services will be urgently required elsewhere than at North Sydney, N.S., where press reports stated she would be stationed.

The repairs to the str. Christian Knudsen have been completed, and she has been chartered for the winter to run between New Orleans, La., and Liverpool, Eng., with cotton. The steamer was badly injured in a collision with the str. Thrift, near Sydney, some time ago when on her summer route between Sydney, N.S., and Montreal in the coal trade.

The first auxiliary fishing schooner built at Shelburne, N.S., was launched there Oct. 27. Her dimensions are:—length, 70 ft.; breadth 17 ft.; depth of hold, 8 ft. 6 in.; register tonnage, 35 tons. She is rigged with pole masts, and will in light winds and calms be propelled by a screw driven by a 20 h.p. kerosene engine, capable of making six knots an hour.

D. McNicoll, Vice-President C.P.R.; A. Piers, Manager C.P.R. Steamship Lines, and Col. H. H. McLean, local solicitor at St. John, N.B., were at L'Etang, N.B., recently, and as some engineers connected with the G.T. Pacific Ry visited the place during the summer it was reported locally that it was intended to develop it and the form ed to develop it as a harbor for ocean-going steamers. Mr. McNicoll in answer to an enquiry, the Montreal Witness says, stated that so far as the C.P.R. was concerned there is nothing whatever in the story.

The electrical equipment of the new ferry steamer Ludlow built for the St. John, N.B., City Council, consists of two 4 k.w., volt dynamos, 600 revolutions per minute, supplied by the Canadian General Electric each direct connected to a single cylinder 41 by 4 in. upright high speed engine, the steam connection being arranged for 80 lbs. The two wire system is used throughout the boat, but provision is made for the signal lamps and about 25% of the cabin lamps in case of breakdown of one of the generators by using a common return negative.

We are informed that work has already been commenced at Swan, Hunter & Wigham Richardson's yard, Newcastle-on-Tyne, Eng., upon the new steamer for the Charlottetown Steam Navigation Co., the general dimensions of which were given in our last issue, and that it is expected she will be launched in May, 1906. The steamer will be fitted with bilgekeels, to reduce rolling to the minimum; and water ballast tanks. The deck house will provide accommodation forward for the captain, ticket office, post office, and diningroom to seat 40 persons; while aft is the general saloon, two staterooms, ladies' cabin and lavatories, and smoking-room. The steamer will be provided with one steel and three wood lifeboats, each having a length of 24 ft., a breadth of 7 ft., and a depth of 3 ft.; one 20-ft. dinghy, and one 19-ft. gig. The crew will be accommodated forward and the clerks aft.

The plans for the proposed new ice-breaking steamer for the Prince Edward Island-mainland route have been prepared by C. Duguid, a British naval architect, and have been considered by a committee consisting of Capt. Finlayson of the str. Minto, Capt. Brown of the str. Stanley, and H. H. N. Rattenbury, of Charlottetown. The plans are for a twin screw steel steamer, 260 ft. long, 42 ft. beam, 18 ft. draft, and 5,000 horse-power. The bow is of the splitting type above, and the flat crushing below. object is to split the piled up ice as well as crushing the pans. A report from St. John states that the committee has completed its investigations, and in a report states that previous experience with winter navigation has proved that after the steamers are withdrawn from Charlottetown the Georgetown-Pictou route is the safest and most reliable. It is taken for granted the new steamer will be used principally on these routes. The new boat should be 250 ft. long, 41 ft. beam, 20 ft. deep amidships, 16 ft. draught, and water ballast in stern to put her down at least 4 ft. additional aft, and with a speed of 18 knots, with bunkers and water ballast tanks full, the engines to be triple expansion, and placed well aft to afford more cargo space and relieve the necessity for so much water ballast. water ballast tanks should be subdivided fore and aft, so that either could be emptied or filled as might be required. Pumping ma-chinery should be large enough to be able to transfer the full ballast from one part to the other in 15 minutes. The propeller should be unbreakable, of the best material. The steamer should be provided with search lights of the most modern design, and have a separate dynamo of sufficient power to make an object visible at three miles.

Province of Quebec Shipping.

The Canadian Towage and Transportation Co., Montreal, is being wound up, D. Anderson being the liquidator.

The dredge work on the St. Lawrence ship channel between Quebec and Montreal was completed for the season Nov. 25.

About 400 ft. of the Dominion Government wharf at Sorel, Que., slipped into the Richelieu River, Nov. 11, sinking the Government str.

The Norwegian str. Hero loaded a cargo of

225,000 bush. wheat and corn at Montreal for Europe, Oct. 27. The crew included a number of Chinese, for whom the owners had to put up bonds.

The Imperial Service Medal has been granted by the King for lengthened service to the following lightkeepers in the service of the Department of Marine:—H. Robillard, Isle Perrot, Que.; P. Boulaine, Lark Island, Que.; E. Simard, Monte duc Lac, Que.

A company is being formed at Roberval, Que., with a capital of \$50,000, to carry on a general navigation business on Lake St. John and adjacent waters. The projected route will be about 85 miles. T. J. Marcoux, H. J. Lyons and R. Dupont are principally interested in the project.

The Minister of Marine has announced that next session of the Dominion Parliament a bill will be introduced to reorganize the Montreal Harbor Commission. The proposal is to have a board of experts who shall devote the whole of their time to the work; the members to be appointed by and responsible to the Govern-

The Sincennes-McNaughton Co. have completed plans for a new tug to be built at Sorel, Que., and to be ready by June, 1906. hull will be 100 ft. long, and will be fitted with engines of 900 h.p. The engine and boilers will be constructed in Scotland and will be brought over in sections and put together at Sorel.

The extension to the breakwater at Quebec will, it is expected, be completed in the fall of 1906. It will be 1,162 ft. long. During Nov. the contractors were engaged in filling in the backing of the concrete wall, having six dredges at work. The Harbor Commis-sioners suggest that the breakwater should be extended for a further distance of 300 ft.

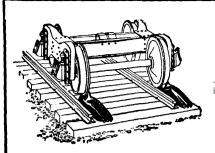
From the opening of navigation to Oct. 31 of the current year, 759 seagoing vessels, having a tonnage of 1,759,639, arrived in Montreal, as compared with 742 vessels, having a tonage of 1,719,674, in 1904. The last steamer was scheduled to leave the port for the season Nov. 23. In 1904 the last departure for sea was Nov 27, and the final closing of navigation was Doc. 20. navigation was Dec 9.

The Montreal Harbor Commissioners have adopted a resolution in favor of constructing a new shore wharf, 250 ft. wide, from Victoria pier, along the front, with the exceptions of sections 23 and 24 recently reconstructed. The length of the wharf will be 10,720 ft. including the reconstructed sections and the estimated cost of the work is \$3,044,329, excluding the cost of the railway tracks.

The officers of the St. Lawrence Floating and Wrecking Co. for the current year are: President, J. W. Harris; First Vice-President, H. A. Richardson; Second Vice-President, P. G. Martineau; Secretary-Treasurer, J. Durand; General Superintendent, J. B. D. Legare, Quebec; Auditor, G. Gauthier; Legal Adviser, F. D. Monk, M.P. Except where otherwise stated all the officers below. where otherwise stated all the officers belong to Montreal.

The Quebec Transport Co. has been incorporated under the Dominion Companies' Act, with a capital of \$100,000 and offices at Quebec, for the purpose of carrying on a shipping and forwarding business, and in connection therewith to acquire steam and other vessels, wharves, warehouses, etc. The provisional directors are: T. Harling, J. G. Scott, W. Power, J. T. Ross, A. E. Doucet, of Quebec. The company put on a chartered steamer on a route between Quebec and Great Britain in Sept.

Residents of the Baie des Chaleurs district have petitioned the Dominion Government to subsidize a steamship service along the north shore of the St. Lawrence. At present a schooner gives a fortnightly service from Gaspe, and the proposal is to put on a steamer to give a weekley. to give a weekly service connecting at Gaspe with the steamers Eileen, Quebec and Gas-





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The first of the two trans-Atlantic liners being built for the C.P.R., was launched at the yards of the Fairfield Shipbuilding Co., Glasgow, Scotland, Nov. 11, and was named Empress of Britain by Mrs A. Piers, wife of the Manager of the C.P.R. steamships. The Empress of Britain is a steel steamer 570 ft. long and 65 ft. beam. She is fitted with twin screws and her engines are cal-

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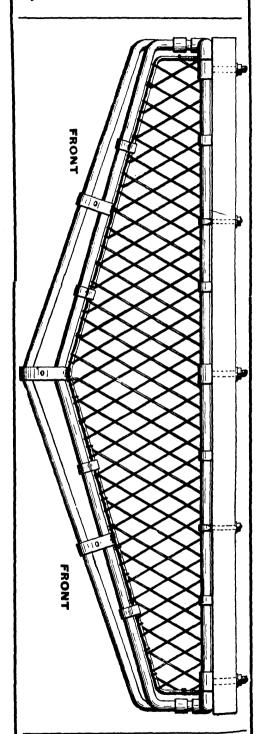
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culated to give a speed of 20 knots an hour. The accommodation for passengers will provide for 300 first class, 350 second class, and 1,000 third class. A sister ship, to be named the Empress of Ireland, is expected to be launched from the same yards Dec. 11. An illustration of the newly launched steamer is given on pg. 601.

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STERLING-MEAKER CO. NEWARK, N.J. pesian. The route would be from Gaspe to Natashquan and Blanc Sablon, touching at points on Anticosti Island and the north shore. J. X. Lavoie, Perce, is the principal mover in the matter.

Commander Spain completed, Nov. 3, his investigation into the circumstances attending the collision between the German str. Euphemia and the Norwegian str. Tordensk-jold, off St. Antoine, 40 miles above Quebec, Oct. 23, and reserved judgment. The investigation into the stranding of the Victorian was completed by Commander Spain at Montreal, Nov. 7, and judgment was also reserved. It is not anticipated that judgment in either case will be given out for some time, as Commander Spain was immediately engaged at Quebec, as one of the nautical assessors, in the enquiry into the standing of the Allan liner Bavarian, reference to which is made elsewhere.

Ontario and the Great Lakes.

Mrs. Henry, wife of Capt. Jno. Henry, of the str. Nipissing, died in Gravenhurst, Ont., Oct. 23.

J. Yeats has been appointed wharfinger at Midland, Ont., and D. Hay wharfinger at Honora, Ont.

Capt. Jas. Wilson, Bronte, Ont., has been appointed wharfinger at the Government wharf there.

The U.S. str. Frank Rockefeller went ashore on Ile Royale, near Fort William, Nov. 10, and is in a dangerous position.

The Crawford Tug Co. is having the machinery removed from the steam barge E. S. Pearse, and will fit her out as a tow barge.

The Dominion Transportation Co. has decided to lay up its six tugs on the Georgian Bay Division at Owen Sound for the winter.

The Farrar Transportation Co. has been considering the purchase of an 8,000 ton steamer, but has not yet arrived at any decision.

The str. Maud D., and the fleet of houseboats has been sold by D. Davidson, of Penetanguishene, Ont., to A. A. Osborne and J. L. Ferrier.

The tug Lakefield, owned by Morin and Grey, was burned to the water edge in Deer Bay, Ont. She was built in the spring at a cost of \$3,000.

The Marquette and Bessemer Dock Co. has put on a new ferry steamer, Marquette and Bessemer No. 2, to run between Conneaut, Ohio, and Port Stanley, Ont.

The Pioneer Steamship Co., Buffalo, N.Y., has filed a libel against the Canadian str. Turret Crown, for \$6,000 damages to the str. Martin Mullen, at Lorain, Ohio, Oct. 25.

The Cleveland, Ohio, str. Philip Minch, 2,010 tons, was chartered by Winnipeg grain merchants, Oct. 27, and subsequently loaded 340,000 bush. of wheat at Fort William, Ont.

The hull of the burned str. Melbourne was towed to Kingston by the Donnelly Wrecking Co.'s str. Donnelly. The underwriters have sold the hull to B. W. Folger for \$1,000.

The Imperial Service Medal has been granted by the King to lockmasters, J. Todd, Rideau canal; R. Higgins, C. B. Hare, Welland canal, and to Amelia Cutler, "lockman," Williamsburg canals.

Another leak has been discovered in the upper reach of the hydraulic lift lock on the Trent Valley canal, at Peterboro', Ont., and it is estimated that the repairs will cost about \$20,000.

The str. Midland Queen was chartered by the Northern Navigation Co. from the beginning of Nov. to the end of the season, to assist with the rush of freight between Sarnia and Lake Superior ports. Capt. J. McCaul, of Wolfe Island, Ont., died there Nov. 7, aged 82. He was employed by the Calvin Co. for many years, and was subsequently master of the William Penn.

Ex-Congressman J. Simpson, who died at Wichita, Kan., Oct. 23, was born in New Brunswick, and for a number of years was engaged as a master mariner on the Great Lakes.

J. A. Goodearle, Assistant General Manager of the Thousand Island and River St. Lawrence Steamboat Co., was presented with some cut glassware by the employes, on the occasion of his marriage at Kingston, Ont., Nov. 6.

The Lake Erie Navigation Co., which was incorporated under the Dominion Companies' Act, Dec. 7, 1901, has had its license to do business in Ontario, under the Act respecting the licensing of extra-Provincial companies, revoked.

The Dominion Government hydrographic survey str. Bayfield returned to Owen Sound, Ont., Nov. 9, the survey work on Lake Superior having been completed for the season. The work was interrupted a good deal by fogs and storms.

A survey party in charge of R. B. Rogers, Chief Engineer of the Trent Valley Canal system, is engaged in making a survey of the northern lakes draining into the Gull River, which may be used as basins or feeders for the canal.

The Executive Committee of the Lake Carriers' Association has expressed an opinion in favor of the construction of a channel at Lime Kiln crossing, at the mouth of Detroit River, and the construction of a new lock at Sault Ste. Marie, Mich.

Whalen and Bowman have reached an agreement with the Fort William, Ont., town council with regard to the construction of a dry dock, and the establishment of a marine repair shop there. The site chosen is on Island no. 2, McKellar River.

The vessels passing through the Welland canal during Oct., carried 4,000,000 bush. of wheat, corn and oats, in addition to large quantities of barley and flax seed. Over 2,000,000 bush. of Canadian wheat were carried through the canal during the month.

Pere Marquette ferry no. 14, which has a capacity of 27 cars, has been put on the route between Detroit, Mich., and the new pier at Windsor, Ont., near the C.P.R. dock. The company's ferry International will continue to run between Port Huron, Mich., and Sarnia, Ont.

The str. Turbinia left Hamilton, Oct. 28, for the Atlantic coast, and while passing through the canal at Cardinal, Ont., lost several blades off one of her propellers. Repairs were made at Montreal, and she proceeded to Halifax, N.S., from which point she went to Kingston, Jamaica, from where she will run to Cuba and other West Indian Islands.

The Toronto Motor Boat Co. has been incorporated under the Ontario Companies' Act, with a capital of \$40,000, and offices in Toronto, "to carry on the business of manufacturing, buying, selling and otherwise dealing in boats, launches, gasoline engines and supplies." The provisional directors are:—J. C. McLachlan, J. G. Robinson, W. H. Cox, of Toronto.

The Opemican River Improvement Co. has been incorporated under the Ontario Companies' Act, with a capital of \$35,000, to improve the navigation of the Opemican and Ottertail Rivers, and to construct and maintain dams, slides and booms, etc. The provisional directors are:—Hon. W. C. Edwards, J. A. Cameron, of Rockland, Ont.; H. K.

Egan, R. L. Blackburn, R. G. C. Edwards, of Ottawa, and H. Robinson, of Hawkesbury, Ont

The G.T.R. purchased the car ferry Grand Haven, the property of the Grand Trunk Car Ferry Line. The line operated between Milwaukee, Wis., and Grand Haven, Mich., and interest on its bonds was in arrear, hence the auction sale of the steamer Nov. 7. The ferry has been purchased by the G.T.R. for its subsidiary company the Grand Trunk, Milwaukee Ferry Co., and will run on a regular schedule between Grand Haven and Milwaukee.

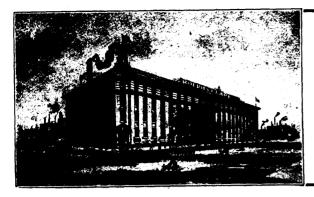
The Orchard Point Co. has been incorporated under the Ontario Companies' Act, with a capital of \$50,000 and offices at Orillia, Ont., to carry on a general hotel and summer resort business, and in connection therewith to own and operate steamers, yachts and boats. R. O. Smith, N. S. Tarr, W. Thomson, W. C. Gilchrist, C. H. Hale, of Orillia, are provisional directors. We are advised that the company does not at present intend to operate steamers.

An Owen Sound press report states that the Canadian Lake and Ocean Navigation Co. proposes to reconstruct the upper works of its four turret steamers so as to make them more suitable for the general freight business. We were officially advised Nov. 20, that this is "news" to the company. The company has had under consideration the advisability of taking its other steamers, Scottish Hero and Turret Bell, to the upper lakes, but as it will entail considerable expense in cutting them to take them through the canals it has not been considered seriously enough to warrant anything definite being said.

The St. Lawrence and Chicago Navigation Co.'s str. Rosedale reached Owen Sound, Ont., Nov. 4, from Port Arthur, which port she left Oct. 31. During a heavy storm she was thrown on her beam ends, and the cargo shifted, holding her in that position. The steamer's head was put to the sea, and the entire crew set to work to reshift the cargo. After 24 hours' work the list was reduced 2 ft., and the storm abating the Rosedale was enabled to make Sault Ste Marie, where 50 tons of coal were put into the port bunkers, bringing her on a fairly level keel. The upper works were considerably damaged during the storm.

The Muskoka Lakes Navigation and Hotel Co. has placed an order in Toronto for a steel twin-screw steamer, having a length of 152 ft.: a breadth of 30 ft., and a depth of 6 ft. 6 in. She will be equipped with triple expansion engines of the most improved type, having cylinders of 10 in., 16 in., and 26 in. diameter, capable of giving a guaranteed average speed 16 miles an hour. The steamer will be fitted with all modern equipments, including steam steering gear, electric light, and septic tanks; and will be handsomely furnished. She will have dining accommodation for 90 persons at one time, and will be licensed to carry about 1,000 passengers. The hull will be built in sections in Toronto, and shipped to Gravenhurst, where the steamer will be finished. She is expected to be ready for the opening of the season about June 15, 1906.

There was launched from the shipyard of the Polson Iron Works, Toronto, Oct. 31, a new 24 in. hydraulic suction dredge for the Dominion Government. An attempt was made to launch the dredge, Oct. 30, but she stuck on the ways, and did not get clear until the following day. The dredge has been named Northumberland. Her general dimensions are: length, 147 ft.; breadth, 44 ft.; depth, 9 ft. at side; draft, 5 ft.; and she is capable of dredging in 40 ft. of water. The suction pipe, discharge pipe and booms are all of steel. The cutter head is a large steel casting, driven by independent engines at the head of the suction pipe. The dredged



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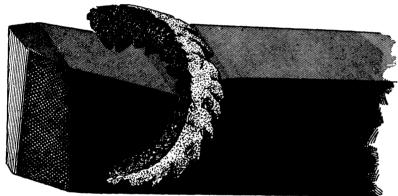
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ESTIMATES PROMPTLY FURNISHED.

material will be conveyed by triple cylindrical pontoons (the two outer cylinders acting as floats) from the point of discharge at the hull to the dump.

The Toronto Ferry Co. has placed an order with the Polson Iron Works, Toronto, for a steel ferry steamer to have the following general dimensions:—length, 150 ft.; beam, moulded, 30 ft.; beam, over guards, 45 ft.; depth at side, 8 ft. 4 in.; draft, loaded, 4 ft. 6 in. The machinery will consist of one set of inclined, compound, paddle wheel engines, with cylinders 17 and 24 ins. diameter, by 48 in. stroke, and one Scotch marine boiler, 10 ft. 6 in. diameter by 11 ft. 6 in. long, built for a working pressure of 150 lbs. It is estimated that a speed of 10 miles an hour will be maintained. The auxiliary machinery will consist of an independent air pump and condenser, electric light plant, and necessary boiler, feed and bilge pumps, and steam steer-The vessel is designed as a doubleing gear. ender, having a rudder at each end. general appearance of the ends is something like the point of a large dessert spoon, with only sufficient modification to form a proper connection of the stern post to the hull. A very large area of loadwater line has been designed, giving the vessel plenty of stability and carrying power. In outward appearance she will rather resemble the Mayflower and Primrose, but will be 10 ft. longer, 2 ft. more beam over hull, and 12 inches deeper. She will have three decks, with the wheelhouses on the shade deck. A special feature in the new design will be that the windows in the main deck will be kept low, so that passengers sitting can easily see out. The seats are to be arranged longitudinally with promenades between the outside rows facing outboard. The interior finish is to be a studied effect of simple design, finished bright. Sleeping accommodation is to be provided for captain, mate and engineer. Drop gangways are to be furnished, one at each end and two at each side. Life saving and fire equipment will be furnished sufficient to enable the boat to receive a special certificate from the Dominion Government. It is expected that the steamer will be given her trial trip about May 15, 1906,

Manitoba and the Northwest Territories.

Lake Manitoba was entirely frozen over Nov. 2, the earliest date on record. Two steamers were caught in the ice, and it is feared they will be total wrecks by the spring.

The Department of Marine has decided to build a steamer for the use of its officers on Lake Winnipeg. The hull will be built at Selkirk, Man., during the winter. The total cost of the steamer will be \$10,000.

Several of the Lake Winnipeg fleet were caught in the early freeze up, Nov. 1. Seven steamers were reported frozen in at Netley, the City of Selkirk at West Selkirk, and the Rocket and Wolverine out in the lake.

The str. Neptune, which was sent to Hudson Bay to replace the Arctic, returned to St. John's, Nfld., after making the round of the posts to be supplied. She entered Hudson Bay, Oct. 3, and struck on rocks twice during the trip.

The Dominion Government str. Arctic, which has returned to Quebec from Hudson Bay, has been surveyed, and will have her engines and boilers overhauled before she returns in the spring. It is proposed to put the engines into shape to make from 8 to 10 miles an hour.

J. R. Ray, Inspector General of Surveys, Ottawa, started recently from Edmonton, Alta., to inspect the Saskatchewan River, with a view of reporting on its adaptability for navigation, and the improvements required to make it safe. After about 11 days' work and being several times frozen in, the work

was abandoned until the spring, the party having reached Moose, Alta.

Navigation on the Peace River has closed for the season, and Capt. J. M. McLeod of the Hudson's Bay Co.'s str. Peace River, has been spending some time at Winnipeg, and other points. He says the steamer he commands serves a country fully 1,000 miles in length. Last season the company's steamers carried about 100 passengers, including missionaries, geologists, inspectors, traders, etc., into the Peace River country.

B.C. and Pacific Coast Shipping.

J. Knarston has been appointed harbor master for Nanaimo and Departure Bay, B.C., succeeding H. Cooper, resigned.

The B.C. Government is advertising for bids for a steam ferry service between Kelowna and McLennan's Landing, Okanagan Lake.

The tug St. Clair has been seized at Vancouver for towing B.C. logs on which the timber dues had not been paid to U.S. ports. Other tugs are reported to be engaged in this traffic.

The str. Pheasant stranded on her last trip between Hazleton and Port Essington, and had to return to the latter port for repairs. She will be laid up until the opening of navigation of 1906.

The name of the str. Danube, no. 62,279, registered at Victoria, B.C., has been changed by order-in-council to Salvor. The steamer was recently sold by the C.P.R. to the B.C. Salvage Co., Esquimalt.

Navigation on the Yukon River closed Oct. 23, and officials of the White Pass and Yukon route report that for the first time when the last steamer of the season left, there was no freight for Dawson remaining in the warehouses at Whitehorse.

The International Navigation and Trading Co.'s officers and directors for the current year are:—President, H. A. Kennedy; Vice-President, A. H. MacNeill; other directors, P. H. Walsh; Secretary and Treasurer, W. H. Fortier; Manager, R. C. Morgan.

The Mexican Government has given notice to the Collector of Customs at Victoria, B.C., to cancel the register of the schooner Carmencita, which was seized in connection with some illegal movements. The schooner sailed from San Francisco under a temporary registry to go to Mexico, but instead went seal hunting and turned up at Victoria.

A company is in process of formation with the title of the Hartley Bay Lumber, Trading, Towing and Fishing Co., at Hartley Bay B.C. The proposed capitalization is \$30,000, and the promoters are Capt. E. McCroskerie, for a number of years master of one of the C.P.R. Pacific coast steamers, and J.J. Martin, Victoria, B.C. The company intends to carry on lumbering and allied industries, fishing and towing.

J. F. Fraser, Commissioner of Lights, is expected to return to Ottawa early in Dec., from a trip of inspection to British Columbia. Col. Anderson, Chief Engineer of the Department of Marine, and Capt. Gaudin, the Department's agent at Victoria, completed their inspection at the end of Oct. The Department has completed the erection of a new lighthouse at Graeme Point, Malcolm Island, and will erect a wooden lighthouse tower on Denman Island, Baynes Sound. The object of Mr. Fraser's visit is to decide which other aids are necessary, and what improvements in the present lights should be made.

The White Pass and Yukon Ry. Co. on its river division during the year ended Dec. 31, 1904, operated the following steamers:—White Horse, Dawson, Selkirk, Yukoner, Canadian, Columbian, Casca, Victorian, Mary

Graff, Bailey, Zealandian, Anglian, Clossett, Thistle, Australian, Bonanza King, Gleaner, Scotia, La France, and Tasmanian. This latter steamer was sold during the year. It has as barges: Klondike, Hootalinqua, Taku, La Barge, Atlin, Caribou, Sifton, and Sybil, the two latter being dismantled steamers. A summary of the operations of the division appears in the general report of the company.

The investigation ordered by the Department of Marine into the charges made by Capt. Johnson, of the Hudson's Bay Co.'s str. Mount Royal, against Capt. Bonsar, of the Hazleton, was opened at Victoria, B.C., Oct. 23, before Capt. Gaudin. The finding of the court, which was issued Nov. 3, follows: "(1) The Mount Royal, being the overtaking vessel, was in default of non-observance of articles 19 and 24 of the regulations preventing collisions at sea. (2) The Hazelton, after getting under way from the woodpile on the south side, unnecessarily crowded the Mount Royal to the north bank, and I can find no reason for this. When the vessels were clear the Hazelton was in default under article 19 for not keeping clear of the other vessel. (3) Considering the dangerous part of the river in which the vessels were navigat-ing, and in the interval between the first and second impact, I think the masters of both vessels are to blame for allowing the vessels to close in within a distance of forty feet. The captain of the Mount Royal committed a great dereliction of duty by leaving the helm of the vessel and the signals of the engineer unattended during the time of the impact." Captain Johnson proposes to appeal against the finding so far as it affects his con-

Among the Express Companies.

The Canadian Ex. Co. has opened offices at Cape Traverse, P.E.I.; Westchester, N.S.; Harcourt, N.B.; Contrecœur, Que.

The Dominion Ex. Co. withdrew the season of navigation rates from Quebec city to Lower St. Lawrence River points, and to Georgian Bay local ports, from Nov. 14.

The Canadian Ex. Co.'s offices in the Muskoka Lakes district were closed for the winter season, Nov. 1, with the exception of Port Carling, which will be reached by Falkenberg, Ont.

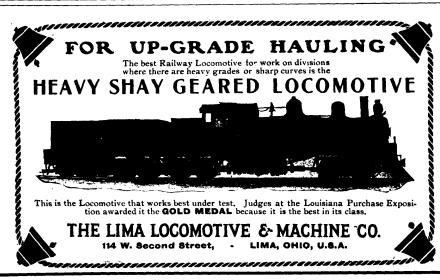
The Newfoundland Ex. Co. issues money orders payable in Newfoundland, Canada, the United States and Europe. The company has four branch offices in St. John's, Nfld.

LeB. Coleman, heretofore route agent Canadian Ex. Co., St. John, N.B., has been appointed city agent at Halifax, N.S., succeeding R. B. Thomas, who resigned in Oct., to enter the Methodist ministry.

The Maritime Ex. Co., has offices at St. John, N.B.; Digby, Annapolis, Lunenburg, Halifax, Yarmouth, N.S., and intermediate points on the Dominion Atlantic Ry., and the Halifax and South-Western Ry. It has also an office at Boston, Mass.

The American Ex Co. has ceased to operate over the lines of the Pere Marquette Rd., being replaced by the United States Ex. Co. The American Ex. Co. now operates over the Michigan Central Rd., Pontiac, Oxford and Northern Rd., Manistee and Northeastern Rd., Detroit and Mackinack Rd., and the G.T.R. in the U.S.

The Dominion and Canadian Ex. companies have been giving a joint service over the Lake Erie and Detroit River Ry., the Canadian line of the Pere Marquette Rd., the business on the trains being handled by the baggagemen. The Canadian Ex. Co. withdrew from the arrangement Nov. I, but the Dominion Ex. Co. is still operating.



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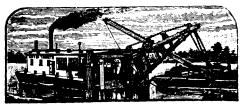
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The Dominion Ex. Co. has opened offices at Wycliffe (formerly Bayard), B.C.; Oberon (formerly McKenzie), Man.; Oxford Jct., N.S.; Bushnell (formerly Bush Lake); Cassidy (formerly Mud Lake); Grey (formerly Big Dan); Liskeard (formerly New Liskeard); North River, Otter (formerly Ottertail); Riddle (formerly Riddle Creek); Roxborough (formerly Twin Lake); Trout Mill (formerly Trout Lake); Vineland, Ont.

Owing to the difficulty experienced in making deliveries and securing settlement of c.o.d. shipments destined to points on Georgian Bay and Muskoka Lakes at which there are no Canadian Ex. Co.'s offices, its agents have been instructed to refuse such c.o.d. parcels. All matters destined for points on the Muskoka Lakes where the company does not have an office must be prepaid and way-billed to Muskoka Wharf unless specially instructed otherwise.

The American Ex. Co.'s travellers' cheques may be otained in connection with the money order and foreign cheque department of the Dominion Ex. Co.'s offices at Toronto, North Bay, St. Thomas, Brantford, Owen Sound, Port Arthur, Sault Ste. Marie, Hamilton, Woodstock, Chatham, Brockville, Kenora, Ottawa, Peterboro', London, Windsor, St. Catharines, Ont.; Fredericton, Woodstock, St. John, Moncton, N.B.; Quebec, Montreal, Sherbrooke, Que.; Portage la Prairie, Winnipeg, Brandon, Man.; Vancouver, Victoria, Nelson, B.C.; Halifax, N.S.; Calgary, Alta.

The Dominion Ex. Co. and the Western Ex. Co. have common points at North Portal, Sask; Portal, N.D.; and Sault Ste. Marie, Mich.; and as these companies are treated as one in the interchange of business, these offices are exclusive to both companies. An exception is noted from common points in the U.S., where the Dominion or Western Ex. Co.'s are not represented, through waybills at one graduate may be made to Sault Ste. Marie, Mich. The Western Ex. Co. will also receive through waybills made by other companies from Detroit, Mich., to Sault Ste. Marie, Mich., when necessary to save time.

Telegraph and Cable Matters.

The section of the U.S. cable between Seattle, Wash., and Sitka, Alaska, is reported to be practically worthless.

The DeForest Wireless Telegraph station at Ottawa has been completed, and regular communication is reported to be maintained with Montreal.

The Dominion Government cable str. Tyrian has had her boilers repaired at Halifax, N.S., after the blowing out of a plug, which caused the death of two men Oct. 31.

- W. B. Powell, who has retired from the position of local manager G.N.W. Telegraph Co., Montreal, after 37 years' service, was presented with a diamond pin by the employes.
- P. D. Hamel, Secretary-Treasurer Division 7 Order of Railway Telegraphers, Montreal, was arrested there Nov. 2, on a charge of embezzling about \$8,000, the property of the order.

The Anglo-American Telegraph Co. has brought an action against the Reid Newfoundland Co. and others to recover \$314,000 damages. The action will be tried at St. John's, Nfld.

The Marconi Wireless Telegraph station at Sable Island. N.S., established by the Dominion Government, is reported to be working efficiently, and that from 80 to 100 messages a day are received.

F. C. Carney, Manager G.N.W. Telegraph Co., Ottawa, was presented with a gold locket by the employes, Oct. 25, on the occasion of his appointment to the managership of the company's Montreal office.

Lieut.-Col. H.M. Pellatt, Toronto, has been elected a director of the Dominion Telegraph Co., succeeding the late T. R. Wood. Col. Pellatt was included in the list of the King's birthday honors, being made a knight backetor.

W. J. Duckworth, heretofore Inspector G.N.W.Telegraph Co., has been appointed Superintendent of Maintenance and Construction, succeeding A. B. Smith, resigned, to become Manager of the G.T. Pacific Ry.'s telegraph department.

A. B. Smith was presented with a silver tea service by the employes of the G.N.W. Telegraph Co. at Toronto and other points, on giving up his position as Superintendent of Maintenance and Construction to take over the duties of Manager of the G.T. Pacific Ry. Telegraph Department.

F. C. Carney, heretofore local manager G.N.W. Telegraph Co., Ottawa, has been appointed local manager at Montreal, succeeding W. B. Powell, retired after 37 years' service. He is succeeded at Ottawa by J. G. Davies, heretofore in the service of the Western Union Telegraph Co., Brooklyn, N.Y.

The G.T.R., by its purchase of the Canada Atlantic Ry., has obtained control of a telegraph system from Ottawa to Parry Sound, Ont., and from Ottawa to the International boundary. This telegraph line has connections with the C.P.R. Telegraph lines, and with the Postal Telegraph Co.'s lines in the U.S.

The Department of Marine is having a mast erected at Cape Bear, P.E.I., at a point about halfway between Georgetown, P.E.I., and Pictou, N.S., to send and receive wireless telegraph messages on the Marconi system, from the winter steamers, while crossing the strait. The tower is not to be used for commercial messages.

The C.P.R. Telegraph Department is stringing a wire between Calgary and Wetaskiwin, and along the new branch lines of the C.P.R., eastwards from Wetaskiwin and Lacombe, Alta.; and also on the extension of the McGregor branch in Manitoba. Altogether about 2,000 miles of new wire, half of which is copper wire, and 100 miles of pole line have been added to its system during the current year. Other extensions are in progress on various parts of the system.

With respect to press reports that the Marconi Wireless Telegraph Co.'s station at Glace Bay, N.S., was practically useless for the purpose of receiving messages across the Atlantic Ocean, and that a new station for receiving messages only would be built at Lorne Head near Louisbourg, N.S., we have been officially advised that there is no foundation in fact for the statements. The station at Glace Bay has lately been completed, and answers the purposes for which it was built to the entire satisfaction of the company. The station can transmit and receive messages to and from England with equal facility, and any reports to the effect that it is intended to change the station are said to be ridiculous.

J. G. Davies, who has been appointed Manager of the G.N.W. Telegraph office at Ottawa, was born at Hot Springs, Ark., June 26, 1877, and entered telegraph service in 1889, his record being: June, 1889 to 1897, check-boy, clerk, and operator in the office of the Western Union Telegraph Co., Helena, Mont.; 1897 to 1900 successively with the Great Northern Ry., at Great Falls and Havre, Mont., and with the Postal Telegraph Co. at Great Falls, Mont., returning to the Western Union Co. at Helena; May, 1900, to Nov., 1902, Manager Western Union Telegraph Co., Anaconda, Mont.; Nov., 1902, to Nov., 1904, Manager Fulton Market, New York

City office, same company; Nov., 1904, to Oct., 1905, Manager of the fish, sugar, coffee, and steel districts in the territory lying from the Brooklyn Bridge south to Old Slip, and from William st. to East River, New York, same company.

The annual report of the Western Union Telegraph Co. contains the following figures with regard to income account:—

Gross revenue Operating expenses	1905 \$29,033,635 21,845,570	1904 \$29,249,390 21,361,915
Net revenue Interest on bonds		\$ 7,887,475 1,157,700
Net profit Dividends	\$5,960,865 4,868,084	\$6,729,775 4,868,071
Surplus Previous surplus	\$1,092,781 14,881,429	\$ 1,861,704 13,019,725
Total surplus	\$15,974,210	\$14,881,429

The surplus, after deduction of operating expenses and bond interest, was \$5,960,865 for the year, or 6.12% on the \$97,370,000 capital stock. The retiring directors were re-elected, and the officers and executive committee were also re-elected.

General Telephone Matters.

A telephone line is being strung between North Bay and Sturgeon Falls, Ont.

The Bell Telephone Co. has extended its lines from Thornbury to Kimberley, Ont.

The Bell Telephone Co. has opened toll offices at St. Agapit, Que., and at Minesing, Ont

The Bell Telephone Co. has completed a long distance line from Sault Ste. Marie to Blind River, Ont.

The Bell Telephone Co. is considering a proposition to inaugurate an all night service in Wetaskiwin, Alta.

The Telephone Co. of Prince Edward Island has a construction gang at work in Summerside completing its lines there.

The Dominion Coal Co. has an independent telephone service at Glace Bay, N.S., connecting its stores, collieries, offices, machine shops, etc.

The Bell Telephone Co. has completed a line serving Sheddon, Fingal, Southwold, Iona and Lawrence, Ont., and giving connection with St. Thomas, Ont.

The Bell Telephone Co. has been summoned to the Recorder's Court at the instance of the Montreal City Council for a breach of a by-law levying a fee of \$5 on each unlicensed slot telephone in operation in the city.

The North Vancouver, B.C., City Council desires to bind the B.C. Telephone Co. to a time limit for the installation of its service, but the company states that the manufacturers are so rushed with orders that it is not easy to get them filled.

The Central Telephone Co. of New Brunswick has absorbed the Richibucto-Rexton Telephone Co. The construction to connect the latter with the Central Co.'s lines at Campbellton is going on. Negotiations are in progress with a view of making a connection with the lines along the St. John River counties.

The Eastern Telephone Co. is making a number of improvements on its lines in Glace Bay, N.S., and district. The line between Sydney and Louisburg has been overhauled; a new 50-line cable has been strung from the central office to Bridgeport road, and a branch cable strung from Main St. to the new post office. The E. T. Co. has over 100 subscribers in Glace Bay and vicinity.

Residents on the North shore of Kootenay Lake, B.C., are negotiating with the B.C. Telephone Co., with a view of having an improved telephone service. G. C. Hodge in

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MIDLAND TOWING & WRECKING CO., LTD., MIDLAND, ONT., CANADA. First-Class Tugs for Wrecking, Raft Towing, etc. Steam Pumps, Divers, Jacks, Hawsers and Lighters. stating the position of the company said: "It is decidedly averse to the policy of connection with branch lines over which we have not full control. We could not be responsible for the lines being kept in repair, and we should be hearing constant complaints from our city subscribers if connections asked for could not be given. If we are to be held responsible we must take full control.

The Toronto City Council has approved a proposal of the Board of Control to apply for special legislation to secure the assessment of the telephone and telegraph companies' property in the city. In his re-port to the Board the Assessment Commis-sioner said:—"There is no provision for the assessment of plant of these companies situate on the public places in the municipality; in fact, in sec. 14, sub-sec. 8, all the plant, appliances and machinery of telephone and telegraph companies are specifically exempted. Last year the assessment on the plant of the Bell Telephone Co., including switchboards, was \$675,050, while under the present act the assessment on gross receipts and business assessment was only \$422,237, a loss at once of \$252,813, or at 19 mills on the dollar a loss in taxes of \$4,803. This is a serious loss to the city, but in addition to this there is this fact to be considered; the way the cat the fact to be considered: the way the act now stands, there can be no assessment made in respect of the plant on the streets, and, therefore, the company is able to construct miles of conduits and erect poles and string wires, which, after installation, may not earn any revenue, and thus the municipality receives no taxes for valuable assets belonging to the company, although occupying our streets and other public places. Personally, I am strongly in favor of an application to the Legislature for a change in the method of the assessment of the Bell Telephone Co., with a view of placing that company at least on a similar basis to other franchise companies, viz., gas, electric light and street railway.'

Quebec Telephone Systems.

There are located in the Province of Quebec a larger number of telephone companies than in any other province of the Dominion. A list recently compiled for the House of Commons Telephone Committee showed that—exclusive of the Bell Telephone Co., which though having its head offices in Montreal, carries on business under its general charter in other parts of Canada-there were 28 separate and distinct telephone companies carrying on business in Quebec. A list of these is appended:-

Jos. Archambault, L'Epiphanie. Beauce County Telephone Co., St. Joseph de

eauce.
Beauce Telephone Co., St. Francois.
Bellechasse Telephone Co., Levis.
Canadian Telephone Co., Sawyerville.
P. Deshaise, Doucet's Landing.
Eastern Townships Telephone Co., Sherbrooke.
Electric Light and Telephone Co., Solomon A. St.

Electric Light and Telephone Co., Solomon A. St. Pierre.
Fournier Villemarie, St. Valère de Bulstrode, Drummond, Arthabaska.
F. Gauthier & Co., Drummondville.
Joliette Telephone Co., Joliette.
Kamarouska Telephone Co., Fraserville.
Laurentides Telephone Co., Laurentides.
H. Lemieux & Sons, Murray Bay.
L'Epiphanie Local Telephone Co., L'Epiphanie.
Megantic Telephone Co., St. Julie de Somerset.
Merchants' Telephone Co., Montreal.
Metis Telephone Co., Little Metis.
People's Telephone Co., Sherbrooke.
T. B. Rider, Fitch Bay.
Roberval Telephone Co., St. Francis du Lac.
St. Laurent Telephone Co., St. Francis du Lac.
St. Maurice Telephone Co., Shawenegan.
St. Maurice Telephone Co., Three Rivers.
St. Winceslas Parish Telephone Co., St. Winceslas.
St. Zepherin Telephone Co., St. Zepherin.
The Merchants Telephone Co. has been

The Merchants Telephone Co. has been doing business in Montreal since 1895. It has 1,546 subscribers and of these 190 are in private houses. The rates charged are \$25 and \$35 for residences, and \$20, \$30 and \$35

for business places. The telephone outfit put into the subscriber's premises costs about \$13.46, then there is the wiring and maintenance. The company has about 3,000 miles of double wire, that is 1,500 miles of lines. Some of this was strung on the company's own pole line, and the rest on the pole line of the Montreal Light, Heat and Power Co., under an agreement. The company has not been able to secure the placing of its instru-ments in the offices of the C.P.R., the G.T.R., the Richelieu and Ontario Navigation Co., or the Shedden Forwarding Co., those companies having exclusive agreements with the Bell Telephone Co., but it has its instruments in the city council offices. At present time the M.T. Co. is carrying on its business exclusively within the city of Montreal, Ste. Cunegonde, St. Henri and Maisonneuve. It has no connection with the Bell Telephone Co., and cannot secure a connection with that company's long distance lines. The company could construct long distance lines for itself, but according to a statement of an officer, has as much as it can do to attend to its local business in Montreal. The company has not paid any dividends. The officers of the company, which does not publish an annual report and statement of accounts, are:—President, A. G. N. Culbertson; Vice-President, A. Jones; Secretary-Treasurer, J. Moisan; other directors: A. S. Delisle, A. S. Hamelin.

PURCHASING AGENTS' GUIDE.

(Continued from third page of cover.)

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Grain Elevators John S. Metcalfe Co
The Hudson's Bay Company
Crossen Car Mfg. Co
Hardware The Hudson's Bay Company
Headlights N. L. Piper Railway Supply Co Toronto
Headlinings Crossen Car Mfg. Co
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Hose, Fire The Canadian Rubber Co of Montreal
Hose, Suction The Canadian Rubber Co. of Montreal.
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Hlustrations Acton Burrows Co
Inspections R. W. Hunt & Co
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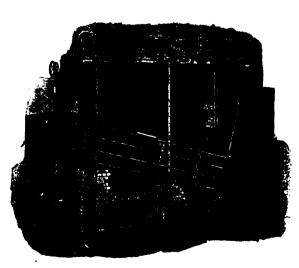
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