

THE Railway and Marine World

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Telephone and Contractors' interests

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See page 801.

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C.P.R. Mechanical Employees' Strike.

On Oct. 4, the Department of Labor at Ottawa received a telegram from Bell Hardy, Winnipeg, representing the C.P.R. mechanical employes who were on strike, stating that they had decided to accept the award of the conciliation board, which they had previously refused to abide by, and against the enforcement of which they went on strike early in August. For some weeks before the men gave in it was evident that the strike could not succeed, as the company met with great success in filling the strikers' places, and brought out a considerable number of men from Great Britain. Representatives of the men tried to make terms with the company before capitulating, but the management adhered to its original decision and the outcome was a complete victory for the company. We are advised that no memorandum of agreement in connection with the termination of the strike was prepared. It was settled by the men notifying the Department of their acceptance of the conciliation board's award, and by the men calling off the strike on the eastern and western lines separately, the company's management promising to use all reasonable means to find employment for and prevent discrimination against men who went on strike.

Although a great deal of matter has been published in the daily press in regard to this strike, the full facts of the matter are not generally understood, and as they are of great importance to railway officials generally, and particularly to those of the operating and mechanical departments, we think the following full and authoritative statement will be read with interest:

On April 28 the Dominion Department of Labor received the application on behalf of the employes. The locality of the dispute was stated in the application to be along the eastern and western lines of the railway, but the application set forth the dispute only in the case of the employes on the western lines. The trades enumerated in the application as being concerned in the dispute were as follows: Boilermakers, eastern and western lines, members of the Brotherhood of Boilermakers and Iron Shipbuilders of America; machinists, eastern and western lines, members of the International Association of Machinists; iron moulders, eastern and western lines, members of Iron Moulders' Union of North America; blacksmiths and helpers, Fort William to Vancouver, members of the International Brotherhood of Blacksmiths and Helpers; boilermakers' helpers, Fort William to Broadview, members of Boilermakers' Helpers' Union no. 127; specialists and helpers of various trades mentioned, western lines, members of Federal Unions nos. 12, 14 and 15; specialists and

helpers of various trades mentioned, Pacific Division, members of Federal Union no. 23; machinists' helpers, members of Machinists' Helpers Union no. 12610, all in the employ of the C.P.R. Co. The approximate estimate of the number of employes affected, or likely to be affected, was 1,770 directly and 1,600 indirectly.

The nature and cause of dispute were set forth in the application as follows: "On



G. J. BURY,

General Manager, Canadian Pacific Railway, Western Lines.

April 1 the C.P.R. Co. served notice of its intention to cancel on May 1 the agreements existing between it and the employes in its mechanical department on western lines, the said employes being organized according to the different trades represented by them as hereinbefore stated. In effect, the said notice provides for (1) contemplated reduction by company of wages on and after May 1. This is borne out by the fact that a number of employes affected by said notice have since received further notice of reduction in wages to take effect May 1; (2) cancellation of articles covering trade protection; (3) cancellation of articles covering rights of committees of employes to meet company's officers on behalf of men; (4) removal of restrictions on number of apprentices, and the cancellation of clauses covering advance-

ment of apprentices. The employes object to cancellation of existing agreements, and contend that such agreements should continue to remain in force."

The employes say that the action of the company in giving such notice constitutes an attempt on its part to deal with sections of particular trades at different times, and is intended to weaken, and has the effect of weakening unfairly, the position of employes in their negotiations with the company. The employes further claim that it is the intention of the company to cancel existing agreements on eastern lines as soon as differences on western lines have been settled. The employes maintain that agreements on both eastern and western lines should be considered and settled at one and the same time. Notice has been given to the company on behalf of employes, members of International Association of Machinists and Brotherhood of Boilermakers and Iron Shipbuilders of America, of their desire to amend at the present time existing agreements on eastern lines, because they believe it will be only a short time until the company asks for such amendment. The said employes, machinists and boilermakers, each have one organization covering employes on company's entire system, all of whom have expressed their intention of ceasing work in the event of eastern agreements not being considered with, and at the same time, as western agreements, or in the event of differences re agreements on western lines not being satisfactorily adjusted.

The parties signatory to the application were: W. McFarlane, President district 30, Boilermakers and Iron Shipbuilders of America; W. Henry, Secretary-Treasurer district 30, Brotherhood of Boilermakers and Iron Shipbuilders; B. Hardy, President, and J. H. McVety, Secretary, district 34, International Association of Machinists; O. L. Wark, President, and W. Mossop, Secretary, Iron Moulders' Union; W. Marshall, Chairman, and R. Anderson, Secretary, Blacksmiths' and Helpers' Committee; T. Gray, Chairman, and J. Moore, Secretary, Boilermakers' Helpers; E. Taylor, Chairman, and J. Chapman, Secretary, Federal Unions 12, 14 and 15; B. Hardy and J. H. McVety, representing Federal Union 23 and Machinists' Helpers' Union 12610.

The Board of Conciliation and Investigation was duly appointed. The company selected C. P. Fullerton, of Winnipeg; the men Jas. Somerville, of Toronto, and these two chose P. A. MacDonald, Master-in-Chambers, Winnipeg, as chairman. The enquiry was commenced May 18 and shortly afterwards the question arose whether the investigation should include the eastern as well as the western lines. The chairman, after having allowed an argument on this point by counsel before the Board, decided

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CHARLES MILLER,
PRESIDENT.

that it was impossible to adjust the dispute of the western lines without at the same time inquiring into conditions with relation to the eastern lines, and the chairman so reported to the Minister. Mr. Fullerton thereupon withdrew from the Board, and G. F. Galt, of Winnipeg, was appointed by the Minister of Labor, without a recommendation under sections 48 (2) and 8 (2) of the Act. J. Somerville was appointed on the recommendation of the employes, and the chairman, P. A. MacDonald, was appointed by the Minister, in the absence of a joint recommendation from the other members of the Board. The enquiry was resumed on June 3, and continued until July 8, the Board proceeding to Moose Jaw, Sask., on June 22, to take evidence there, and returning and resuming sessions at Winnipeg on July 2.

The Department received from the applicants, on June 8, a request that the original application might be amended by including within the scope of the Board's investigation the western carmen, and this request being supported by the usual statutory declaration, was duly complied with.

The investigation was by much the longest and most exhaustive held under the Industrial Disputes Investigation Act, the Board hearing evidence freely on the various points brought before it, several of which were of a technical or complicated nature. The decision of the Board that the eastern lines came within the scope of the investigation made the number of those directly or indirectly concerned in the dispute much larger than the original estimate, the increased number being placed at about 8,000. Several officials of the labor organizations concerned were present throughout the proceedings, as also were some leading officials of the C.P.R. western lines.

MAJORITY REPORT OF THE BOARD.

On July 16 P. A. MacDonald, chairman, and G. F. Galt, a majority of the Board, made the following report:

The dispute in question arose from the action of the C.P.R. Co. notifying its employes in the mechanical department on the Western Division of its road, of the termination of certain agreements, which were then in force, and which fully embraced the relations between the company and these particular employes. In substitution therefor, the company presented a set of rules for the government of its employes in the several trades.

The differences between the agreements in force and the rules proposed are as follows: Rule as to the definition of the machinists and boilermakers. Rule as to the method of dealing with grievances. Rule as to the proportion of apprentices to journeymen in each trade. Rule as to the method to be employed for reducing time in shops, where a reduction in the amount of work to be done necessitates either the cutting down of the staff, or the shortening of the hours of labor. Rule as to the make-up of the crews required in cases of wrecks. Rule as to the hours of labor in roundhouses. Rule regarding the duties of helpers to machinists.

Taking the questions in the above order, the Board finds: That the definition of the machinists' trade should be altered by eliminating the clause: "Drill presses, where a boring or facing tool is required, shall be operated on such work by machinists or apprentices."

2. For the old definition of a boilermaker, the company submit the following: First-class boilermakers to do testing, laying-out, fitting-up, and patching. Second-class boilermakers to do riveting, caulking, stay-bolting and tender work. Tubers, front end and back end. Netting and ashpan men. On this question the Board finds in favor of the company. The result of this finding being to add a class, no. 2, to this trade, it becomes

necessary to fix a rate therefor, and the Board accordingly fixes such rate at 40 cents an hour.

On the question of the disposition of grievances, the company at first claimed that no committees should be recognized, but during the progress of the proceedings submitted that they would be satisfied to allow a clause similar to the provision in the agreement between the engineers and the company. The Board finds that the men have abundantly proved that they are entitled to committee representation, and recommends the adoption of the following clause as effective, fair and just:

"Employes having grievances, either specific or of a general nature, may present the case to his proper officer. If investigation is desired, the aggrieved party, or another employe representing him, may, during work hours, arrange with the foreman for same. Investigation to be held within 48 hours after such application, and in case a satisfactory adjustment cannot be made, the case may be referred to the next higher officer of the Department until the Manager is approached. If, after investigation, the employe is found blameless, he will be paid for all time lost."

In all the trades the proportion of apprentices to journeymen has been fixed at one to five, and one for the shop. The evidence adduced before us shows that in all trades, excepting that of the machinists, there is no injustice being worked on either side, because the number of applicants for positions does not exceed the ratio provided. In the case of the machinists, the evidence is that a large number of applicants are prevented from learning this trade by reason of the limitation contained in this rule. Evidence was given to show that the work in the shops would not permit of a larger number of apprentices obtaining a proper knowledge of this trade. But this Board is of the opinion that the proportion might be enlarged and made one to four, and one for the shop, without injuring the education of such apprentices, and that the necessity for skilled labor, and the desirability of retaining and developing the boys of the country, rather than importing foreign mechanics, are features which compel attention and justify the Board in favoring this increase.

The rule regarding the reduction of expenses, at present in force, provides for a reduction in time of the whole staff, all the men being satisfied to accept a proportionate reduction in their earnings rather than that any should be discharged. The company wish to abolish this provision entirely, in order to permit of a reduction of the staff, but retaining the full day's work for those remaining in the employment. This Board recommends that no charge be made in this rule.

By rule in the machinists' schedule, it is provided that in case of wrecks, where it is necessary to disconnect or replace engines on track, two machinists shall accompany the wrecking crew. The company claim that this clause should be taken out, and on this point the Board find in favor of the company.

The company asked to have changed the rule with regard to the working hours as applied to roundhouses. At present work begins at 7 a.m. and ends at 17 o'clock. It is proposed that the men shall work in shifts, some beginning at 7 a.m., as at present, and ending at 17 o'clock, and others commencing at 8 a.m. and ending at 18 o'clock. The object of this change is to secure continued work in the roundhouses, with a diminution in overtime, a similar arrangement to apply to the night men. No good reason being advanced against this proposal, the Board recommends that this change be made.

The company ask that helpers to machinists should be allowed to use tools, under

the direction of the machinists. The Board is not able to recommend this change.

It is the understanding of the Board that, except in so far as the present schedules are altered by the rulings as above, they shall continue in force.

At the time when this Board was constituted, the differences between the company and the employes on the Eastern Division of the road as to the details of their schedules had not been presented for consideration. Subsequently, the differences having reached a stage where the provisions of the Act could be invoked, application was made to the Department to have the Board deal therewith, the Minister of Labor, by letter, referring the matter to the Board, if, in its discretion, the questions could properly be decided at the same time with those already under consideration. The questions above reported upon are questions which are in dispute between the company and the men in the East equally with those on the Western Division, and this Board recommends that its findings should apply to the persons interested in the dispute in the East.

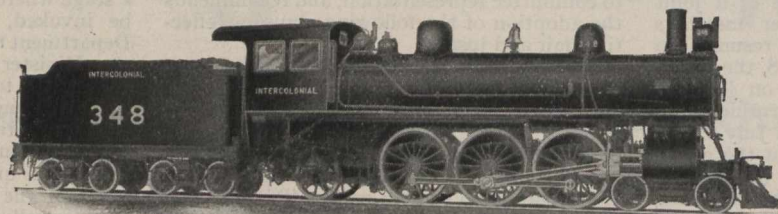
One other question remains for disposition, affecting only the employes on the Eastern Division, that is, the question of the right to a nine-hour, instead of a 10-hour day, with the rate of pay increased to make the earning capacity of the men under the nine-hour day equivalent to that under the 10-hour day provision. The position of the company as presented to us on this question is, that if the companies who are their competitors in business grant the nine-hour day in the East, that they will raise no objection to granting this application of their men. This statement of the Company, coupled with the knowledge of the Board, that the present conditions of business in this country are not such as to justify employers in increasing wages, enables this Board to dispose of that question by refusing to recommend that the change asked for be allowed. But this Board desires to express its confidence that the company will, as soon as they may, without injustice to themselves, change the working hours of their men from 10 to nine hours a day, with a corresponding increase in pay, along the Eastern Division of its road.

The question of the method to be adopted in the framing of agreements between the company and the men, whether the Eastern Division and the Western Division should be treated with at the same time, is one presented to the Board for consideration. After thorough discussion, it appeared that the wishes of the men were to deal by single committee with all trades at the same time and place. The company have explained that they have no objection to dealing with the men through one committee, but that on their part it will be necessary that this committee should meet with the officials of the company having to do with Western interests at Winnipeg, and with the officials of the company having jurisdiction over its Eastern matters at Montreal. The differences between the two parties to this reference, as above set forth, is so slight that the Board feels justified in holding that the schedules should be arranged by negotiations at Winnipeg and Montreal, to be consummated at a time agreed upon.

During the progress of the reference, a further application was received from the carmen, employes of the company, to be included amongst the employes interested in these proceedings. The question was referred by the Minister of Labor to the Board for their consideration, and the company agreeing thereto, it is considered that the carmen are entitled to the benefit of the findings of the Board as above.

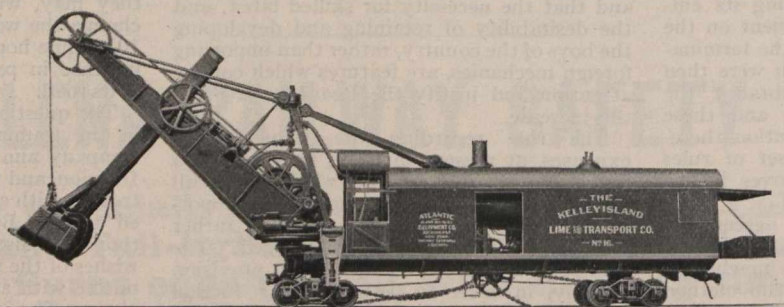
The company, in the event of their position with regard to the abolition of the flat rate not being upheld, claim a decision

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of this Board, that the flat rate should be reduced to the extent of 2½c. per hour, and they have given evidence showing that the rate at present paid by the company to their employes is higher than men outside the service of the company are able to obtain. However, in the answer of the company to the Registrar, it is stated that under the sliding scale proposed, approximately 95% of the employes would receive the same wages as they are now receiving. The Board, therefore, does not feel called upon to give any recommendation for a reduction in rates.

It is recommended that the settlement should commence on Aug. 1, 1908, and should continue until May 1, 1909.

THE MINORITY REPORT.

I, J. Somerville, being unable to agree to the findings of the Board as submitted to the Department, beg to report as follows:

Taking the questions in the order set down in the report, I submit that: The operation of a boring bar in boring and turning on any kind of machine where sizing is to be done being recognized generally as machinists' work, no good purpose can be served by eliminating the specific clause. The evidence of the company has not shown any great advantage to be gained, while on the other hand, unnecessary disputes may arise through the change.

There is no justification in fact for the grading of boilermakers to what is termed class 2. The evidence before the Board all goes to show that in general practice a boilermaker is a boilermaker, competent to do any part of boilerwork, although in some instances the work is classified for the purpose of increasing the output. In such instances the evidence showed overwhelmingly that a flat rate prevailed in railway service without distinction as to what grade of work a boilermaker might be doing. The classification proposed tends to increasing the number of what is termed "specialists"—men with a knowledge of only part of a trade—and a corresponding decrease in the number of all-round mechanics. It places in the hands of foreman as powerful a weapon as the "sliding scale," and may be used just as unscrupulously.

The Board finds against the sliding scale and against a reduction in wages, but the introduction of this classification effects both, and is therefore misleading to the public. For instance, taking the evidence of the company's witnesses, and typewritten exhibits, 19 boilermakers out of the 36 employed in the Winnipeg shops, over 50%, are reduced 3½c. an hour immediately. Actual practice under the proposed classification reduces the number of what is termed first-class boilermakers to 8 in the Winnipeg shops, which means that at least 70% of the total employed can be reduced to the second class with a 3½c. per hour cut in wages. The evidence of the company went to prove that not more than four of the first class will be recognized in outside shops such as Moose Jaw and Fort William. At this ratio 22 out of the 30 men employed between Fort William and Broadview in the boiler trade, or over 70%, are cut 3½c. an hour. Between Broadview and Kamloops, of the 52 men employed, 38 or 70% are cut 5½c. an hour. Kamloops to Vancouver, where 11 men are at work, 7 or approximately 70% are reduced 4½c. an hour. The same classification carried into effect on the eastern lines as recommended by the Board means a sweeping reduction among the boilermakers there. The principle once admitted can be carried into any and all trades, destroying the men's earning powers through the lessening of the skill required to do a particular part of the boilerwork or a single part of what goes to make up what is recognized as a skilled trade. The all-round

workman so much in demand at the present time will pass away entirely if he becomes less a man and more of a machine. The finding of the Board in this respect is a contradiction to other findings in the report—absolutely unfair and misleading. My report is against any change in the definition of a boilermaker.

Adjustment of grievances: I submit the following as fair and equitable: Employes having grievances, either specific or of a general nature, may present his case to the proper officer. If investigation is desired, the aggrieved party, or the chairman of the shop committee, may, during shop hours, arrange with the foreman for a meeting with the shop committee. If immediate investigation is not desirable, the foreman will remove as far as possible the cause for dispute, pending the investigation, which must be held within 24 hours after such application. If a satisfactory adjustment cannot be made the case may be appealed to the highest officer. If after an investigation a man is found to have been unjustly discharged or suspended, he shall be reinstated and paid for time lost. In connection with this article, there is one subject upon which the Board is silent, and which in my judgment should be commented upon in no measured terms. When a grievance or dispute arises between a foreman and an employe under his charge, it is the practice for the foreman to first tell his story to his superior, who afterwards hears what the aggrieved or committee has to say. The foreman is not called upon to face the accused, or accuser, as the case may be. The investigation thus becomes a farce. Instances were given before the Board, of investigation being refused in order to protect the foreman from exposure. This condition has continued to such a length that evidence taken before the Board under oath, charging a foreman with falsely maligning a man and actually tampering with his work for the purpose of discrediting him as a mechanic, is of no moment. That he should boast of the company upholding this nefarious practice is a question not worthy of contradiction. That a master mechanic should repudiate an undertaking given over his signature, in a statement to the men, and then make a directly contradictory one to the Board under oath, is of so little consequence to those higher in authority that relationships continue unchanged. Nothing worthy of refutation was the reply of the company's representative; nothing of moment. If a proper relationship is to be established between the men and the company, this condition will have to be changed, and the evidence presented to the Board places the onus on the company.

In the apportioning of the number of apprentices to the trades as one to four, the Board undertakes to upset offhand a general rule adopted throughout the North American continent in 1898, and recognized wherever an agreement is in existence with the trades to-day. If the question was one of first principles—whether it is right to place any limitation or not—then I could understand the attitude assumed by the Board, but I cannot concur in a finding arrived at without data or evidence. I submit the Board is not competent to judge of the fairness or unfairness of one to four or one to five, granted there should be any limitation.

Changing of working hours in round-houses: While the system of lapping of hours does not commend itself, a trial of a few months will prove its effect or ineffectiveness as an eliminator of overtime, and without favoring the principle, I recommend that it be put in effect during the life of the proposed agreement.

Life of proposed agreement: I favor the usual 30-day clause for annulment, but if a longer period is desirable in the public

interest, one year from date of acceptance would be reasonable.

On the other questions before the Board I am in accord with its findings, except on the one schedule for the system proposition, and the application of the eastern men. No evidence has been taken on either question, and the action of the company in holding out a compromise at this time is to my mind based on the principle of "settle out of court before judgment is rendered," and its acceptance by the Board prevents further exposure and a strengthening of the men's contention. The Board in my opinion is not justified in refusing evidence on these two important questions, for the only justification possible is in the strong opposition advanced by the company to the procedure. The men on the eastern have as much right to having their conditions investigated as the men in the West, and in this respect I dissent from the finding of the Board.

ACTION BY THE COMPANY AND THE MEN.

Copies of the majority and minority reports having been sent to the company, W. Whyte, Second Vice-President, Winnipeg, wired the Department of Labor July 24 as follows: "While the majority report of the conciliation board does not find in favor of the company on a number of its well-founded contentions, and is not to that extent satisfactory to the company, nevertheless, to assist in carrying out the spirit of the Act, I accept that portion of the decision relating to matters on western lines and will confirm by letter."

On the same day Mr. Whyte wrote the Department: "I am in receipt of your letter of the 20th inst., enclosing majority and minority reports of the conciliation board, the majority report being, I assume, the report of the Board. From the evidence submitted of facts as they existed prior to and at the time of the Board's meeting, the company expected a decision fully upholding its views and contentions. In so far as the decision does not do so, it is not satisfactory to the company, and although the company still contends that the position it took and the views it held and contended for are in their entirety correct, nevertheless, for the purpose of assisting in carrying out the spirit of the Act, the company will accept the Board's decision."

On July 29 the General Manager of the eastern lines wrote the Department: "Under all the circumstances and with a view to complying with the spirit of the Act, this company is prepared to accept the recommendation of the majority of the Board so far as these recommendations are applicable to the eastern lines. You have already received from this company's Second Vice-President at Winnipeg an intimation that the report of the Board will be accepted by him on behalf of the company's western lines, and while we consider that the company's contentions have not in some respects been given full consideration by the Board, we are prepared to accept it in toto, in order that the Board's work may not be rendered nugatory, and the object of the Act thereby defeated."

On July 31, T. J. Murray, on behalf of the employes, telegraphed the Department of Labor from Winnipeg as follows: "Findings of arbitration board on C.P.R. disputes not acceptable to employes on either eastern or western lines."

The foregoing has been compiled from the report as given in the Labour Gazette, the Department of Labor's official publication.

It is important to bear in mind that the C.P.R. was not represented in the arbitration by an arbitrator of its own selection. The company's representative, C. P. Fullerton, having withdrawn on account of the company's objection to include the eastern lines, G. F. Galt was appointed by the Min-

PORTABLE LIGHTS

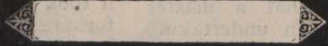
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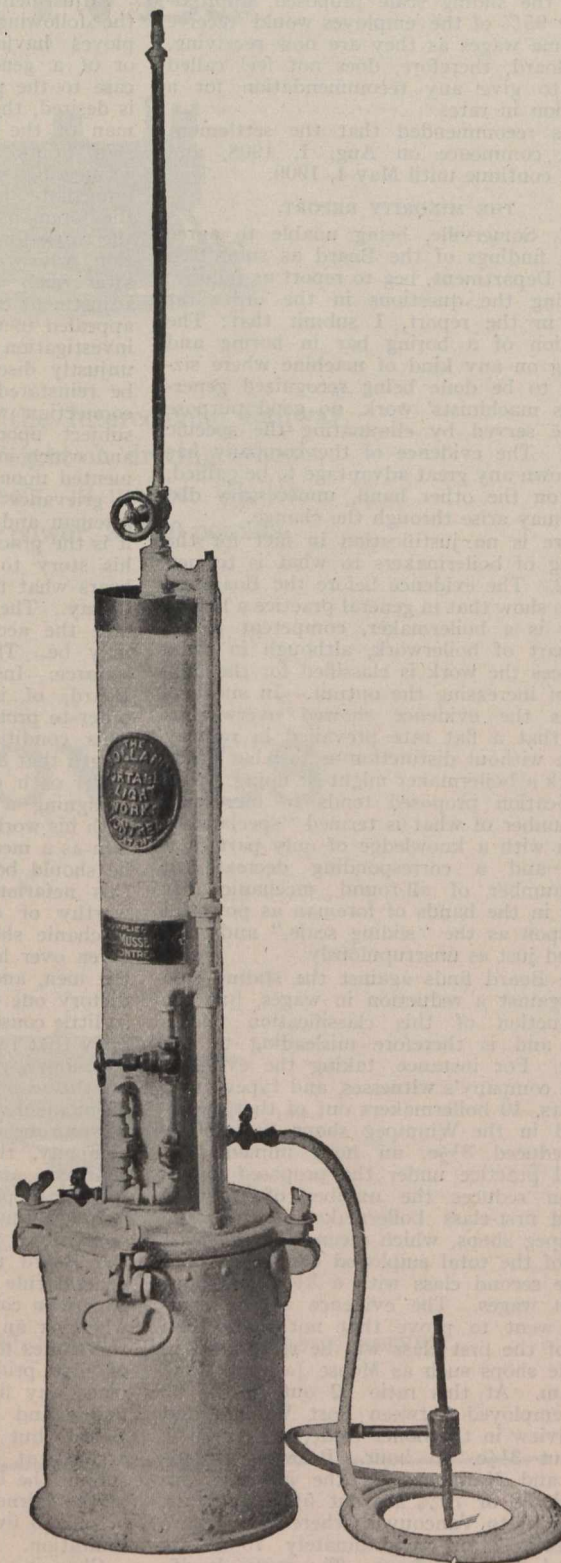
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ister of Labor, J. Somerville was nominated by the employes, and the chairman, P. A. MacDonald, was appointed by the Minister. It is the majority report of this tribunal which the employes refused to accept in the first instance, and against which they went on strike.

Canadian Northern Ry. Earnings, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1907-08, from July 1, 1908:—

	Earnings.	Expenses.	Net Earnings.	Net Increase or Decrease.
July..	\$728,500	\$525,600	\$202,900	\$159,000—
Aug..	747,400	561,300	186,100	30,400—
	\$1,475,900	\$1,086,900	\$389,000	\$189,400—
Inc. or Dec.	\$384,000—	\$194,600—	\$189,400—	.....

Approximate earnings for Sept., \$901,700, against \$758,300 for Sept., 1907; and for 2 weeks ended Oct. 14, \$511,700, against \$390,700 for same period 1907. Mileage operated, 2,874.

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

Gross earnings, working expenses, net profits, increases or decreases over 1907-8, from July 1, 1908:—

	Earnings.	Expenses.	Net Profits.	Net Increase or Decrease.
July	\$6,292,880.82	\$4,018,307.57	\$2,274,573.25	\$232,279.41—
Aug.	6,385,956.69	3,807,057.98	2,578,898.71	8,623.56+
	\$12,678,837.51	\$7,825,365.55	\$4,853,471.96	\$223,655.85—
Inc. or Dec.	\$1,339,614.35—	\$1,115,958.50—	\$223,655.85—	.....

Approximate earnings for Sept., \$6,307,000 against \$6,351,000 for Sept., 1907; and for 2 weeks ended Oct. 14, \$3,210,000 against \$2,998,000 for same period 1907.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Aug., \$222,548.93; expenses, \$161,917.23; net earnings, \$60,631.70; other income, \$12,736.88; standing and other expenses, \$92,897.36; deficit, \$19,528.78; against, \$333,138.84, gross earnings; \$229,412.91 expenses; \$103,725.93 net earnings; \$9,705.10 other income; \$94,925.80 standing and other expenses; \$18,595.23 surplus for Aug., 1907. Gross earnings for 2 months ended Aug. 31, \$448,633.91; expenses, \$326,281.11; net earnings, \$122,352.80; other income, \$25,440.67; standing and other expenses, \$183,130.04; deficit, \$37,306.57; against, \$663,051.04 gross earnings; \$452,477.78 expenses; \$210,573.26 net earnings; \$18,316.47 other income; \$192,257.46 standing and other expenses; and \$36,532.27 surplus for same period, 1907. Approximate earnings for Sept., \$250,884, against \$304,403 for Sept., 1907.

MINERAL RANGE RD.—Gross earnings for Aug., \$72,380.13; expenses, \$56,037.39; net earnings, \$16,342.74; other income, \$21.89; standing and other expenses, \$12,809.57; surplus, \$3,555.06; against \$76,294.39 gross earnings; \$54,574.67 expenses; \$21,719.72 net earnings; \$99.30 other income; \$11,954.56 standing and other expenses, and \$9,864.46 surplus for Aug., 1907. Gross earnings for 2 months ended Aug. 31, \$146,206.93; expenses, \$116,935.56; net earnings, \$29,271.37; other income, \$21.89; standing and other expenses, \$25,587.23; surplus, \$3,706.03; against \$148,633.07, gross earnings; \$111,831.28, expenses; \$36,801.79, net earnings; \$1,443.03, other income; \$24,590.68 standing and other expenses; and \$13,654.14 surplus for same period, 1907. Approximate earnings for Sept., \$73,253; against \$68,161 for Sept., 1907.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Aug., \$961,360.27; expenses, \$606,091.77; net earnings, \$355,268.50; against \$1,021,935.19 gross earnings; \$653,677.86 expenses; \$368,257.33 net earnings for Aug., 1907. Gross earnings for 2 months ended Aug. 31, \$1,911,469.25; expenses, \$1,162,899.79; net earnings, \$748,569.46; against \$2,116,825.07, gross earnings; \$1,342,133.19, expenses; \$774,691.88, net earnings, for same period, 1907. Approximate earnings for Sept., \$1,510,934, against \$1,086,776 for Sept., 1907.

Grand Trunk Ry. Earnings, Expenses, etc.

The following figures give the earnings of the G.T.R., the C. A. R., the G. T. Western Ry., and the D. G. H. & M. Ry., separately, for Aug., as compared with Aug., 1907:

GRAND TRUNK RAILWAY.		
	1908	1907
Earnings.....	\$2,660,000	\$3,146,300
Expenses.....	1,808,100	2,149,400
Net earnings.....	\$ 866,900	\$ 996,900
CANADA ATLANTIC RAILWAY.		
Earnings.....	\$ 193,850	\$ 209,300
Expenses.....	163,900	171,600
Net earnings.....	\$ 29,950	\$ 37,700
GRAND TRUNK WESTERN RAILWAY.		
Earnings.....	\$ 516,370	\$ 595,000
Expenses.....	353,370	469,100
Net earnings.....	\$ 163,000	\$ 125,900
DETROIT, GRAND HAVEN & MILWAUKEE RY.		
Earnings.....	\$ 149,300	\$ 191,900
Expenses.....	116,000	134,400
Net earnings.....	\$ 33,300	\$ 57,500

TRAFFIC RECEIPTS OF THE SYSTEM.

	Aggregate from July 1 to Sept. 30:		Increase.	Decrease.
	1908.	1907.		
Grand Trunk	£1,626,704	£1,917,932	.....	£291,228
Canada Atlantic	107,537	126,469	.....	18,932
G. T. Western	300,900	354,622	.....	53,632
D. G. H. & M.	92,616	106,538	.....	13,922
Total.....	£2,127,847	£2,505,561	.....	£377,714

Approximate earnings for Sept., \$3,551,625, against \$6,215,977 for Sept., 1907, and for 2 weeks ended Oct. 14, \$1,676,319, against \$1,856,238, for same period, 1907. Mileage operated 4,523.

G.T.R. Mogul and Switching Locomotives.

In addition to the 10 ten-wheeled passenger locomotives described in our Sept. issue, the G.T.R. has recently received from the Baldwin Locomotive Works 10 mogul type locomotives for freight service and 10 six-coupled locomotives for switching service. As in the case of the previous order, these were constructed, throughout, to drawings and specifications furnished by the G.T.R.

The mogul locomotives are examples of a type which has long been extensively used in freight service. Recent years have witnessed the introduction, on many roads, of heavier locomotives, having more elaborate wheel arrangements, but where train loads are comparatively moderate and the service is not too exacting, the mogul type is still performing efficient service.

The cylinders of the new G.T.R. locomotives are single expansion, and are equipped with balanced slide valves. The wheel spacing gives ample room for a simple arrangement of Stephenson valve motion, in which the link blocks are connected directly to the rockers, and all the parts are readily accessible. The main driving wheel centres are of cast steel, while the front and back centres are of cast iron. Cast steel is also used for the engine frames, driving boxes and crossheads. The main driving wheels have plain tires without flanges; the forward driving wheels are equalized with the leading truck in the usual manner. An interesting feature is the arrangement of the driving springs, which are underhung.

The boiler is of the extended wagon top type, with a long firebox placed above the engine frames. The longitudinal seams in the barrel are butt jointed and sextuple riveted. The firebox staying is radial, and the furnace equipment includes a brick arch which is supported on water tubes.

The switching locomotives are, in many respects, similar to those described above. They are carried on three pairs of driving wheels, without trucks. The total wheel base is 12 ft. 8 in., and as the main driving wheels have plain tires, the locomotive can traverse sharp curves without difficulty. The boiler is of the straight top design, with the firebox above the frames, and ample steaming capacity is provided for an engine of this type.

The tenders of both classes have steel frames built of 10-inch channels. The tender wheels of the switching locomotives are of chilled cast iron, while those of the mogul engines are steel tired with cast iron centres, and were supplied by the Standard Steel Works Co.

The principal dimensions of these locomotives are as follows, the weights given being estimated:

	Moguls.	Switching.
Cylinders.....	20" x 26"	20" x 26"
Driving-wheels, diameter.....	63"	56"
Boiler, diameter.....	62"	66"
Steam pressure, lbs.....	200	190
Grate area, sq. ft.....	33.4	27.4
Heating surface, sq. ft.....	1,877	1,901
Driving-wheel base.....	15' 8"	12' 8"
Total wheel base, engine.....	24' 3"	12' 8"
" " " and tender.....	51' 1"	42' 4"
Weight on driving wheels, lbs.....	138,000	140,000
Weight, total engine, lbs.....	162,000	140,000
Weight, total engine and tender, lbs.....	293,000	250,000
Tank capacity, gallons.....	6,000	5,000
Coal capacity, tons.....	10	10

November Birthdays.

Many happy returns of the day to—
A. B. Atwater, Assistant to 2nd Vice-President and General Manager G.T.R., for lines west of Detroit and St. Clair Rivers, Detroit, Mich., born at Sheffield, Ohio, Nov., 1845.

W. F. Brougham, Local Right-of-Way and Lease Agent C.P.R., Vancouver, B.C., born in Westmoreland, Eng., Nov. 25, 1865.

G. B. Burchell, General Manager Maritime Coal, Ry. and Power Co., Joggins Mines, N.S., born at Sydney, N.S., Nov. 1, 1877.

M. J. Butler, Deputy Minister of Railways and Canals, Ottawa, born at Deseronto, Ont., Nov. 19, 1856.

J. R. Cameron, General Superintendent Canadian Northern Ry., Winnipeg, born at Truro, N.S., Nov. 5, 1865.

F. H. Clendenning, City Freight Agent, C.P.R., Victoria, B.C., and District Freight Agent, Esquimalt and Nanaimo Ry., born at Montreal, Nov. 9.

F. Conway, acting General Superintendent Kingston and Pembroke Ry., Kingston, Ont., born at Ernestown, Ont., Nov. 19, 1850.

C. W. Cooper, Assistant General Passenger Agent Canadian Northern Ry., Winnipeg, Man., born at Montreal, Que., Nov. 16, 1868.

W. L. Creighton, Advertising Agent Intercolonial Ry., Moncton, N.B., born at Derby, Eng., Nov. 9, 1871.

W. Downie, General Superintendent C.P.R. Atlantic Division, St. John, N.B., born at Rock Currie, Ireland, Nov. 12, 1850.

Jos. Dubrule, Jr., Manager Canadian Pacific Car and Passenger Transfer Co., Prescott, Ont., born at Spencerville, Ont., Nov. 14, 1872.

Grant Hall, Superintendent of Motive Power, C.P.R. Western Lines, Winnipeg, born at Montreal, Nov., 1863.

C. R. Hosmer, director C.P.R., born at Coteau Landing, Que., Nov. 12, 1851.

J. McGillvray, Superintendent Inverness Ry. and Coal Co.'s lines, Inverness, N.S., born at Nairn, Scotland, Nov. 13, 1867.

T. E. Martin, Local Freight Agent, C.P.R., Quebec, Que., born at Beauharnois, Que., Nov. 23, 1852.

C. Murphy, General Superintendent, Eastern Division C.P.R., Montreal, born at Prescott, Ont., Nov. 20, 1865.

F. Nicholls, Vice-President Toronto Ry., director Canadian Northern Ry., born in England, Nov. 23, 1856.

H. P. Sharpe, General Agent Dominion Express Co., Toronto, born at Brockville, Ont., Nov. 24, 1864.

G. H. Shaw, Traffic Manager Canadian Northern Ry., Winnipeg, Man., born at Smith's Falls, Ont., Nov. 25, 1859.

F. M. Spaidal, General Superintendent Canadian Northern Quebec Ry., and Quebec and Lake St. John Ry., Quebec, born at Gananoque, Ont., Nov. 25, 1859.

J. Sparks, Assistant General Baggage Agent C.P.R. Western Lines, Winnipeg, Man., born in London, Eng., Nov. 25, 1874.

H. P. Timmerman, Industrial Commissioner C.P.R. Eastern Lines, Montreal, born at Odessa, Ont., Nov. 6, 1856.

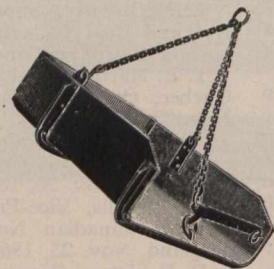
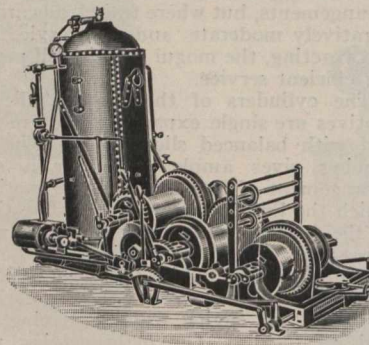
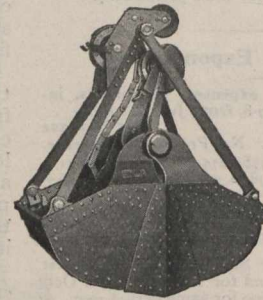
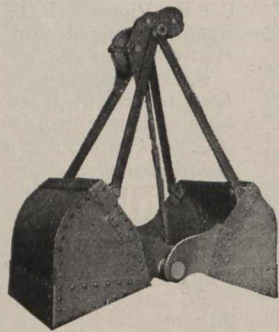
H. E. Whittenberger, Superintendent Eastern Division G.T.R., Montreal, born at Peru, Ind., Nov. 9, 1864.

The Brome County Asbestos Development Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$200,000 and office at Eastman, Que., with power among other things to construct and operate railway lines for the purposes of its business. The provisional directors are: C. A. Nutting, Waterloo; H. H. Williams, Broughton; W. Johnson, Montreal; and A. C. Lysle, Superintendent and Freight and Passenger Agent, Orford Mountain Ry., Eastman, Que.

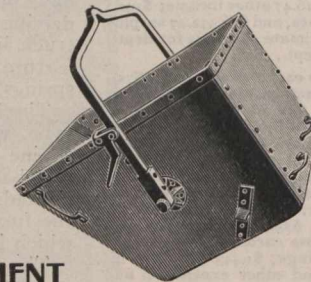
RAILWAY AND CONTRACTORS' SUPPLIES

BEATTY & SONS, LTD.

HOISTING ENGINES
BUCKETS, ETC.



HOISTS
PUMPS
CABLEWAYS
AND
CONSTRUCTION EQUIPMENT



LOCOMOTIVES - CARS - STEAM SHOVELS - TRENCH TOOLS, ETC.

PLANS AND ESTIMATES FURNISHED

THE CANADIAN FAIRBANKS CO., LTD.
MONTREAL

TORONTO

ST. JOHN, N.B.

WINNIPEG

CALGARY

VANCOUVER

Canadian Northern Railway Report.

The following directors' report, over the signature of W. Mackenzie, President, was submitted at the annual shareholders' meeting in Toronto Sept. 24:

The result of the operations for the fiscal year ended June 30, 1908, are as follows:

GROSS EARNINGS.	
Passenger traffic.....	\$1,846,086.77
Freight traffic.....	6,824,782.98
Express, mail, telegraph, dining and sleeping cars, interest and profits from elevators and other subsidiary companies.....	1,038,592.96
	<u>\$9,709,462.71</u>
WORKING EXPENSES (including taxes, etc.).....	
	\$6,676,775.82
Net earnings.....	\$3,032,686.89
Fixed charges.....	2,353,757.48
Surplus for the year.....	<u>\$ 678,929.41</u>

The gross earnings show an increase over the previous year of \$1,359,264.63, or 16.28%, and net earnings, a gain of \$106,652.46, or 3.64%. While the percentages of increase in gross and net earnings are not as large, especially in net earnings, as in the preceding year, they give to your railway a unique position among the railways of the North American Continent during a year which has seen a heavy, though temporary, check to commercial development everywhere. That your railway is singular in being able to show increases in gross earnings that proportionately exceed the increased mileage operated, is a further evidence of the high quality of the country traversed, and of the prosperity which is yearly becoming more noticeable in all sections of it. Perhaps the most striking aspect of this improvement is in the gain from passenger receipts, which show an increase over the preceding year of \$381,830.59, or 26%, and while part of this increase is no doubt due to the fact that this is the first complete year which your company has operated the Qu'Appelle, Long Lake and Saskatchewan Ry., between Regina and Prince Albert, the reports from the system generally show a steady and progressive advancement. The working expenses were 74.10% of the gross earnings of the railway proper, and 68.77% of the gross earnings from all sources, compared with 73.49% and 64.96% respectively, last year. The increase in working expenses is due to comparatively larger expenditures over last year in bringing up the standard of the roadbed and track, to enlarging station accommodation, freight shed, sidings and other necessary facilities to meet the increasing demands of traffic.

During May and June, the earnings of your railway, in common with all other large systems in North America, decreased, compared with the earnings of the corresponding period of 1907; the decrease was not, however, as serious as it appeared, and was the combined result of the heavy crop of 1906, the unprecedentedly severe winter of 1906-7, and of the light crop of 1907. As was stated in the last annual report, a large proportion of the crop of 1906 was blockaded during the winter; the movement did not again begin until May, 1907, and it continued during the summer months. During the winter of 1907-8, there was not so large a quantity of grain to handle, much new equipment was available, and the weather was as favorable as in the year before it had been unfavorable, with the consequence that very little grain remained to be handled in the spring, and the earnings, therefore, showed a rapid and deceptive decrease. The threshing returns of the crop of 1908 have, so far produced results even better than were anticipated, and your directors are able to state that the revenue arising from its movement will far exceed any previous year. The chief

factor in this increased movement is not so much the larger yield per acre under crop—although it is quite important—as the greater acreage under cultivation which has accompanied the construction of branch lines, and which more than justifies the construction of additional lines now under way, and others contemplated in the immediate future. While it is true that a substantial revenue accrues from the movement of grain of all kinds it is satisfactory to know that the company is not entirely dependent upon that class of traffic for revenue. The lumber and coal industries are increasing in importance, not only from the standpoint of consumption in the older settled towns and districts served by your railway, but also from the fact that the completion of the branch lines referred to provides additional new territory for these commodities.

During the year there have been large expenditures on maintenance and strengthening of roadbed, on relaying track with heavier steel, improving station accommodation, and enlarging the facilities for economical operation of the system. The shops and yards at Fort Rouge, Winnipeg—involving an outlay of \$1,000,000—are in part completed, and have already proved of great benefit to your railway, furnishing as they do a very complete and up-to-date plant. During the year there have also been completed new engine houses at Brandon, Dauphin and Saskatoon. The contract for the Fort Garry station, Winnipeg, which your company is providing in conjunction with the Government of Canada and the Grand Trunk Pacific Ry., was let in the spring, and the work has proceeded all summer and will, it is hoped, be carried to completion in about 18 months. The station will be the most spacious, convenient, and substantial railway depot in Canada, and will be the property of your company, with the Transcontinental and Grand Trunk Pacific as tenants. These notable additions to your terminal facilities in Western Canada are coincident with the construction of new lines in various favored sections of Manitoba and Saskatchewan. Construction of the Brandon to Regina line was all but completed during the year, and a regular train service will be inaugurated toward the end of Sept. This line, besides securing to your company a share of the business of excellent country along 220 miles of railway, completes an alternative route from Winnipeg to Edmonton, and gives to Prince Albert its third route to Winnipeg over Canadian Northern lines. It will enable your company to inaugurate the first competitive passenger service to the City of Regina, and will give to the territory from Regina to Saskatoon, served by the Qu'Appelle, Long Lake and Saskatchewan Ry. (the bonds of which are guaranteed by your company), a more direct access to Winnipeg and to navigation than was previously available, and will make that railway even more valuable, as part of the Canadian Northern system.

During the year, by the direction of the shareholders, \$2,000,000 of 4% perpetual consolidated debenture stock was sold, the proceeds of which, as far as received, have been applied to the general purposes of the railway, and the purchase of securities of companies whose business is incidental to the traffic of your railway. In devoting to this latter purpose \$3,295,000, your directors have carried out their consistent policy of acquiring for your company the securities and control of such of the more important undertakings which are necessarily associated with railway transportation. These securities have been lodged with the trustee of the mortgage securing the 4% perpetual consolidated debenture stock. The companies whose securities have been acquired are: The Canadian Northern

Coal and Ore Dock Co., the Lake Superior Terminal Co., operating at Port Arthur; the Canadian Northern Telegraph Co., operating over the entire system; the St. Boniface and Western Land Co., which holds valuable properties suitable for terminal and manufacturing purposes adjacent to Winnipeg properties; the Edmonton and Slave Lake Railway Co., under whose charter the line already constructed from Edmonton to Morinville, on the way to Athabasca Landing, and the Peace River Valley, has been constructed and is in operation.

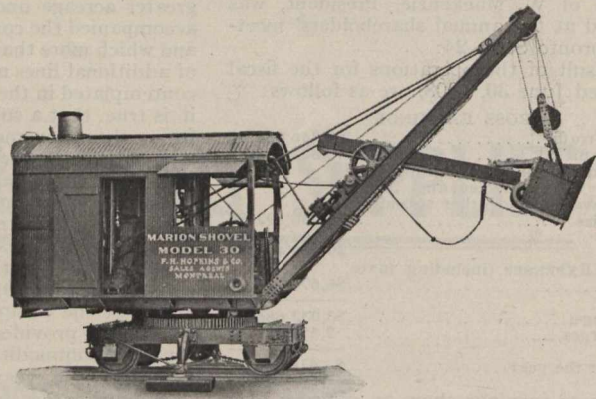
By the authority of the shareholders of your company, the first mortgage bonds of the Qu'Appelle, Long Lake and Saskatchewan Ry. were guaranteed as to principal and interest. The value of this property as revenue producing territory to your system has been amply demonstrated, the net earnings for the past fiscal year—although the crop of 1907 was less than usual—having been more than sufficient to meet the fixed charges on the bonds. Besides, the inclusion of this railway as part of your system has not only secured access to the rapidly growing city of Saskatoon, but it has rendered much easier the task of tapping the enormous wheat-growing area of Central Saskatchewan. The heavy grain traffic, too, arising from the territory between Saskatoon and Regina ensures from the beginning remunerative business for the new line between Regina and Brandon. From Saskatoon, the construction of the line to the Goose Lake district was undertaken during the year. Grading for 50 miles was completed during the fiscal year just closed, and since then track has been laid for that distance and will, it is expected, be completed for an additional 20 miles this season. The further extension of this railway will be through equally fertile territory in which your company has extensive land holdings, and to which settlers are proceeding in large numbers.

In order to meet the growing demands of traffic, your directors have made heavy purchases of rolling stock of all kinds, involving a large outlay. The delivery of this equipment has placed your company in an exceptionally favorable position to materially assist in the larger crop movement this coming fall, and the benefits will undoubtedly be amply reflected in the increased gross earnings.

The sale of your lands continues in satisfactory quantities. During the year, 414,696 acres were sold for \$3,449,758.76, an average of \$8.32 per acre. In respect of lands sold to June 30, 1908, there is \$3,832,584.79 in the hands of the National Trust Co., in trust to retire land grant bonds amounting to \$2,000,000, and \$7,240,913.50 in deferred payments on sales, making a total of \$11,073,498.29. The interest of our southern neighbors in the development of Western Canada is steadily growing. Besides the visits of landseekers, large numbers of journalists from the United States have travelled over your main line, and between Regina and Prince Albert, closely inspecting the crops, talking with the settlers and informing themselves of conditions generally. These parties have included men from practically every state in the Union, and their published accounts of what they saw have more than endorsed all claims made for the country. Your directors mention this feature of immigration here because it enforces the argument which has been reflected in previous reports in favor of the immigration to Canada of well-equipped Britons who will take a pride in developing one of the richest portions of the Empire.

The accounts and statistical tables appended to the report are submitted by D. B. Hanna, Third Vice-President, as follows:

“Marion” Revolving Steam Shovels

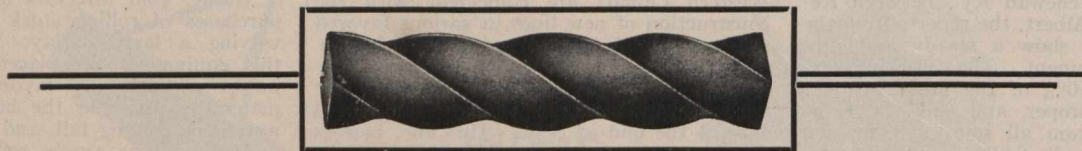


Built along the same lines in point of material and workmanship as the Marion large size shovels. These Revolving Shovels are built in two sizes, viz.:— $\frac{3}{4}$ and $1\frac{1}{4}$ cubic yard dippers and will stand up under the hardest work. The body of shovel revolves around a pivotal journal and is carried by five broad face conical steel rollers.

For a small, handy, quick acting, powerful steam shovel, there is nothing to approach either our Model 30 or Model 35.

Can we send you complete specification and blueprint?

All capacities—“Marion” Standard Steam Shovels—Immediate shipment



“Ransome” High Tensile Twisted Steel For Concrete Reinforcement

High Elastic limit and tensile strength.

Absolute safety can be secured by using Ransome Twisted Steel for your concrete reinforcing. For equal strengths, Ransome bars are Cheaper than plain bars because the ultimate strength of the steel is increased by twisting.

PROMPT SHIPMENT OF ALL SIZES
CUT TO SPECIFIED LENGTHS WITHOUT EXTRA CHARGE

F. H. Hopkins & Co

SUCCESSORS LATE
JAMES COOPER

Montreal

CONDENSED GENERAL BALANCE SHEET.

ASSETS.	
COST OF RAILWAY AND EQUIPMENT	\$85,732,583.22
Acquired securities	(cost) 5,733,673.27
Advances to other companies	891,100.35
Advances to lines under construction and terminals at Winnipeg	1,979,044.72
Value of material and supplies on hand	\$ 579,641.46
Due from agents, station balances, etc.	326,902.02
Deferred payments on land sales	\$7,240,913.50
Cash with National Trust Co., account of land sales	3,832,584.79
Instalments receivable account of 4% perpetual consolidated debenture stock	1,154,958.56
Cash on hand	1,501,933.83
	<u>\$108,973,335.72</u>

In addition to above assets the company owns 1,413,555 acres of land in Manitoba and Saskatchewan.

LIABILITIES.	
Capital stock	\$30,750,000.00
Bonds and stock (guaranteed by Government)	26,647,730.04
Four per cent. perpetual consolidated debenture stock	24,054,716.65
Land grant bonds	2,000,000.00
Car trust obligations	9,628,790.76
CURRENT LIABILITIES—	
Unpaid pay rolls	\$ 452,717.75
Unpaid audited vouchers	814,347.47
Due to other companies (net)	428,407.46
Coupons and dividend warrants due July 1	674,526.19
Accrued interest on bonds and equipment securities	185,973.10
Equipment replacement fund	860,499.29
Gross land sales	\$11,976,423.63
Less	47,755.35
Land grant bonds, as above, money to redeem which is in hands of National Trust Co.	2,000,000.00

SURPLUS—	
Land grant account	\$9,976,423.63
Railway account	3,311,947.32
	<u>13,288,370.95</u>
	<u>\$108,973,335.72</u>

ACQUIRED SECURITIES.	
Minnesota & Ontario Bridge Co.—	
4½% 1st mortgage debenture bonds	\$ 180,000.00
Capital stock	100,000.00
Minnesota & Manitoba Rd.—	
5% general mortgage bonds	250,000.00
Capital stock	400,000.00
Lake Superior Terminals Co., Ltd.—	
5% mortgage gold bonds	2,000,000.00
Capital stock	500,000.00
Canadian Northern Telegraph Co.—	
5% general mortgage bonds	800,000.00
Capital stock	500,000.00
Winnipeg Land Co., Ltd.—	
5% 1st mortgage gold bonds	300,000.00
Capital stock	100,000.00
Canadian Northern Coal & Ore Dock Co.—	
5% 1st mortgage bonds	375,000.00
St. Boniface & Western Land Co.—	
5% 1st mortgage bonds	750,000.00
Capital stock	250,000.00
Edmonton & Slave Lake Ry. Co.—	
5% 1st mortgage bonds	420,000.00
Canadian Northern Prairie Lands Co.—	
Capital stock	492,006.61
	<u>\$7,417,006.61</u>

INCOME ACCOUNT, JUNE 30, 1908.	
Operating expenses	\$ 6,623,271.60
Taxes	53,504.22
RENTALS OF LEASED LINES:	
Northern Pacific & Manitoba Ry.	\$210,000.00
Minnesota & Manitoba Rd.	13,960.00
Interest on equipment securities	431,247.82
Accrued interest to June 30, 1908	185,973.10
Less accrued interest at June 30, 1907, paid during current year	149,392.08
Balance of income account	3,311,947.32
	<u>\$12,379,061.64</u>
Balance of income account, June 30, 1907	\$ 2,669,598.93
Gross earnings	9,709,462.71
	<u>\$12,379,061.64</u>
Balance at credit	\$ 3,311,947.32

DETAILS OF FIXED CHARGES.

Four per cent. bonds guaranteed as to principal and interest by Manitoba Government—	
Amount	Date of Issue. Annual Charge.
4%, £2,436,200	June 30, 1904. \$427,989.03
4%, £1,180,600	Sept. 30, 1901. 230,754.18
Three per cent. stock guaranteed as to principal and interest by Dominion Government—	
£1,923,287	July 29, 1903. \$280,799.90
Four per cent. perpetual consolidated debenture stock—	
£4,942,750	\$577,539.10
Qu'Appelle guaranteed 4% 30 year mortgage debenture stock—	
£922,309	Oct. 17, 1906. \$179,540.25
6,600 (6% 1st Mort. Bonds, 1911)	1,927.20
Leased Lines—	
Northern Pacific and Manitoba Ry.	\$210,000.00
Minnesota and Manitoba Rd.	13,960.00
Interest on equipment securities	431,247.82
	<u>\$2,353,757.48</u>

GROSS EARNINGS.

Class.	Amount.	Per Cent.
Passenger	\$1,846,086.77	19.01
Freight	6,824,782.98	70.29
Mails	72,919.50	00.75
Express	107,266.21	01.10
Miscellaneous	858,407.25	08.85
Total	\$9,709,462.71	100.

OPERATING EXPENSES.

Class.	Amount.	Per Cent.
Maintenance of way and structures	\$1,486,030.04	22.26
Maintenance of equipment	1,330,067.52	19.92
Traffic expenses	120,283.85	01.80
Transportation expenses	3,486,638.09	52.22
General expenses	253,756.32	03.80
Total	\$6,676,775.82	100.

DESCRIPTION OF FREIGHT CARRIED.

	1907-1908.	1906-1907.
Flour, sacks (100 lbs. ea.)	925,798	844,500
Grain, bushels	22,456,041	19,853,142
Live stock, head	44,639	32,960
Logs and lumber, feet	206,698,000	189,455,000
Firewood, cords	197,633	109,685
Fish, tons	4,435	3,402
Immigrants' effects, cars	3,383	4,647
Building material (lime, stone, brick, sand, etc.) cars	9,432	9,046
Miscellaneous, tons	1,133,508	628,521

PASSENGER TRAFFIC.

Number passengers carried	937,036	1907.
Number passengers carried one mile	74,468,415	703,988
Earnings per passenger per mile	cts. .02381	.02413
Earnings per traffic train mile	1.06704	1.18601
Total passenger train earnings	\$2,026,272.48	\$1,720,424.38

FREIGHT TRAFFIC.

Number tons carried	2,615,580	1,822,220
Number tons carried one mile	875,287,887	657,437,305
Earnings per ton per mile	Cts..00779	.00873
Earnings per traffic train mile	2.71795	2.54139
Total freight train earnings	\$6,824,782.98	\$5,741,729.25

PASSENGER AND FREIGHT TRAFFIC, ETC.

Gross earnings per mile of road	\$3,387.81	\$3,328.09
Operating expenses per mile of road	2,329.65	2,161.88
Net earnings per mile of road	1,058.16	1,166.21
Amount required per mile of road to pay fixed charges, including leased lines	821.26	750.27

TRAIN AND CAR MILEAGE.

Mileage of passenger trains	1,898,970	1,450,590
Mileage of freight trains	2,511,004	2,259,279

EXPENSES PER TRAFFIC TRAIN MILE.

	cts.	cts.
Maintenance of way and structures	33.70	33.99
Maintenance of equipm't.	30.16	27.85
Traffic expenses	02.73	02.45
Transportation expenses	79.06	76.04
General expenses	05.75	05.88
Total	\$1.5140	\$1.4621

SUMMARY OF EQUIPMENT.

	June 30, 1908.	June 30, 1907.
Locomotives	290	190
Sleeping and dining cars	35	729
Passenger coaches	122	108
Baggage and mail and express cars	70	48
Business cars	6	6
Freight, refrigerator and stock cars	8,065	6,868
Conductors' vans	104	97
Boarding, tool, auxiliary cars, steam shovels and snow equipment	126	123

MILEAGE OWNED AND OPERATED.

The total number of miles of railway owned and operated, including leased lines, at June 30, was 2,894.9, located as follows: Ontario, 353.7; Manitoba, 1,427.2; Saskatchewan, 856.1; Alberta, 214.2; Minnesota, 43.7.

The report was unanimously adopted at the annual meeting, and the directors re-elected. The following are directors for the current year: President, W. Mackenzie; Vice-President, D. D. Mann; other directors, Z. A. Lash, F. Nicholls, Toronto; R. M. Horne-Payne, London, Eng.

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

A Block System.—A press report states that the next important work which will be undertaken by the company will be the installation of a block system on the main line between Montreal and Sarnia, Ont., and between Port Huron, Mich., and Chicago, Ill.; that work is estimated to cost \$1,350,000, and that a beginning will be made on the installation early in 1909.

Turcot Roundhouse.—The roundhouse at Turcot, a westerly suburb of Montreal, has accommodation for 57 locomotives, each stall being 85 ft. long; the turntable is 100 ft. long. This roundhouse was opened at the end of 1906, with 40 stalls, and since then the remaining 17 have been added. It is completely equipped with telephones, electric lighting, coal chutes, storehouses, and everything else necessary.

Ottawa Central Station.—In an interview at Ottawa, Oct. 13, W. Wainwright, Fourth Vice-President, said tenders had been received for the baggage annex at the Central station, which is to be used temporarily for station purposes until the new structure is completed. The contract, he said, is to be awarded at once, and it is hoped that work will be started right away. The deed from the Crown for the site for the hotel in the Major's Hill Park was in the hands of the company for examination, and as soon as it was executed tenders would be asked for the building.

In connection with the plans of the station and hotel, it was reported from New York, Oct. 8, that B. L. Gilbert, the architect who prepared the original plans, had engaged counsel to take legal action in connection with their rejection.

Stratford to Goderich.—The work of relaying the line between Stratford and Goderich, Ont., has been completed as far as Holmesville. The old 57-lb. rails taken up have been shipped west for use on the G.T. Pacific Ry., and the 80-lb. rails which have been laid were brought from the main line near Sarnia, where 100-lb. rails have been laid. Considerable improvements are to be made at Holmesville, notably some reduction in the gradients, so that it will be possible to work trains of 20 loaded cars by means of one locomotive. At Goderich a new turntable is being put in, and considerable improvements are being made at the roundhouse.

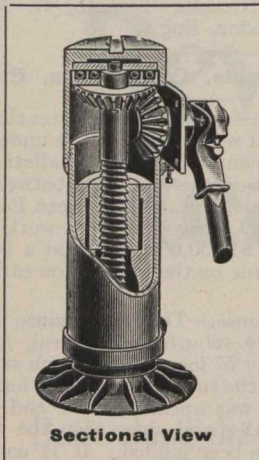
Huron and Bruce Ry.—Owing to the increased traffic over this line it has been decided to erect a new station and to put in a new siding at Hyde Park, Ont. The new station will be erected at once. U. E. Gillen, Superintendent, and G. Mitchell, Master of Bridges and Buildings, were at Hyde Park, Oct. 16, selecting the site and arranging for the construction.

A paragraph on pg. 709 of our Oct. issue, under "Middle Division Improvements," stated that "the new station at Walkerville, Ont., is nearly completed." This should have been Walkerton, Ont.

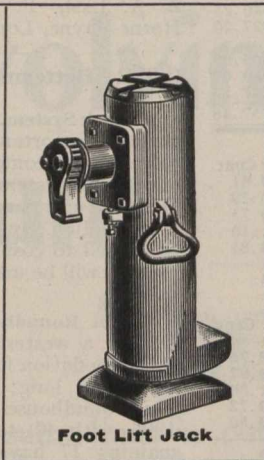
London, Ont.—Work has been commenced on the new Hyde Park station, which is being built on the site of the old one.

NORTON JACKS

ARE MADE IN CANADA AND SAVE YOU DELAY AND DUTY ON AMERICAN MADE JACKS.



Sectional View

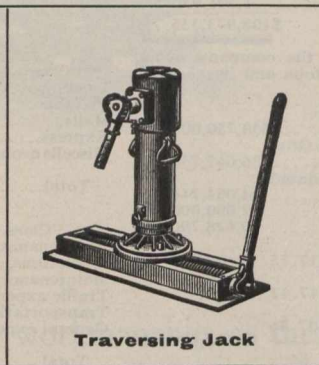


Foot Lift Jack

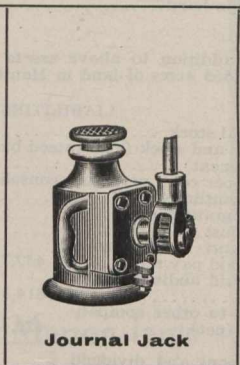
50 Styles 8 to 70 Tons Capacity
Carried in stock for IMMEDIATE DELIVERY



15 Ton Track Jack



Traversing Jack



Journal Jack

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C.P.R. Annual Meeting.

The 27th annual meeting of shareholders was held in Montreal, Oct. 7, Sir Wm. C. Van Horne, Chairman of the Board, presiding. The President, Sir Thos. G. Shaughnessy, in moving the adoption of the report for the year ended June 30, which was published in our Oct. issue, said:

The estimate of the western crops made a year ago was not far astray as to quantity, but the quality was seriously affected by bad weather, and, therefore, the amount realized by the producers was much below the average.

About the end of Oct. there was a disarrangement of business affairs approaching a panic in the United States, and the feeling of uncertainty and distrust reached Canada in a more rational and less pronounced form, resulting in a drastic but prudent contraction of bank credits and a consequent shrinkage of business activity in all lines of manufacture and commerce. These conditions had a serious effect on your business, but more particularly on your westbound and local traffic, with the result that your gross income showed important decreases month by month, without any possibility of making reductions, that were at all commensurate, in the cost of transportation. Your directors, convinced that the depression was but temporary, did not feel warranted in changing their policy by curtailing the expenditure for the maintenance of the railway and equipment. As a consequence your gross income was \$833,000, and your net revenue \$3,500,000 below the previous year. The crop just harvested is bountiful and of excellent quality, and we have every reason to believe that there will be an early return of sound and active business conditions.

Fair progress has been made during the year with all the works of construction and improvement that were in hand, but it is very desirable that the several railway lines now being built should be brought to completion before other works of a like character are undertaken, and, therefore, your directors have decided to restrict operations in this respect, for the present at any rate.

As explained in the annual report, you will be asked at the special general meeting, to be held immediately after this meeting, to sanction an increase in the ordinary capital stock from \$150,000,000 to \$200,000,000 and to empower your directors to utilize the additional stock in such amounts from time to time as may be desirable in connection with the company's capital requirements. It is not easy to designate in advance, with any degree of particularity, the purposes for which money will be required, excepting in the matter of rolling stock. In the six years, 1902 to 1908, there was an increase in your equipment of 659 locomotives, 842 sleeping cars and day coaches, and 25,190 freight cars, at an approximate cost of \$37,000,000. This is equivalent to one locomotive every three working days, one passenger car every two days and 14 freight cars each day during the entire period of six years, and yet the prospects are that within the next six weeks the demand will be in excess of the supply of freight cars. While it is a healthy sign to have a shortage rather than an excess of equipment, it is due to the public, and in the best interests of the company, that neither money nor effort should be spared to meet the reasonable requirements of shippers along your line, and, therefore, we must continue to build or purchase locomotives and cars as quickly as the development of traffic may warrant. In the ordinary course of events the volume of traffic on your lines should increase with a fair degree of rapidity, and an expansion of traffic necessarily involves not only additional cars and locomotives, but enlarged accommodation and greater facilities to care for it at very many new places over

your 9,500 miles of railway, and in providing these, large sums of money are quickly absorbed. You will, I am sure, recognize the desirability of having your financial arrangements in such shape that your directors can, without avoidable delay, secure funds for your purposes at intervals as circumstances may justify or require, and to that end will invest them with the proposed powers.

The distribution from the land interest account will be the same in the current year as in the last, namely, 1% in two semi-annual instalments of 1/2% each.

The resolution adopting the report was seconded by R. B. Angus, and adopted unanimously.

The following resolutions were also adopted: That the shareholders desire to record their deep sense of the loss sustained by the company in the death of Sir Robert G. Reid, who for several years occupied a seat on the board, and whose high character, wide experience and sound judgment made his counsel of so much value.

That the shareholders have heard with great regret of the death of C. Drinkwater, who had been Secretary of the company since its incorporation, and who, during the last nine years, had also been Assistant to the President; his intimate knowledge of the company's affairs had made his services of unusual value, and they desire to record their sense of the loss sustained by the company in his death, and their high appreciation of his devotion to its interests during his long term of service.

The retiring directors, Sir George A. Drummond, Sir Sandford Fleming, W. D. Mathews, and R. Meighen, were re-elected for a further term of four years.

The meeting was thereupon made special for the purpose of considering an increase of the ordinary capital stock of the company, by an amount not exceeding \$50,000,000, in accordance with the notice to the shareholders; and the following resolution was unanimously adopted: Whereas the authorized ordinary capital stock of this company is \$150,000,000, divided into 1,500,000 shares of the par value of \$100 each, and it is deemed advisable in the interests of the company to increase the same to \$200,000,000; and whereas this meeting has been duly called for the purpose of authorizing such increase, all preliminary legal requirements having been complied with; now therefore it is resolved that, an increase of the company's ordinary capital stock, to the extent of 500,000 shares of the par value of \$100 each, be and the same is hereby authorized and approved; that the said increase of ordinary capital stock be issued by the directors from time to time according to the requirements of the company and be disposed of by the directors in such manner and form, at such price not less than par, at such times, and upon such terms of payment as the directors may determine; and that the proceeds of the said increase be applied in improving the company's property and adding to its facilities and equipment from time to time, in order to meet the commercial requirements of the country and to secure the most convenient and economical handling of the company's traffic, in such manner and at such times as the directors may determine.

At a meeting of directors, held immediately after the shareholders' meeting, the following officers were re-elected: Chairman of the Board, Sir Wm. C. Van Horne; President, Sir Thos. G. Shaughnessy; Vice-President, D. McNicoll; Executive Committee, Sir Wm. C. Van Horne, Sir Thos. G. Shaughnessy, Lord Strathcona, E. B. Osler, D. McNicoll and R. B. Angus.

In quoting from the annual report in our last issue, the years to which some of the comparative figures referred were inadvertently transposed. The following table gives

the figures for the year 1907-8 and the previous year, in correct order.

TRAIN TRAFFIC STATISTICS.			
TRAIN MILEAGE.			
	1907-8	1906-7	
Passenger trains.....	13,196,093	12,413,638	
Freight ".....	17,788,649	18,187,263	
Mixed ".....	1,798,673	1,411,870	
Total trains.....	32,783,415	32,012,771	
CAR MILEAGE.			
	1907-8	1906-7	
PASSENGER—			
Coaches and P.D. and S. cars.....	63,744,049	63,025,195	
Combination cars.....	2,875,441	2,437,214	
Baggage, mail and express cars.....	26,689,471	22,938,883	
Total passenger cars.....	93,308,961	88,401,292	
FREIGHT—			
Loaded.....	327,388,310	347,181,189	
Empty.....	94,125,570	83,131,642	
Caboose.....	18,735,988	19,646,800	
Total freight cars.....	440,249,868	449,959,631	
Passenger cars per traffic train mile.....	6.22	6.39	
Freight cars per traffic train mile.....	22.48	22.96	
PASSENGER TRAFFIC.			
	1907-8	1906-7	
Passengers carried (earning revenue).....	9,334,811	8,671,438	
Passengers carried (earning revenue) one mile.....	1,038,393,535	1,052,286,316	
Passengers carried (earning revenue) one mile per mile of road.....	112,716	117,330	
Average journey per passenger..... miles.....	111.24	121.35	
Average amount received per passenger..... \$.....	2.08	2.17	
Average amount received per passenger mile..... cts.....	1.87	1.79	
Average number of passengers per train mile.....	69.25	76.10	
Average number of passengers per car mile.....	15.58	16.38	
Revenue from passengers per passenger car mile..... cts.....	29.15	29.35	
Total passenger train earnings per train mile..... \$.....	1.56	1.63	
Total passenger train earnings per mile of road.....	197,542.15	\$ 71,242.3	
FREIGHT TRAFFIC.			
	1907-8	1906-7	
Tons of revenue freight carried one mile.....	5,699,092,014	5,789,191,940	
Tons non-revenue freight carried one mile.....	984,489,076	870,757,856	
Total tons (all classes) freight carried one mile.....	6,683,581,090	6,659,949,796	
Tons of revenue freight carried one mile per mile of road.....	618,626	645,532	
Tons of non-revenue freight carried one mile per mile of road.....	106,864	97,095	
Total tons (all classes) freight carried one mile per mile of road.....	725,490	742,627	
Average amount received per ton per mile of revenue freight..... cts.....	0.755	0.776	
Average no. of tons of revenue freight per train mile.....	290.96	295.38	
Average no. of tons of non-rev. freight per train mile.....	50.26	44.46	
Average no. of tons of (all classes) freight per train mile.....	341.22	339.84	
Average no. of tons of revenue freight per loaded car mile.....	17.41	16.67	
Average no. of tons of non-rev. freight per loaded car mile.....	3.01	2.51	
Average no. of tons of (all classes) freight per loaded car mile.....	20.42	19.18	
Freight train earnings per loaded car mile..... cts.....	13.14	12.94	
Freight train earnings per train mile..... \$.....	2.20	2.29	
Freight train earnings per mile of road..... \$.....	4,671.13	5,009.18	
The earnings of lake and river steamers are not included in this statement.			

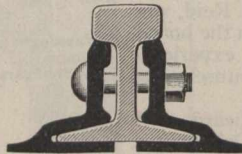
The Maritime Coal Co., Ltd., is the proposed name of a company making application for incorporation under the New Brunswick Joint Stock Companies Act. Amongst the powers sought are the construction of buildings, tramways, canals, wharves, bridges, piers, docks, terminals, shipping facilities, and any other works for operation by steam, electricity or other motive power. The capital of the proposed company will be \$2,500,000, the offices at Moncton, N.B., and the following are named as provisional directors: H. VonHagen, New York; I. Purdy, Purdy's Station, N.Y.; W. G. Kennedy, J. M. Seeley, New York; M. F. Keith, Moncton, N.B.; E. O. Seeley, Maccan, N.S.; E. Mead, Adamsville, N.B.; all officials of the North Shore Ry. Co. (formerly Beersville Coal and Ry. Co.).

ADDITIONAL SAFETY AND ECONOMY IN TRACK MAINTENANCE

has been proved by the use of Continuous, Weber and Wolhaupter base-supported rail joints—after fourteen (14) years' service, having a record of over **50,000 miles in use**—the extent of which is evidence of their excellence.

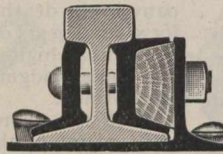
HIGHEST AWARDS

Paris, 1900;
Buffalo, 1901; St. Louis, 1904



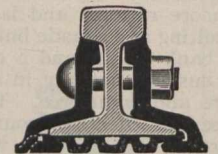
CONTINUOUS JOINT

Over
50,000
miles
in use



WEBER JOINT

Rolled
from Best
Quality
Steel



WOLHAUPTER JOINT

CATALOGUES AT AGENCIES

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San Francisco, Calif.

Boston, Mass.
Seattle, Wash.

Chicago, Ill.
St. Paul, Minn.

Denver, Colo.
St. Louis, Mo.

Pittsburg, Pa.
Troy, N.Y.

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OFFICES : BOARD OF TRADE BLDG., MONTREAL, CAN.

Makers of Base-Supported Rail Joints for Standard and Special Rail Sections, also Girder, Step or Compromise, and Insulating Rail Joints, protected by Patents in U.S., Canada and Mexico.



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G.T.R. SEMI-ANNUAL MEETING.

The report for the half-year ended June 30 was submitted to the shareholders at a meeting in London, Eng., Oct. 8. The following summary compares the half-year's revenue account with that of the corresponding half year ended June 30, 1907:

June 30, 1907.		June 30, 1908.	
£3,381,260	Gross receipts.....	£ 2,919,192	2 2
2,486,544	Working expenses, being at the rate of 73.22%, as compared with 73.54% in 1907.	2,137,287	13 3
£ 894,716	Net traffic receipts.....	£ 781,904	8 11
Add—			
16,013	Amount received from International Bridge Co.....	16,012	16 7
6,597	Interest on Central Vermont Ry. bonds.....	6,506	14 3
60,310	Interest on securities of controlled lines and on St. Clair tunnel bonds acquired by issue of G. T. 4% debenture stock.....	60,310	11 11
48,247	Balance of general interest account.....	40,936	15 2
£1,025,793	Net revenue receipts....	£ 905,671	6 10
June 30, 1907.			
£ 77,603	Rents (leased lines).....	£ 77,603	0 9
489,729	Interest on debenture stocks and bonds of the Co.....	494,440	19 0
44,372	Interest on debenture stock and bonds of lines consolidated with the G. T. Co.	37,667	10 11
87,800	Canada Atlantic Ry. deficit.	68,891	14 10
10,970	Deduct—Detroit, Grand Haven, and Milwaukee Ry. deficiency.....	46,573	13 9
£ 710,474	Leaving a surplus of.....	£ 725,176	19 3
315,319		180,494	7 7
£1,025,793		£ 905,671	6 10

Adding the balance of £6,753 11s. 10d. at the credit of net revenue account Dec. 31, 1907, to the above surplus of £180,494 7s. 7d., the total available for dividend is £187,247 19s. 5d., from which the directors recommend the payment of the full half-year's dividend on the 4% guaranteed stock, amounting to £185,622 0s. 3d., leaving £1,625 19s. 2d. to be carried forward to next half-year's account.

Following is a comparison of receipts for the half-years ended June 30, 1908, and 1907:

Description of receipts.	1908.		1907.	
	Increase.	Decrease.	Increase.	Decrease.
Passengers.....	£ 841,903	£ 47,778	£ 889,281	£ 5,618
Mails and express.....	136,584	5,618	142,202	4,175,540
Freight and live stock.....	1,854,408	.....	2,271,948	.....
Miscellaneous.....	86,697	.....	77,858	.....
	£2,919,192	£462,067	£3,381,259	.....
TRAFFIC STATISTICS.				
Passengers carried.....	4,800,036	135,980	4,936,016	1,17d.
Average fare per passenger.....	42.07d.	1,287,574	43.24d.	2,453d.
Tons of freight and live stock.....	7,223,000	8,510,574	8,510,574	80,49d.
Average rate per ton.....	51.62d.	1,666,383	1,666,383	87
Tons carried one mile.....	1,299,203	75 03d.	1,299,203	855
Earnings per train mile.....	.....	5.44d.	.....	.....

The average rate per ton per mile on the entire freight business was 0.69 of a cent, compared with 0.68 of a cent in the corresponding half-year.

The working expenses, excluding taxes, were £2,096,053, or 71.80% of the gross receipts, compared with £2,445,662, or 72.33%, a decrease in amount of £349,609, and in the proportion to the gross receipts of 0.53%.

The following table compares the revenue expenditure, including taxes, for the half-years ended June 30, 1908 and 1907:

Description of expenditure.	1908.		1907.	
	Increase.	Decrease.	Increase.	Decrease.
Maintenance of way and structures.....	£ 246,575	£ 41,096	£ 287,671	£ 75,765
Maintenance of equipment.....	387,520	25,765	653,285	18,389
Conducting transportation.....	1,368,954	117,363	1,387,343	44,359
General expenses.....	93,004	41,235	117,363	.....
Taxes.....	41,235	.....	40,882	.....
Total.....	£2,137,288	£248,654	£2,486,544	£319,256
Percentage of gross receipts.....	73.22	0.32	73.54	4.97d.
Expenditure per train mile.....	54.22d.	.....	59.10d.	.....

The train mileage of the half-year compares with that for the half-year ending June 30, 1907, as follows:

The gross receipts show a decrease of £462,067, or 13.67%; the working expenses, including taxes, a decrease of £349,256, or 14.05%; and the train mileage a decrease of £621,057, or 6.16%.

The total charges to capital account were £232,279 15s. 2d. Of this £111,061 7s. 6d. was discount and commission on 4% guaranteed stock issued during the half-year, less premium on 4% debenture stock sold and issued in exchange for Midland of Canada sectional bonds. The actual expenditure on capital account was:

New works.....	£ 29,288	6	•
Double track.....	88,826	13	10
Land purchased.....	3,103	7	8
Total.....	£121,218	7	8

No additions to rolling-stock at the expense of capital have been made during the half-year. Three 10-wheeled passenger locomotives, and 28 first-class, 5 baggage, 50 tank, and 22 caboose cars were purchased, and 2 dining, 2 mail, 1 caboose and 1 scale test cars were built in the company's shops on revenue account.

The doubling of the track between St. Lambert at the east end of the Victoria Bridge and Ste. Rosalie, where the Intercolonial Ry. joins the G.T. line, has been somewhat delayed, but it will be completed and put into operation on Nov. 1.

The gross receipts of the Canada Atlantic Ry. for the half-year were £164,855, against £180,646 in 1907, and the working expenses were £171,644, against £206,343, leaving a revenue deficiency of £6,789 in 1908, compared with £25,697 in 1907. The interest charges were £62,103, against £62,103, so that there was a net revenue deficiency of £68,892, compared with £87,800 in 1907. The number of passengers carried was 220,616, against 211,020, an increase of 4.58%; and the passenger receipts, including mails and express receipts, were £42,313, against £43,567, a decrease of 2.88%. The quantity of freight moved was 941,363 tons, against 854,967, in 1907, an increase of 10.11%; and the receipts from freight traffic were £116,669, against £131,330, a decrease of 11.16%.

The gross receipts of the G.T. Western Ry. for the half-year were £513,739, against £599,033 in 1907, and the working expenses were £477,806, against £516,535, leaving a net profit of £35,933, compared with £82,498 in the corresponding half-year. The net revenue charges were £91,861, reduced by credits for rentals in Chicago to £38,779, so that there was a net revenue deficiency of £2,846, as compared with a surplus of £921 for the corresponding half-

year of 1907. Deducting this deficiency from the surplus for the half-year ended Dec. 31, 1907, of £15,985 there remains a surplus for the year to June 30, 1908, of £13,139, and adding to this the balance of £6,728 carried forward June 30, 1907, the net revenue balance amounts to £19,867, which will admit of the payment of the full interest on the second mortgage income bonds, and leave a balance of £1,059. The number of passengers carried was 242,022, against 230,242, an increase of 1.78%, and the passenger train receipts, including mails and express receipts, were £169,933, against £150,018, an increase of 7.51%. The quantity of freight moved was 1,524,137 tons, against 1,852,007, a decrease of 17.73%, and the receipts from this traffic were £342,671, against £440,298 in 1907, a decrease of 22.17%.

The gross receipts of the Detroit, Grand Haven, and Milwaukee Ry. were £143,637, against £165,644 in 1907; the working expenses were £151,709, against £139,062, leaving a revenue deficiency of £8,072, against a surplus of £25,982, a decrease of £34,054, compared with the corresponding half-year of 1907. The net revenue charges were £38,502, against £36,952 in 1907, so that there was a net revenue deficiency of £46,574, as compared with £10,910 for the corresponding period of 1907. The number of passengers carried was 325,529, against 308,622, an increase of 5.48%; and the passenger receipts, including mails and express receipts, were £46,831, against £48,512, a decrease of 3.47%. The quantity of freight moved was 710,658 tons, against 774,835 in 1907, a decrease of 64,177 tons, or 8.28%; and the receipts from freight traffic were £91,427, against £113,978 in 1907, a decrease of £22,551, or 19.79%.

The first section of the G.T. Pacific Ry., covering the district between Winnipeg and Battle River, 675 miles, has been completed, and although not yet formally opened, is being operated by a mixed passenger freight train service for the accommodation of settlers and farmers. The grading of the track between Battle River and Edmonton is also completed, and when the bridges at Battle River and across the Saskatchewan River at Clover Bar, near Edmonton, are completed, which will be towards the end of Nov., the mixed train service will be extended through to Edmonton, a total distance of 793 miles. The grading of the line west of Edmonton to Wolf Creek, 123 miles, which is the dividing point between the prairie and mountain sections, is progressing favorably, as well as the grading of the section of about 100 miles eastward from Prince Rupert, the Pacific terminus of the railway. The Lake Superior branch will be completed by the end of Oct.

The Chief Engineer reports that the expenditure for maintenance of the company's property was \$200,000 less than during the corresponding period of last year. The permanent way and works have been maintained in good condition.

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

Half-year ended.	Total expenditure.	Train mileage.	Rate of expenses per mile.		
			Train	Engine	Car.
June, 1908..	\$4,337,989	9,460,756	Cents 45.85	Cents 35.65	Cents 2.94
1907..	4,848,724	10,081,813	48.09	36.52	3.05

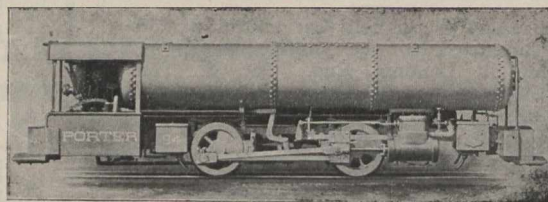
A decrease in expenditure of \$510,735, or 10.5%, compared with a decrease in train miles of 621,057, or 6.2%.

The average number of cars moved per train was.....	Passenger Freight Mixed Trains Trains Trains.		
	Trains	Trains	Trains
And for the corresponding period.....	4.3	25.8	6.6
	4.5	24.6	7.6

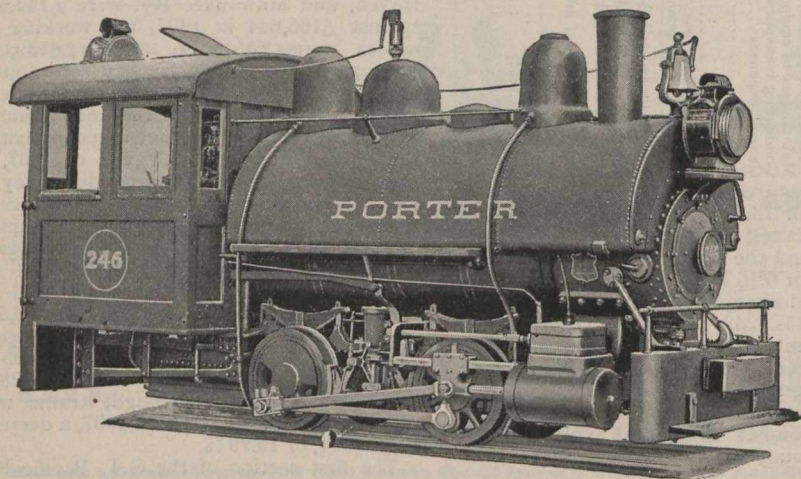
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During the half-year 5 locomotives were sold, and 2 were scrapped, leaving 68 old light capacity locomotives set aside to be scrapped. Of the locomotives sold 4 were purchased by the G.T. Pacific Ry. Three ten-wheel passenger locomotives were purchased and put into service during the half-year. The actual stock at June 30, 1908, was 838 locomotives, against the official figures, 803, being a surplus of 35.

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

Cost per mile.	Repairs and renewals of locomotives.		All repairing charges, including shop, machinery, tools, and marine equipment, etc.	
	1908.	1907.	1908.	1907.
Train.....	Cents. 7.85	Cents. 11.57	Cents. 11.12	Cents. 15.74
Engine.....	6.11	9.84	8.65	11.95
Car.....	0.50	0.86	0.71	1.00

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

Half-year ended.	Total miles run by cars.		Cost per mile.	
	Passenger.	Freight.	Car.	Train.
June, 1908.	19,026,991	128,552,997	0.565	8.81
" 1907.	19,237,218	139,865,332	1.000	15.79

A decrease in expenditure of \$758,848, or 47.6%, with a decrease in car miles of 11,522,562, or 7.2%.

RECEIPTS.	£		s.		d.	
	1908.	1907.	1908.	1907.	1908.	1907.
Passengers.....	841,593	848,486	2	2	5	5
Less.....	136,383	136,383	11	11	9	9
International bridge tolls.....	6,983	6,983	0	0	0	0
St. Clair tunnel tolls.....	1,939,637	1,939,637	14	14	6	6
Mails and express.....	47,793	47,793	4	4	4	4
Freight and live stock.....	13,838	13,838	19	19	2	2
Less.....	43,897	43,897	3	3	3	3
International bridge tolls.....	85,229	85,229	6	6	9	9
St. Clair tunnel tolls.....	1,854,408	1,854,408	7	7	9	9
Miscellaneous receipts, rents, tolls, etc.....	86,697	86,697	0	0	3	3
Total.....	£2,919,192	£2,919,192	2	2	2	2

EXPENDITURE	£		s.		d.	
	1908.	1907.	1908.	1907.	1908.	1907.
Maintenance of way and structures.....	246,575	246,575	6	6	10	10
Maintenance of equipment.....	387,520	387,520	5	5	1	1
Conducting transportation.....	1,368,954	1,368,954	5	5	1	1
General expenses.....	93,003	93,003	7	7	8	8
Total working expenses.....	2,096,053	2,096,053	4	4	10	10
Taxes.....	41,234	41,234	8	8	5	5
Total.....	2,137,287	2,137,287	13	13	3	3
Balance to net revenue account.....	781,904	781,904	8	8	11	11
Total.....	£2,919,192	£2,919,192	2	2	2	2

The President, in comparing the ratio of expenses of the G.T.R. with other railways, said that such comparison would answer many of the complaints that had been made of extravagance in management, as it was considerably less than that of other roads. After some discussion the report was unanimously adopted.

Index to The Railway and Marine World.

A complete index to the matter contained in the RAILWAY AND MARINE WORLD for 1908, Jan. to Dec. both inclusive, is in course of preparation, and will be printed and ready for distribution early in Jan., 1909. The index for 1907, issued in Jan. last, met with much favor, and we have no doubt the one for the current year will be equally appreciated. A large portion of the matter we publish from month to month is of great permanent value for reference, and of course this value is much enhanced by a complete classified index. We were much gratified when we issued our index for 1907 to find that a large number of subscribers file and bind the paper.

It is not the intention to make a general distribution of the current year's index, but a copy will be sent to each subscriber who desires one, and who will notify us to that effect. A letter or post card, simply stating that the index is desired, and giving the subscriber's name and address, will be sufficient. Early application is requested, and subscribers who wish a copy are asked to write us at once. "Do it now." The number of copies to be printed will be governed by the number of applications received.

G.T.R. Subsidiary Companies.

The annual meetings of the various subsidiary companies were held on the dates and at the places mentioned below, the names of the directors and officers elected being also given:

CHICAGO, DETROIT AND CANADA G.T. JUNCTION RD. Co.—Detroit, Oct. 8.—President and General Manager, C. M. Hays; Vice-President, E. H. Fitzhugh; other directors, W. H. Biggar, K.C.; J. W. Loud, A. B. Atwater; Secretary, G. W. Alexander; Treasurer, F. Scott.

DETROIT, GRAND HAVEN AND MILWAUKEE RY. Co.—Detroit, Oct. 8.—President and General Manager, C. M. Hays; Vice-President, E. H. Fitzhugh; other directors, W. G. Brownlee, J. W. Loud, J. Pridgeon, Jr., A. P. Sherrill, A. B. Atwater, F. W. Egan; Secretary-Treasurer, G. W. Alexander.

G.T. WESTERN RY. Co.—Detroit, Oct. 8.—President and General Manager, C. M. Hays; Vice-President, E. H. Fitzhugh; other directors, W. G. Brownlee, A. Dixon, A. W. Wright, L. R. Skinner, A. B. Atwater; Secretary-Treasurer, G. W. Alexander.

INTERNATIONAL BRIDGE Co.—Buffalo, N.Y., Oct. 9.—President and General Manager, C. M. Hays; Vice-President, E. H. Fitzhugh; other directors, H. W. Sprague, W. G. Brownlee, W. H. Biggar, K.C.; J. W. Loud, J. W. Loud; Secretary, G. W. Alexander; Treasurer, F. Scott.

MICHIGAN AIR LINE RY.—Detroit, Oct. 8.—President and General Manager, C. M. Hays; Vice-President, E. H. Fitzhugh; other directors, W. H. Biggar, K.C.; J. W. Loud, A. B. Atwater; Secretary, G. W. Alexander; Treasurer, F. Scott.

TOLEDO, SAGINAW AND MUSEKOGON RY. Co.—Detroit, Oct. 8.—President and General Manager, C. M. Hays; Vice-President, E. H. Fitzhugh; other directors, A. B. Atwater, J. W. Loud, F. E. Ranney, C. W. Middleton, A. F. Temple; Secretary-Treasurer, G. W. Alexander.

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

Construction Programme.—In the course of an interview at Winnipeg, Oct. 14, Sir Thos. G. Shaughnessy, President, said: "The company has at present about 400 miles of track under construction, and we will be occupied for some time in completing these extensive contracts. This work will be pushed to completion and the new lines equipped with the necessary rolling stock at the earliest possible time."

In this connection the annual report of the company shows that there are 707.9 miles of line under construction, distributed as follows:

EASTERN DIVISION.—Extension of the Northern Colonization Ry. from Nominiguet to Rapide de L'Original, Que., 35 miles.

ONTARIO DIVISION.—Extension of Tillsonburg, Lake Erie and Pacific Ry., from Embro station to Embro village, six miles. Branch of Guelph and Goderich Ry. into Listowel, Ont., 16.1 miles. Line from Victoria Harbor to Coldwater, Ont., 13.3 miles, being the first section of the Georgian Bay and Seaboard Ry.

CENTRAL DIVISION.—Extension of Stone-wall branch northerly from Komarno to Iceland River, Man., 30 miles. Extension of Pheasant Hills branch from Nokomis, Sask., to Hardisty, Alta., 328.5 miles. Extension of Virden branch from Virden to McAuley, Man., 10 miles. Weyburn branch, Stoughton to Weyburn, Sask., 36.7 miles. Extension of Manitoba and Northwestern Ry., Sheho to Lanigan, Sask., 82.8 miles.

WESTERN DIVISION.—Branch line from Moose Jaw, Sask., northwesterly, 107 miles. Branch line from Regina to Bulyea, Sask., 43 miles.

The mileages given in these figures include the whole extent of the branch lines or extensions contemplated, while the mileage mentioned by the President included only such distances as are actually under contract and upon which work is in progress.

Sherbrooke, Que.—Press reports state that the company has purchased 30 acres of land at Sherbrooke, Que., from the British America Land Co., and that it contemplates starting the erection of car shops, etc., there in the spring. In this event, the reports state that the present shops, etc., at Farnham, Que., would be closed, and all the divisional offices now there transferred to Sherbrooke. We are officially advised that nothing is known at headquarters respecting this report.

The Mile End Roundhouse, near Montreal, was destroyed by fire, Oct. 1, the damage being estimated at about \$40,000.

Delorimier Stock Yards.—The new stock yards which the company has laid out at the corner of Mount Royal Ave. and Iberville St., Montreal, were opened for business Oct. 7. The yards cover an area of 23 acres, the whole of which is covered with concrete. The buildings are of wood, and equipped with all the latest devices for handling and sorting live stock. Accommodation is provided for 4,000 cattle, 5,000 sheep and calves, 4,000 pigs, and 60 horses. The laying out of the yards, after the land was acquired, is estimated to have cost \$200,000.

Georgian Bay and Seaboard Ry.—The branch line from Coldwater Jct. to the town of Coldwater has been completed, and a regular train service inaugurated.

Lake Superior Division.—The roundhouse at Webbwood, Ont., was destroyed by fire recently, and two locomotives considerably damaged.

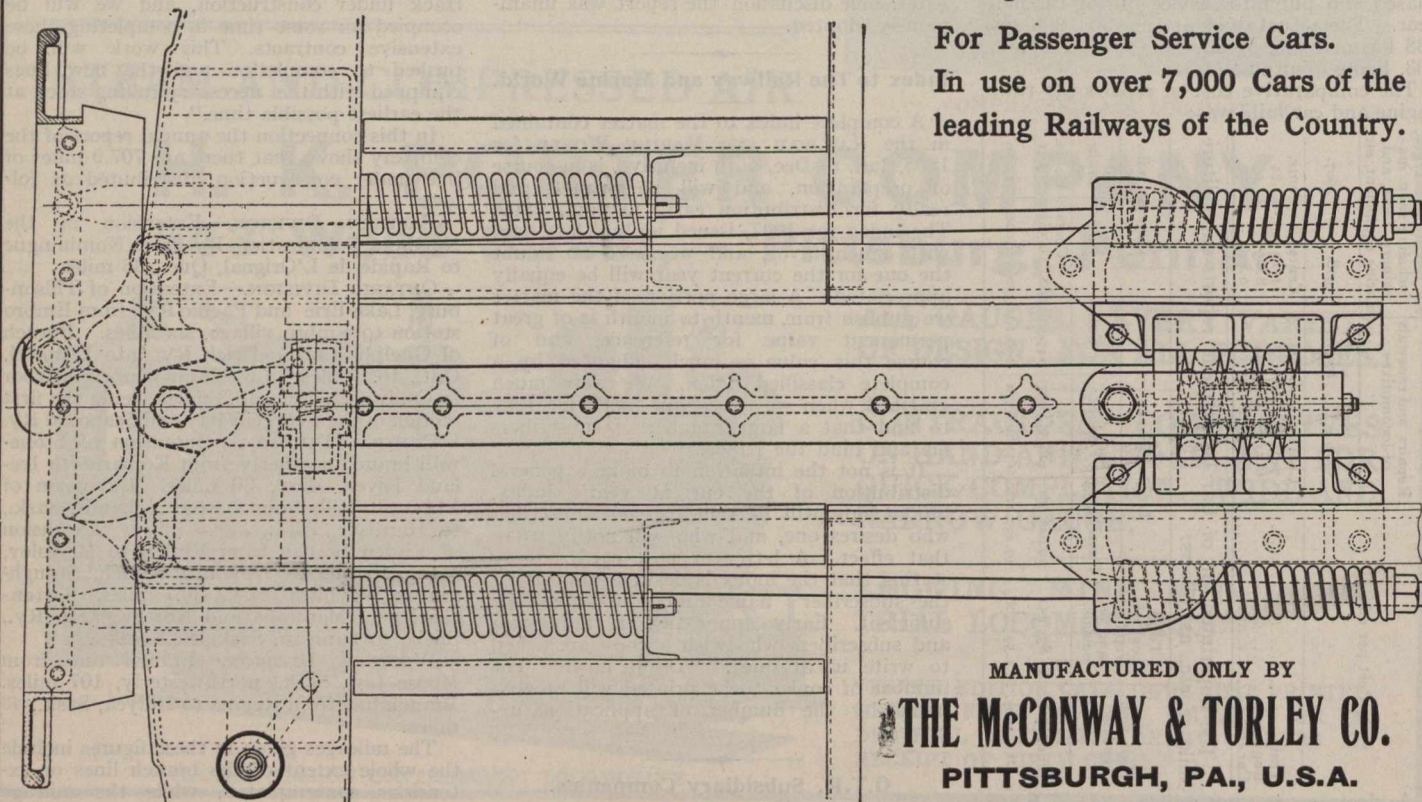
A trestle bridge at Missanabie, 310 miles west of North Bay, Ont., was burned Oct. 17, causing the tying up of traffic on the transcontinental line until a temporary structure was put up.

Fort William-Winnipeg Second Track.—Sir Thos. G. Shaughnessy, President, accompanied by a party of directors and officers,

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arrived in Winnipeg by special train, Oct. 13. The train passed over the second track, upon the construction of which the company has been engaged for the past three years. In an interview Sir Thomas said: "With the exception of a stretch of about 16 miles, this second track is in use at present for the handling of the regular traffic. The building of this new track would have been a matter of very great difficulty in any case. What made it a matter of the greatest difficulty was the fact that during the entire period of construction, when so much rock blasting was done and operations of great magnitude were under way, the company's heavy traffic was forwarded every day. The difficult project was carried through with a minimum of interruption and without any serious hindrance to the company's business at any time. The country through which the road passes is one of unusual difficulty owing to muskegs and rocks, and through this there has been built a roadbed of a most substantial character."

Winnipeg to the Coast Second Track, Etc.—A press dispatch from Winnipeg, dated Oct. 16, said: "Sir Thos. G. Shaughnessy has announced the C.P.R.'s intention to double-track through from Winnipeg to the coast. The company also proposes to operate trains over the mountains by electricity generated by water power."

Weyburn-Stoughton Line.—A regular train service was put into effect Sept. 28.

Irrigation Works in Alberta.—J. S. Dennis, Assistant to the Second Vice-President, referring to the work of irrigation in Alberta, of which he has charge, recently said: "The construction of the irrigation canals progressed very favorably during the summer, and by the close of the season we shall have some 700 miles of irrigation canals and ditching carrying water from the Bow River for agricultural purposes. As a result these irrigation lands are now selling for \$25 an acre, where formerly they were worth very little for ranching purposes."

Edmonton Northerly.—S. M. Maxwell, a prospector, on returning to his home in Edmonton, Sept. 24, said C.P.R. engineering parties had completed a survey for a projected line to Dunvegan, and the entire force was concentrating its efforts on a survey through to Pine Pass. From that point they expected to work through British Columbia to a point north of Prince Rupert. Other reports state that the C.P.R. is massing all its available construction outfits and material at convenient points to Edmonton, and that it is expected before spring opens that grading will be started on a line from Edmonton to the Peace River.

Crow's Nest Pass Line Diversion.—The contract for the concrete work on the bridge over the Old Man River, on the diversion of the line between Lethbridge and Macleod, Alta., has been let to T. Kelly & Sons, Winnipeg. The work is estimated to cost about \$300,000. The bridge will have a total length of over 2,000 ft., and will be carried on 35 piers. The superstructure will rest directly on the piers, and not as is the case with the Belly River bridge, 17 miles away, be supported on steel structures, resting on concrete foundations, reaching only to the level of the water.

The grading on the cut-off is reported to be practically completed and the steel for laying the track has been delivered at Lethbridge.

Midway, Westerly and Northerly.—In connection with the signing of a subsidy contract with the Midway and Vernon Ry. Co. for the construction of a line from Midway to Vernon, B.C., it is reported that the C.P.R. and the Great Northern Ry., U.S., have entered into an agreement by which the two lines are to be connected at Midway. The M. and V. Ry. was a party to the difficulties as to routes which brought about a clash between the

contractors at Midway about three years ago. R. A. Henderson has recently been making a survey over the Midway-Penticton route, and a party under H. E. Carry has been working all summer on a route between Nicola and Okanagan Lake, and according to reports received Oct. 12, was daily expected at Penticton, by way of Trout Creek.

Vancouver Station.—The erection of a large addition to the present C.P.R. station at Vancouver is under discussion, and it is stated that as soon as the local officials have completed plans, they will be sent to Montreal for the consideration of the President and the Board. The estimated cost of the projected alterations is \$200,000. (Oct., pg. 707).

Vancouver Island.—Speaking at the Victoria Board of Trade's dinner to him, Oct. 22, Sir Thos. G. Shaughnessy said extension of lines on Vancouver Island would be pushed to Alberni and Cowichan and northward to Comox.

Through Rates to the Orient.

The C.P.R. has filed with the Interstate Commerce Commission at Washington, D.C., its preliminary through rate schedule on cotton piece goods between points in the United States and Oriental ports, the rates thus filed showing the proportionate charges for carrying across the continent to the seaboard, in accordance with the ruling of the Commission, delivered April 15, and which takes effect Nov. 1. There has been a general protest against this ruling by the U.S. railway companies concerned, and as the Interstate Commerce Commission has no jurisdiction over the ocean-carrying rates, the U.S. railway companies which are in competition with the C.P.R. for the trans-Pacific carrying trade, are reported to have decided to suspend their Oriental through rates on and after Nov. 1, and thenceforward to publish only the rates to seaboard ports. The U.S. companies maintain that the exigencies of domestic trade forbid their complying with the statute in its spirit, and that the expedient they have adopted is the only practical one, even though it may eventually prove disastrous. The C.P.R. believes that its best interests can be served by complying with the strict letter of the law.

E. V. Skinner, Assistant Traffic Manager C.P.R., New York City, in an interview on the subject, recently said:

"The C.P.R. is amenable to the Interstate Commerce Commission's rulings in so far as it does business within the U.S., for the opening clause of the Interstate Commerce Act specifies that it governs commerce from a point in the U.S. to a point in an adjacent country outside of the U.S. Even though the C.P.R. might not be amenable to such acts of the commission, it would, of course, be expedient for the company to comply with rulings made for other companies in this country. The recent ruling of the commission makes it incumbent upon all railways carrying through freight to a foreign port to publish the proportionate rate through U.S. territory. This rule is designed particularly to regulate Oriental trade. The C.P.R., intending to comply strictly with the rule, has registered with the Interstate Commerce Commission its through rate to Oriental ports on cotton piece goods, showing the proportionate rate through the U.S. to the seaboard. That rate is \$1.25 per 100 lbs. from southern manufacturing points, as before, with 95c. inland, and 30c. ocean charge. We expect to publish shortly rates for a great many commodities for the Oriental and Australian trade, commodities manufactured in this country. In every instance we will continue the through rate at the same schedule as the rate to-day, there being

no change, except that of publishing the land rate, as per the Commission's mandate. The C.P.R. believes that the interests of American trade in the Orient demand compliance with the Interstate Commerce Commission's law in every detail. The market for U.S. cotton piece goods in China and Japan is the biggest market the U.S. export trade has. We believe that if the carriers on this side of the water will not carry to Orient ports for a through rate of \$1.25, the manufacturers of Manchester and Birmingham, who have little rail tariff and a great deal of cheap water rates, will carry to the Orient for that price, and will eventually have a monopoly on the entire market of China and Japan."

On the same subject an official of the Southern Pacific Rd. is reported to have said: "All of the U.S. transcontinental railways, which means the Southern Pacific, the Great Northern, Northern Pacific and Santa Fe, have decided that compliance with the Commission's ruling would be immediately disastrous. Naturally, if we should have to publish our proportionate rate to San Francisco on through consignments to Yokohama or Shanghai, the future domestic trade would suffer. We would have to carry to San Francisco on the same announced rate that we carried through San Francisco to China. There is no law in Canada forcing the C.P.R. to publish its domestic rates to Vancouver, whatever business it may do in the U.S. Another factor enters into this situation. If we publish our domestic rates to San Francisco and the other transcontinental lines publish only their rates to Portland, Los Angeles and Seattle, as we will all do after Nov. 1, the ocean rates thence remaining purely the business of such ocean carriers as may exist, the bulk of the U.S. trade to the Orient will inevitably be forced into the hands of Japanese subsidized lines and tramp steamers plying out of the Pacific ports. It stands to reason that these steamers can carry cheaper than the first-class passenger steamers running on the Pacific, the Pacific Mail Line for instance. The result of this law of the commission must inevitably be that the bulk of the foreign trade in China and throughout the East will be carried either in British bottoms through the Suez Canal, or in British bottoms to Canada, through Canada on a British railway, and thence to the Orient again in British bottoms. The small U.S. merchant marine on the Pacific cannot meet the competition of subsidized lines."

Railway Lands Patented.—Letters patent covering Dominion lands in Manitoba, Saskatchewan and Alberta, were issued to railways during June and July, as follows:

	Acres.
Alberta Ry. and Irrigation Co.'s sales	319.00
Calgary and Edmonton Ry.	19,700.10
Canadian Northern Ry.	2,335.84
C.P.R. grants	416.82
Souris branch	627.59
G.T. Pacific Ry.	9.24
Manitoba and Southeastern Ry.	2,155.94
Southwestern Col. Ry.	54,698.51
Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co.	320.00
	80,583.04

During July and Aug., 31 employees were killed and 44 injured in the course of their employment on Canadian railways. Of the fatalities, 14 were due to being run over, 5 to collisions, 4 to falls, 3 to machinery, 2 each to being caught between cars, and to derailments, and one to being struck by a passing object; of the non-fatal accidents, 9 were due to falls, 8 to being run over, 7 to being caught between cars, 4 each to derailments and to falling material, 3 each to collisions and to explosions, 2 each to machinery and to being struck by passing objects, 1 each to falling material and to escaping steam.

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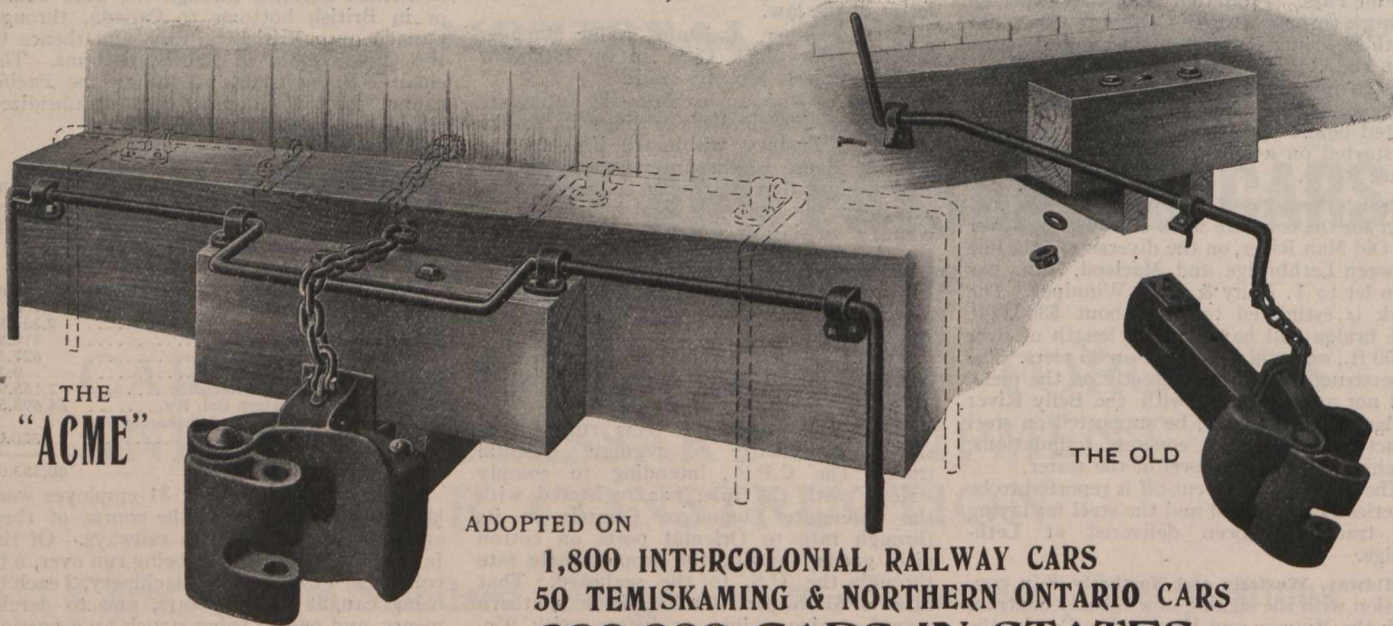
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ADOPTED ON

1,800 INTERCOLONIAL RAILWAY CARS

50 TEMISKAMING & NORTHERN ONTARIO CARS

300,000 CARS IN STATES

DOUBLE HANDLE CALLED FOR

"Where a coupler couples by impact, but cannot be uncoupled unless the brakeman or switchman goes between, or over, or under the cars, or around the end of the train, IN ORDER TO REACH THE APPLIANCE ON THE CONNECTING CAR, such a coupling is DEFECTIVE AND PROHIBITED BY LAW."—Judge McPherson, Des Moines, Iowa.

Railway Commissioners' Traffic Orders.

1513. Sept. 18.—In the matter of the application of the Winnipeg Board of Trade, the Winnipeg Jobbers' and Shippers' Association, and the Deloraine Board of Trade, under sec. 323 of the Railway Act, for an order disallowing the tariffs of freight rates issued by Canadian Pacific and Canadian Northern Railway Companies, in substitution for the Traders' tariffs, so-called, declared illegal by the Board as preferential and discriminatory in favor of Winnipeg: Upon the hearing of counsel for applicants and the railway companies, the evidence adduced, and what was alleged, the cities of Regina and Portage la Prairie being represented at the hearing. It is ordered that the said application be, and it is hereby, dismissed. And it is further ordered that the question of special commodity rates from Winnipeg, also the adoption of a modification of the Ontario "town" tariffs, prescribed in order 3258, dated July 6, 1907 (schedule A), as a basis for special "town" tariffs applicable to the Western Provinces, as suggested at the hearing, be reserved for future consideration.

RATE ON CALIFORNIA ORANGES.

5385. Sept. 15.—In the matter of the complaint of Stockton & Mallinson, Ltd., wholesale fruit and produce merchants, Regina, Sask., alleging that the rate charged by the C.P.R. Co. on shipments of oranges from California to Regina, is unreasonable and discriminative compared with the rate charged from California to points in Manitoba and Ontario. No one appearing at the hearing for the complainants, it is ordered that the said complaint be dismissed.

RATE ON CANNED VEGETABLES.

5387. Sept. 1.—In the matter of the complaint of the Canadian Cannery, Limited, complaining against a rate of 40c. per 100 lbs. charged on a carload of canned vegetables from Trenton, Ont., to Englehart, Ont., shipped on the Temiskaming and Northern Ontario Ry. via the Central Ontario Ry. to Central Ontario Jct., thence via C.P.R. to North Bay, for delivery to the T. and N.O. Ry. The said complaint having been set down for hearing and no one having appeared for the complainant, it is ordered that the said complaint be dismissed.

RATES ON ONTARIO STONE.

5389. July 29.—In the matter of the application of Doolittle & Wilcox, of Dundas; J. R. Murray, of Terra Cotta; W. Webster, of Inglewood; T. Foster, of Cheltenham; Mr. Cummings, of Terra Cotta; Mr. Fleming, of Glen Williams; H. Logan, of Glen Williams; W. Logan, of Glen Williams; T. McBride, of Terra Cotta; R. Carl, of Credit Forks; J. Webb, of Inglewood; J. Maloney, of Schaw; and D. Robertson, of Milton, stone quarry operators in Ontario, under sec. 523 of the Railway Act, for an order disallowing the proposed increase in freight rates for the carriage of stone upon the C.P.R. and the G.T.R. Upon the hearing of counsel for applicants and the railway companies, the evidence adduced, and what was alleged, and upon the report and recommendation of the Chief Traffic Officer of the Board, it is ordered that the said application be dismissed. And it is further ordered that the stone rates of the said railway companies from Guelph, Galt, Niagara Falls, Longford, St. Mary's, and Ivanhoe, to Toronto and common points, do not exceed the rates from other quarry points of similar or greater distances; and that the present scale of rates be amended accordingly.

Chief Commissioner Mabee delivered the following judgment in this case: This application is made by a number of stone quarry operators for an order, under sec. 323 of the Railway Act, disallowing the proposed increase in freight rates for the carriage of stone upon the G.T.R. and C.P.R. The increase

was 5c. per ton within certain areas. The case, however, upon the hearing, was much enlarged and assumed the feature of not being a serious attack upon the proposed 5c. increase, but rather more a proposition submitted for the establishment of entirely new rates upon a mileage basis. The applicants represent quarries in operation at some eight points, all within 50 miles of Toronto, the principal market. The applicants are not unanimous in their views; and one of them has communicated to the Board his satisfaction with the 5c. increase, provided the rates are not reduced from individual quarry points.

I do not think the attack upon the 5c. increase has been successful. The stone rates to Toronto have always been low; and I am constrained to think that the case would not have been given the attention it has received, had it not been with the hope of persuading the Board to adopt a mileage basis for stone rates. It is apparent that the quarries located at greater distances from Toronto than the applicants are vitally interested in this matter, as upon this low grade material, with competition keen and prices cut, any disturbance in rates might, and doubtless would, work to the irreparable injury of many interests which have had no notice of this application and no opportunity of being heard. So, had I formed the opinion that it was the duty of the Board to adopt in whole or in part of the basis of rates argued for by the applicants, I should have directed these other interests to be notified and given an opportunity to present their views before disturbing the existing order of things. The fundamental ground of the application is to have mileage form the sole basis in making these rates. To those who have not had experience in rate-making the argument that distance must be the principal factor, appeals with force; but the history of these cases shows that, while it is of course to be considered, yet in many instances it is a minor matter; and I am not aware that either in England or the United States it has been held by the rate-controlling tribunals that they are bound to regard mileage as a controlling factor. If the argument of Doolittle & Wilcox were acceded to, it would have the effect of destroying large industries where proprietors have in good faith invested their money and built up a business connection, and turning over to those quarries in the short haul zone the control of the Toronto market. Of course, no such destruction of capital and consequent hardship upon innocent persons can be permitted, if any other course is open. There are many reported cases in which the Interstate Commerce Commission had paid little or no attention to distance of haul; and the business interests and demands of this country are much the same as there.

The proposal submitted and elaborated in evidence by Mr. Doolittle was ingenious and displayed much industry and care in preparation. The plan suggested was that for the first 40 miles the rate be 1/2c. per ton per mile, plus 25c. per ton terminal charges; from 41 to 70 miles, 1/2c. per ton per mile, plus 20c. per ton terminal charges; and above 70 miles, 1/4c. per ton is added to the 70-mile rate. Now, the rate of 1/2c. per ton per mile for short hauls is admitted by Mr. Doolittle to be the lowest stone rate; and this applied to the longest haul is his basis. The objection to his terminal charge is that terminal cost varies; and he provides for this cost only at delivery points and not at the quarries. There is nothing that requires this Board to compel the carriers to frame their rates upon a basis of the kind proposed; and when it appears that the adoption of such a rate basis would work destruction to many existing industries, enure very largely to the benefit of the applicants, or some of them, and probably in no way reduce the price of stone to the consumer—possibly increase it—I am unable

to see why the application should succeed. Comparison with rates upon other low grade commodities was made; but when each instance was investigated, reasons for differences appeared. The reason for low rates upon clay from Waterdown to Hamilton and other points, and upon marl, iron ore, and the like, is that these rates are based upon the reshipment by rail of the finished products of these raw materials. Low coal rates, of course, result from the competition of water carriers.

It strikes one as not unreasonable that the quarry near Toronto should enjoy the benefit of its natural location; but the nearby quarries have submitted for years to the establishment of these artificial rates by the companies, and without complaint have seen their outside competitors invest their capital and develop their industries, and it could hardly be regarded as fair that the short haul quarry proprietors should now, through the instrumentality of this Board, be enabled entirely to destroy their more distant brethren.

The Chief Traffic Officer has made some revision in the scale of rates from shipping points; and, as revised by him, the following will be the shipping points, distances, and rates:

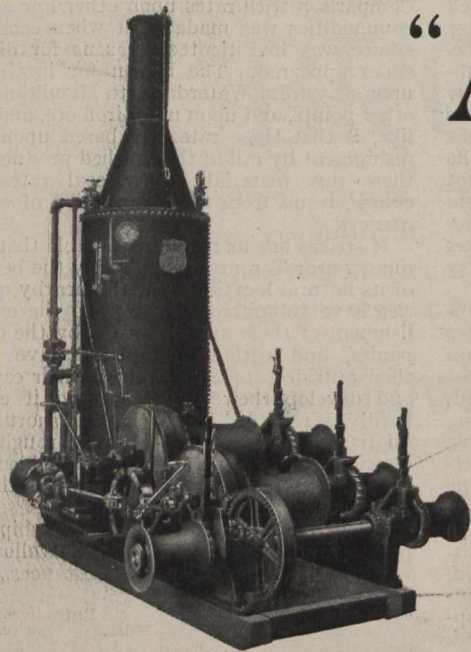
From	Miles.	Rates in cents per ton.
Cooksville.....	12	45
Georgetown.....	27	55
Glen Williams.....	30	55
Milton.....	30	55
Terra Cotta.....	33	55
Campbellville.....	36	55
Cheltenham.....	35	55
Inglewood.....	38	55
Dundas.....	42	55
Schaw.....	43	55
Credit Forks.....	43	55
Cataract.....	46	55
Orangeville.....	46	55
Guelph.....	47	55
Alton.....	49	55
Galt.....	55	55
Elora.....	61	55
Fergus.....	64	55
Shelburne.....	62	60
Hagersville.....	67	60
Kirkfield.....	73	60
Cameron.....	74	60
Niagara Falls.....	77	60
Fells.....	86	60
Burnt River.....	91	60
Longford.....	92	60
St. Marys.....	97	60
Owen Sound.....	119	60
Ivanhoe.....	120	60
Crookston.....	133	65

SWITCHING ON CANADA ATLANTIC RY.

5390. Aug. 13.—In the matter of the application of A. Pilon, of Casselman, Ont., under sec. 226, of the Railway Act, for an order fixing the additional sum to be charged by the Canada Atlantic Ry., under par. 9 of the Board's order of Dec. 19, 1907, for switching and handling traffic to and from the siding mentioned in that order. Upon the hearing of counsel for applicant and the G.T.R., the evidence adduced, and what was alleged, and upon the report of the Chief Traffic Officer of the Board, it is ordered that the said application be dismissed. And it is further ordered that the additional charge of \$3 a car for switching and handling traffic at the said siding, between Casselman and South Indian, complained against by the applicant, be declared to be a reasonable charge.

C.P.R. DEMURRAGE CHARGES.

5391. Sept. 14.—In the matter of the complaint of the Independent Lumber Company, Ltd., of Regina, Sask., alleging that the C.P.R. has made certain charges for demurrage on car service on shipments made by the complainant company at various points on the railway company's line in contravention of the rules governing such charges, as approved and authorized by the Board. Whereas in pursuance of the Board's order 4012, dated Nov. 27, 1907, the Operating Assistant to the Chief Traffic Officer of the Board held an investigation into the subject matter of this complaint at Regina, and reported his conclusions to the Board, with a copy of



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THE ELECTRIC HEADLIGHT

The following letter was received under date of May 8, 1908, from Mr. J. W. Cleary, Travelling Engineer Pyle-National Electric Headlight Co.:

"I learn from _____ the Master Mechanic here, that an engineer running between _____ and _____ discovered a broken rail with the Pyle-National Electric Headlight and made the stop without ditching his train. One or two pairs of wheels got off, but that was a small affair to what it would have been where a foot of the rail was broken off. Also an engineer running east of here found some cars shoved out on the main line. He saw them with the 'Electric' and made the stop without hitting them."

PYLE-NATIONAL ELECTRIC HEADLIGHT CO.
MONADNOCK, CHICAGO

the evidence taken at the said investigation. Upon the said report and the hearing of counsel for the railway company and the Canadian Car Service Bureau, it is ordered that the demurrage charged by the C.P.R. in respect of unloading of car 56928, at Craik, Sask., and that charged by the C.P.R. in respect of unloading of cars 29401 and 56512, at Regina, Sask., be forthwith refunded to the complainant company.

HAULING OATS AT WINNIPEG.

5395. Sept. 14.—In the matter of the complaint of the Northern Elevator Co., of Winnipeg, against the rate charged by the C.P.R. for hauling feed oats from the complainant's elevator at Winnipeg to the railway company's team tracks. Upon hearing the complainant and counsel for the railway company, the evidence adduced, and what was alleged; and upon the report of its Chief Traffic Officer, it is ordered that the complaint be dismissed.

G.T.R. REFUNDS ON LUMBER.

5411. Oct. 9.—In the matter of the application of J. G. Cane & Co., of Toronto, complaining against the rate of 9c. per 100 lbs. charged by the G.T.R. on shipments of lumber made by the applicants over the G.T.R. from Warton, Ont., to Toronto, during May, 1908, and applying for an order authorizing the G.T.R. to refund to the applicants 1c. per 100 lbs. on said shipments. Upon reading what was alleged in support of the application, and upon the report of the Chief Traffic Officer of the Board, and the consent of the G.T.R., it is ordered that the G.T.R. be authorized to refund to the applicants 1c. per 100 lbs. on the said shipments. And it is further ordered that the G.T.R. be authorized to refund to other shippers of lumber or other forest products, if any, from Warton to Toronto, or Toronto terminals, during May, 1908, all amounts collected on their shipments in excess of the rate of 8c. per 100 lbs., which the G.T.R. put into force between the said points on June 1, 1908.

FREE TRANSPORTATION BY EXPRESS.

5419. Oct. 9.—In the matter of the application of the Canadian Express Co., under secs. 340 and 341 of the Railway Act, for authority to carry for 90 days, free of charge, a publication known as The Flag, published in Great Britain, for the purpose of aiding in the extension of the Union Jack Club, organized for the benefit of sailors and soldiers. Upon reading what has been alleged in support of the application, it is ordered that the applicant be authorized to carry the said publication, free of charge, for 90 days from the date of this order.

A Railway to Hudson Bay.

The Dominion Government has five engineering parties in the field making surveys in connection with the projected railway to Hudson Bay. The centre of operations will be at Split Lake on the Nelson River, 260 miles from Norway House and 160 miles from Fort Churchill. Two parties will work north-erly, three of them along the Churchill River, and one along the Nelson River to the Bay. The two other parties are working from the Pas Mission towards Split Lake, and are under the charge of Messrs. Murphy and Law. The three parties working northerly from Split Lake are in charge of Messrs. Ord, Gleeson and W. J. Gifford. E. H. Drury will be in charge of the depot at Split Lake, and the whole work is under the direction of J. H. Armstrong, with headquarters at Winnipeg.

Lieut.-Col. T. T. Turnbull, who recently returned to Winnipeg from a trip through the country in the vicinity of Fort Churchill, said he was convinced that Fort Churchill was

bound to be a great factor in the shipping trade of Canada. There was a splendid future ahead of the country through which a railway to the bay would pass. What was really wanted was a two or four track line capable of being fed by all of the existing railways which run through the wheat belt of the west, not only in Canada, but in the Western States. Such a line would handle a vast amount of traffic from Washington, Montana, Wyoming, Nebraska, Oregon, the Dakotas, Iowa, and some from a state as remote as Wisconsin. Cereals and cattle could be handled cheaper over such a line than at present by any known route. As an imperial highway, the proposed line was very important, as it could handle troops to and from the Orient quicker than any existing route. There are also numerous water powers along the proposed route which could be developed for industrial purposes.

A report from Major Moodie, of the North-west Mounted Police, as to the movement of ice in the bay, says: "A channel broke through the ice in Churchill harbor on the night of June 15, and next day the harbor was practically free of ice at low water. Both in the bay and in the river, the ice is loose and in needles, and a good steamer would have no difficulty in working through. (Oct., pg. 717).

Luncheon to Sir Thos. G. Shaughnessy.

The President of the C.P.R., while on his annual tour of inspection over the system, was entertained to luncheon at Winnipeg, Oct. 14, by the officials of the C.P.R. Western Lines and their chief assistants. Wm. Whyte, Second Vice-President, occupied the chair. Sir Thomas, in replying to the Chairman's welcome, said:

"I think we can truthfully say now that we are connected with the greatest transportation company that the world ever knew. We were credited with that position some time ago, but it is only within recent years, with the new developments and expansions, that probably we are entirely justified in asserting our position. I am very much gratified, indeed, to have this opportunity of meeting so many of the officers and their chief assistants connected with the western lines of the company, now a very important, if not the most important, section of the company's system—glad to meet them as the men who, by their loyalty, their zeal and their devotion—to which Mr. Whyte has referred—have assisted in bringing the company to its present position. Those of us who were connected with the enterprise in its early days know what a struggle it was to keep its head above water on account of our line running through so much unproductive country, a public sentiment not always friendly, and a section of the press always ready to arouse opposition, making it most difficult at times to secure money for needed improvements and additions to the property. The struggle was a serious one, but we have passed through all that and we are to-day in a strong position in every respect. This I have no hesitation in attributing to the excellent service of the officers and men who have been connected with the company during the past years and who have always taken an honest pride in that connection.

"It may not be uninteresting, as we are all members of the same family, if I remind you of what we have been doing in recent years. Since 1901, that is, in seven years, we have spent \$125,000,000 in additions to our system, in equipment, in double tracks, improvements to grades, steamship lines, and a thousand and one other works of that description—a vast sum of money—an amount equivalent to the entire capital of the company in stock and bonds previous to that date. Our traffic, however, has grown from \$31,000,000 or \$32,000,000 to \$72,000,000

last year, and with your assistance we hope to make it \$80,000,000 or \$85,000,000 in another year. With this growth of business, and the growth of importance of the company, there has necessarily been an increase in the staff, east and west, and I believe that I am justified in saying from what I see before me to-day, that the addition to the staff, in so far as it is represented by those sitting before me at this table, is most complimentary to the officers who were responsible for the selection.

"Mr. Whyte suggested that I might say something as to the elements and factors that contribute to success in railway life, as well as in other walks of life. Probably no person at the table started with less assurance of progress than I did myself. No doubt a great part of such success that has come to me has been in a measure accidental—due to circumstances, but I have seen enough of life and know enough of the manner in which the employer analyzes and estimates his assistants to say that the basis of all success, whether it be in railway life or in commercial life, or, indeed, in professional life, is not so much in the nature of genius, as in earnestness, industry, rational ambition, and, above all things, integrity. The principal officers of the company who are seated around me here know that in our affairs the effort is not to find suitable places for the good men, but for the company to find the requisite number of good men to fill the places that are available. I have not a doubt that amongst us here to-day there are at least half-a-dozen men quite as competent as I am to be President of the C.P.R., but they have not had the opportunity of coming to the front. They may be to blame themselves—as a rule they are to blame—but opportunity will come later, I hope, when they will develop, and as in the course of a few years it may be not only desirable, but necessary, in the interests of the company, and in fairness to ourselves, that those of us who are at the head of affairs now should surrender our duties to the younger and perhaps abler men. I hope it will be the lot of some of you to be in line of succession and to succeed.

"Our enterprise differs very substantially from the ordinary railway enterprises of this and of other countries, because the railway work is, while the most important by all means, only one branch of our work. We have our steamship services, our telegraph service, our hotel service, some mining enterprises, and the express business, which is a sort of collateral affair. We have all these requiring good men, not only at the head, but all the way down the official line, and as we increase in size, as our revenues become larger year by year, the number of men required in these capacities will necessarily increase. I can only repeat my hope that you here will be equal to the occasion, and that when the time comes, Mr. Whyte and the rest of us here will have no difficulty in designating the men who can with safety be entrusted with the affairs of this enormous corporation. I do not know that I can say anything more, beyond repeating my gratification that I have had this opportunity of meeting you, and expressing the earnest hope that everyone present will be eminently successful, happy and prosperous."

The Corbin Coal and Coke Co. has been registered at Victoria, B.C., under the British Columbia laws respecting extra-provincial companies. Its capital is declared to be \$1,000,000. Its head office in Canada, Cranbrook, and its attorney, J. A. Harvey. The only limitations to the company's powers are with respect to the construction and working of railways. For this purpose those interested in the company secured a special act from the B.C. Legislature, and under it the Eastern British Columbia Ry. is being constructed.

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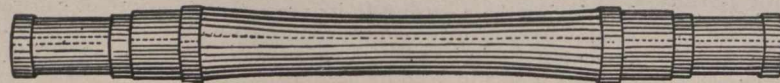
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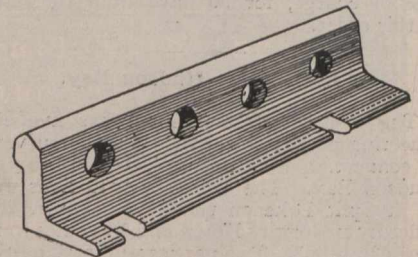
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Orders by the Railway Commissioners.

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

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

5313. May 7. Ordering the C.P.R. to protect by watchman its crossing at Aylmer St., Peterboro, Ont., between 6 a.m. and 7 p.m. daily, and apportioning cost of such protection.

5327. Sept. 22.—Authorizing Wallace Municipality, Man., to erect wires across C.N.R. near Virden.

5328. Sept. 22.—Authorizing J. T. Bell to lay a water pipe across G.T.R. in Morris tp., Ont.

5329. Sept. 22.—Authorizing C.P.R. to construct spur line to W. Talbot's premises, Outremont, Que.

5330. Sept. 22.—Approving of deviation of G.T.R. sidings to the Dominion Sewer Pipe Co.'s premises, Swansea, Ont.

5331. Sept. 22.—Authorizing the C.P.R. to operate interlocking plant where the Molson cut-off joins old main line at Molson, Man.

5332. Sept. 22.—Authorizing G.T.R. to construct a spur line to the Globe-Wenlock Co.'s premises, Stratford, Ont.

5333. Sept. 22.—Authorizing G.T.R. to construct additional track across two road allowances in Huron tp., Ont.

5334. Sept. 22.—Authorizing C.P.R. to construct spur line to A. L. Langman's premises, Calgary, Alta.

5335. Sept. 22.—Authorizing C.P.R. to construct spur lines at Enderby, B.C.

5336. Sept. 22.—Authorizing C.P.R. to construct bridges at second crossing of Kicking Horse River, on its Field diversion; first crossing of Kicking Horse River, on its Field diversion, and at mileage 52.44, Chapleau section.

5337. Sept. 22.—Authorizing C.P.R. to construct bridge at mileage 144.4, Cranbrook section.

5338. Sept. 22.—Authorizing G.T.R. to construct spur lines to the Massey-Harris Co.'s premises, Brantford, Ont.

5339. Sept. 22.—Authorizing British Columbia Telephone Co. to erect wires across C.P.R. at mileage 100.3, Cascade section, B.C.

5340 to 5342. Sept. 22.—Authorizing Manitoba Government Telephone Commission to erect its wires across C.P.R. at Pilot Mound, Montcalm St., St. Boniface, and 1¾ miles west of Thornhill, Man.

5343. Sept. 22.—Authorizing Bell Telephone Co. to erect wires across C.P.R. at Yonge and Cottingham Sts., Toronto.

5344. Sept. 22. Authorizing the G.T.P.R. to operate trains over crossing where its lines cross the C.P.R. Pheasant Hills branch, sec. 27-29-22 W. 2nd M., Sask.

5345. Sept. 22.—Authorizing Sarnia Electric Ry. to put into operation interlocking plant where the S.E.R. crosses the G.T.R.

5346. Sept. 23.—Authorizing A. A. Granger to lay a water pipe under C.P.R. at L'Epiphanie, Que.

5347. Sept. 23.—Authorizing Maidstone municipality to erect wires across M.C. Rd. near Essex station, Ont.

5348. Sept. 23.—Authorizing City of Hamilton to lay water pipe under G.T.R. where Liberty St. crosses same, between Hunter and Yonge Sts., Hamilton, Ont.

5349 to 5351. Sept. 22.—Authorizing Maidstone municipality to erect wires across

M.C. Rd. at three places near Woodslee station, Ont.

5352. Sept. 25.—Authorizing Burford Electric Light Co. to erect its wires across G.T.R. at Maple Avenue, Burford, Ont.

5353. Sept. 14.—Ordering C.N.R. to fence right-of-way between Canora and Tiny, Sask., and that the work be completed before Dec. 1, 1908, on application of J. Jastrenski, who complained that certain of his cattle had been killed on the C.N.R.

5354. Sept. 29.—Authorizing C.P.R. to construct additional track across public highway at Rolling Dam, N.B.

5355. Sept. 29.—Authorizing Noisy River Telephone Co. to place wires across G.T.R. at Creemore, Ont.

5356 to 5358. Sept. 29.—Authorizing Bell Telephone Co. to place wires across C.P.R. at Bury Station, Que.; William St., Chatham, Ont.; and ¾ mile south of Mt. Tremblant station, Que.

5359. Sept. 29.—Authorizing Malahide and Bayham Telephone Co-operative Association to place wires across G.T.R. in Bayham and Middleton townships, Ont.

5360. June 2.—Directing G.T.P.R. to lay its tracks across the Winnipeg Electric St. Ry. on Pembina highway, Winnipeg.

5361. Oct. 1.—Approving revised location of G.T.P.R. from east line of sec. 7, tp. 53, r. 4, to sec. 14, tp. 53, r. 6, west of 5th mer., Alberta.

5362. Sept. 30.—Authorizing G.T.P. Telegraph Co. to place wires across C.N.R. at Earl (Nutana), Sask.

5363. Sept. 30.—Authorizing Manitoba Government Telephone Commission to place wires across C.N.R. near Fairview, Man.

5364. Sept. 18.—Authorizing C.P.R. Co. to carry freight traffic over its Moose Jaw branch, from mileage 14.5 to 63, subject to condition that speed of trains does not exceed 15 miles per hour.

5365. Sept. 14.—Authorizing G.T.P.R. to connect its tracks temporarily with the C.N.R. at Scotland Ave., St. Boniface, Man.

5366. Oct. 1.—Authorizing Carnduff Telephone and Electric Co. to place wires across C.P.R. at Carnduff, Sask.

5367. Oct. 1.—Authorizing Manitoba Government Telephone Commission to place wires across C.N.R. two miles west of Wawanesa, Man.

5368. Sept. 14.—Authorizing G.T.P.R. to connect its main line with C.P.R. main line at Oak Point Jct., Man.

5369. Oct. 1.—Authorizing W. J. Connon, Elora, Ont., to lay a water pipe across G.T.R. in Nichol tp., Ont.

5370. Aug. 7.—Authorizing Department of Railways and Canals to place I.C.R. telegraph and semaphore wires across G.T.R. at Aston Jct., Que.

5371. Sept. 17.—Authorizing Macdonald College to lay water pipe across G.T.R. at Ste. Anne de Bellevue, Que.

5372. Oct. 2.—Authorizing proposed deviation in location of main line of G.T.R. already constructed in Caledonia, Ont.

5373. Oct. 6.—Authorizing City of Toronto to lay water pipes under G.T.R. tracks on the Esplanade, Toronto.

5374. Oct. 6.—Authorizing Mrs. M. A. Roy, Montreal, proprietor of St. John's waterworks, to lay a main under the G.T.R. at St. John's, Que.

5375. Oct. 6.—Authorizing City of Toronto to construct a brick sewer under G.T.R. at Greenwood Ave., Toronto.

5376. Oct. 6.—Authorizing Transcontinental Ry. Commission to cross with its tracks the C.P.R. at grade near St. Basile station, Que.

5377. Oct. 6.—Approving location of proposed station of Q.M. & S. Ry. station at Nicolet, Que.

5378-5379. Oct. 6.—Authorizing the British Columbia Telephone Co. to erect wires across C.P.R. at Clayburn and Abbotsford, B.C.

5380. Oct. 6.—Authorizing C.P.R. to construct a spur to the Rock Creek Lumber Co.'s premises, near Mayook, B.C.

5382. Oct. 7.—Authorizing Morris tp., Ont., to lay a tile drain across the G.T.R.

5381, 5383. Oct. 7.—Authorizing Wheatley Telephone Co. to erect wires across P.M. Rd. in Romney tp., Ont.

5384. Oct. 6.—Authorizing C.P.R. to construct spur line to the Peel Lumber Co.'s premises, Peel parish, Carleton county, N.B.

5385. Sept. 15.—Dismissing complaint of Stockton & Mallinson, Ltd., Regina, Sask., re alleged unreasonable rates charged on oranges from California, U.S.A. (See pg. 785.)

5386. Oct. 6.—Authorizing British Columbia Telephone Co. to erect wires across C.P.R. at Clayburn station, B.C.

5387. Sept. 1.—Dismissing complaint of Canadian Cannery, Ltd., against rate charged on canned vegetables from Trenton to Englehart, Ont. (See pg. 785.)

5388. Oct. 6.—Authorizing British Columbia Telephone Co. to erect wires across C.P.R. at Mission Jct., B.C.

5389. July 29.—Dismissing application of stone quarry operators in Ontario, for an order disallowing proposed increase in freight rates for the carriage of stone on the C.P.R. and G.T.R. (See pg. 785.)

5390. Aug. 13.—Dismissing application of A. Pilon, of Casselman, Ont., for order fixing additional sum to be charged by C.A.R. for switching. (See pg. 785.)

5391. Sept. 14.—Ordering C.P.R. to refund to Independent Lumber Co., Regina, Sask., demurrage charges. (See pg. 785.)

5392. Oct. 6.—Ordering J. H. Cockburn to construct and maintain a culvert under C.N.O.R. to carry off water at Lily Lake, near Lake Joseph station, Ont.

5394. Sept. 15.—Ordering C.P.R. to construct a spur track or transfer track from its line at Holmfild, Man., to the C.N.R.

5395. Sept. 14.—Dismissing complaint of Northern Elevator Co. complaining against rates charged by C.P.R. for hauling feed oats from elevator at Winnipeg to tracks. (See pg. 787.)

5396. Oct. 7.—Authorizing the Brantford and Hamilton Electric Ry. to temporarily operate its crossing with G.T.R. in Brantford, Ont.

5397. June 23.—Ordering the County of Carleton to be joined in application of City of Ottawa and directing the C.A.R., the St. Lawrence and Ottawa Ry. and the Montreal and Ottawa Ry. to carry the Richmond Road, Ottawa, under the railways by means of a viaduct, and to make such change in the location of the portions of the railways as may facilitate the construction of such work.

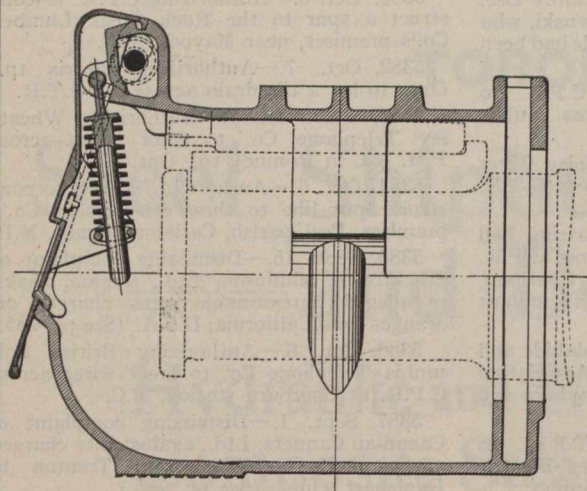
5398. Oct. 6.—Approving agreement of City of St. Thomas, municipality of Yarmouth, and the M.C. Rd., ordering that Ross St. be diverted by being widened and carried under the M.C. Rd. by means of a subway, also that First Ave. be diverted and widened and a new subway constructed immediately to the west of the present subway.

5399. Oct. 6.—Authorizing Corporation of Campbellford, Ont., to erect electric light wires across the G.T.R.

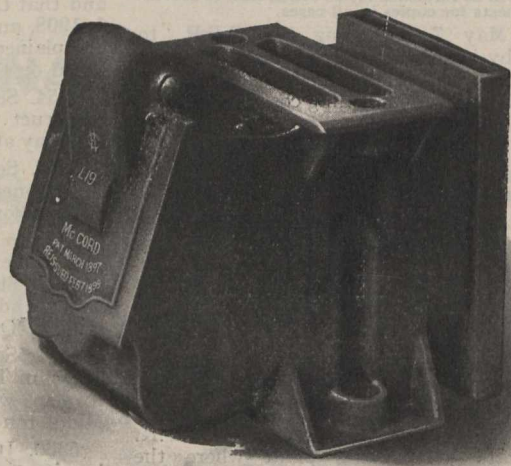
5400. Oct. 6.—Authorizing United Gas Co., St. Catharines, Ont., to lay mains under G.T.R. at certain points in Welland and Haldimand counties, Ont.

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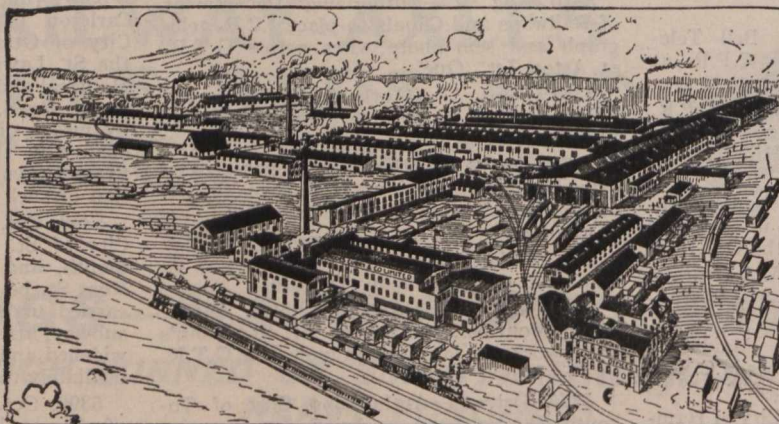
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5401. Oct. 13.—Authorizing Macdonald College to lay a water pipe under C.P.R. at Ste. Anne de Bellevue, Que.

5402. Oct. 15.—Directing that every accident report or information furnished to the board, pursuant to the Railway Act, sec. 292, be privileged and only made public or given upon the Board's order.

5403, 5404. Oct. 14.—Authorizing C.P.R. to use its bridge at Rush Lake, Sask., and the following bridges on its Calgary section: mileage 109.9; mileage 179.1; irrigation canal, near Langdon; and irrigation canal near Strathmore, Alta.

5405. Oct. 14.—Approving Windsor, Essex and Lake Shore Rapid Ry. Co.'s by-law authorizing F. E. Low, General Manager, to issue tariffs of tolls to be charged for traffic carried between Windsor and Leamington, Ont.

5406. Oct. 14.—Authorizing C.P.R. to open for carriage of traffic its line from Stoughton to Weyburn, Sask., provided that speed be limited to 15 miles an hour.

5407. Oct. 14.—Authorizing C.P.R. Co. to place its Goose Lake branch track across the G.T.P.R. in s.e. $\frac{1}{4}$ sec. 23, tp. 36, r. 6, w. 3 m., west of Saskatoon, Sask.

5408. Oct. 14.—Authorizing the C.P.R. Co. to use bridges at mileage 144.6 and 124.3 on its Medicine Hat section.

5409. Oct. 16.—Authorizing C.N.R. to construct bridge across North Saskatchewan River at Prince Albert, Sask.

5410. Feb. 17.—Authorizing Village of Beaverton, Ont., to place electric light wires across G.T.R. at Mara St.

5411. Oct. 9.—Directing G.T.R. to make refunds on shipments of lumber from Warton to Toronto. (See pg. 787.)

5412. Oct. 9.—Authorizing New Brunswick Tel. Co. to place wires across C.P.R. at Wapske, N.B.

5413. Oct. 9.—Approving supplement 2 to standard freight tariff C.R.C. 38 of the C.N.R. between stations west of and including Maryfield, Sask.

5414. Oct. 8.—Approving standard freight tariff C.R.C. 3 of Montreal Terminal Ry.

5415. Sept. 17.—Authorizing G.T.P. to cross highways in Miniota municipality, Man., and directing protection to be provided at the crossings.

5416. Oct. 15.—Authorizing C.P.R. to open for traffic its railway from Piapot, mileage 67.75, to Colley, Alta., mileage 75.10.

5417. Sept. 14.—Authorizing G.T.P.R. to cross at grade the C.P.R. Pembina branch at Oak Point Jct., near Winnipeg.

5418. Sept. 16.—Approving location of new station and rearrangement of C.P.R. yards in St. Boniface, Man., provided platform of said station be removed, if it is found to be in the way upon the extension of Provencher St.

5419. Oct. 9.—Authorizing Canadian Express Co. to carry, free of charge, for 90 days, "The Flag," a publication issued in Great Britain. (See pg. 787.)

5420. Oct. 9.—Authorizing C.P.R. to construct a spur line to the Great West Coal Co.'s premises, Roche Percee, Sask., and rescinding orders 4918 and 5178.

5421. Oct. 8.—Directing C.P.R. to clean out and put in good order ditches leading to and from the culvert 89.9 as far as station 31+18, near Crookston, Ont., and that the work be completed by Nov. 15.

5422. Oct. 15.—Authorizing C.P.R. to construct and operate two spur lines, forming a wye at St. Gabriel de Brandon, Que.

5423. Oct. 15.—Extending until Dec. 15 time within which C.N.Q.R. may instal interlocking plant directed to be provided

by order 4862, of June 2, 1908, between mileage 0 and 1 of the Quebec and Lake St. John Ry. junction spur, where same crosses C.P.R. east of Lorette, Que.

5424. Oct. 16.—Extending until Dec. 31, 1908, time within which interlocking plant on G.T.R. at Chatham, Ont., may be installed.

5425. Oct. 15.—Authorizing C.P.R. to construct branch line across St. Gabriel St., St. Gabriel de Brandon, Que.

5426. Oct. 14.—Authorizing Toronto and York Radial Ry. to operate trains across G.T.R. at Sutton, Ont.

5427, 5428. Oct. 16.—Authorizing Manitoba Government Telephone Commission to erect wires across C.P.R. $3\frac{1}{2}$ miles east of Burnside station, and 100 yds. east of Manitou, Man.

5429. Oct. 16.—Authorizing Town of Montreal West, Que., to lay water pipe under G.T.R. on Inspector Ave.

5430. Oct. 16.—Authorizing Manitoba Government Telephone Commission to erect wires across C.P.R. four miles n.e. of Portage la Prairie, Man.

5431. Oct. 16.—Authorizing Smith township, Ont., to construct highway on line and width of Dumble Ave. across G.T.R. in Peterboro county, Ont.

5432-5436. Oct. 16.—Authorizing Bell Telephone Co. to erect wires across G.T.R. at 5 points in Ontario.

5437. Oct. 16.—Authorizing Norfolk County Telephone Co. to erect wires across G.T.R. at Norfolk St., Simcoe, Ont.

5438-5440. Oct. 16.—Authorizing Manitoba Government Telephone Commission to erect wires across C.P.R. near Rathwell, near Wheatlands, and near Burnside station.

5441. Oct. 13.—Authorizing Arundel Telephone Co. to erect wires across C.N.Q.R. at Huberdeau, Arundel, Batesville, and Weir, Que.

5442, 5443. Oct. 16.—Authorizing Dunnville Consolidated Telephone Co. to erect wires across G.T.R. at Cedar St., Forks Rd., Dunnville, and at Canfield Jct., Ont.

5444. Oct. 14.—Authorizing W. Bown, of Lennoxville, Que., to lay water pipe under G.T.R. in Ascot tp., Que.

5445. Oct. 20.—Granting leave to Central Barbed Wire Telephone Co. of Alberta, to erect wires across C.P.R. near Nanton station, Alta.

5446. Oct. 20.—Authorizing Bolton Telephone Co. to erect its wires across C.P.R. in Albion tp., Ont.

5447. Oct. 20.—Authorizing C.P.R. to construct spur line to the Cranbrook Sash and Door Co.'s premises, Kootenay district, B.C.

5448, 5449. Oct. 20.—Authorizing C.P.R. to construct bridges 41.8 and 36.4 on its Boundary section, B.C.

5450. Oct. 20. Authorizing the Minto Rural Telephone Co. to erect wires across G.T.R. in Minto tp., Ont.

5451. Oct. 20.—Authorizing C.P.R. to open for traffic seven portions of its Medicine Hat section.

5452. Authorizing C.N.R. to construct its Goose Lake branch across Avenues A to P and Spadina Crescent, Saskatoon, Sask., under certain conditions as to compensating property owners, to fill in dip on road at Spadina Crescent, to pay the cost of constructing a subway, that any other railway company may run over the company's Goose Lake branch, that gates be erected at Spadina Crescent, etc., etc.

5453. Oct. 16.—Dismissing application Winnipeg Board of Trade and others for order disallowing tariffs of freight rates issued by C.P.R. and C.N.R. (See pg. 785.)

5454. Oct. 6.—Authorizing Brantford and Hamilton Ry. to construct its line across Alfred and Murray sts., Brantford, Ont.

5455. Sept. 14.—Authorizing City of Winnipeg to construct highway crossing over the C.P.R. Brown & Rutherford's spur.

5456. Aug. 1.—Authorizing the James Bay Ry. to place its track across C.P.R. near Wanapitei, Ont.

5457. Oct. 20.—Authorizing South Leeds and Pittsburg Telephone Co. to erect wires across G.T.R. $2\frac{1}{2}$ miles west of Gananoque Jct., Ont.

5458, 5459. Oct. 20.—Authorizing South Leeds and Pittsburg Telephone Co. to erect wires across G.T.R. at two points near Findlay station, Ont.

5460. Oct. 20.—Authorizing Bell Telephone Co. to place wires across Niagara, St. Catharines and Toronto Ry.

5461. Oct. 9.—Authorizing Chatham Gas Co. to lay pipe under G.T.R. west of Queen St., Chatham, Ont.

5462. Oct. 22.—Authorizing C. Gould to erect electric light wires and steel cable across G.T.R. at Uxbridge, Ont.

5463. Oct. 22.—Authorizing C.P.R. to construct nine bridges on the N.B. Southern Ry.

5464. Oct. 22.—Authorizing South Wellington Coal Mines, Ltd., to construct two tunnels under Esquimalt and Nanaimo Ry. on Vancouver Island, B.C.

5465. Oct. 21.—Approving of enlarged interlocking and signal apparatus on application of Chief Commissioner of Lands and Works of B.C. for use on bridge over Fraser River, New Westminster.

5466. Oct. 21.—Authorizing C.P.R. to construct bridge 8.05 over Quaker Brook, N.B.

5467. Oct. 21.—Authorizing C.P.R. to construct spur line to Rat Portage Lumber Co.'s premises, New Westminster district, B.C.

5468. Oct. 21.—Authorizing C.P.R. to construct spur line to Consolidated Mining and Smelting Co.'s premises, Kootenay district, B.C.

5469. Oct. 22.—Authorizing Bell Telephone Co. to place underground wires across N., St. C. & T. Ry. at Stanley St., Niagara Falls, Ont.

Rail Grain Rates from Buffalo.

A New York dispatch of Oct. 20 says: "After hearing arguments both for and against the application, Judges Lacombe, Ward and Noyes to-day refused to grant the injunction staying the order of the Interstate Commerce Commission reducing the rate on grain products from Buffalo to New York points, and from Buffalo to Boston points. The application was made on behalf of the New York Central, Erie, Pennsylvania, Lehigh Valley, Delaware, Lackawanna and Western, and New York, New Haven and Hartford Railroads, and in support of it, it was argued that the present rates charged by the railroads for the carrying of grain products from Buffalo to New York points at 11c. per 100 lbs., and from Buffalo to Boston points of 13c. per 100 lbs., which went into effect May 1, 1907, were just and reasonable, and that the Interstate Commerce Commission's order for a reduction of the rate to New York points to 10c., and to Boston points to 12c., was unreasonable and unfair."

The office of the Freight Inspection Bureau of the Canadian Freight Association for British Columbia lines, of which E. J. Travers is manager, has been transferred from Nelson to Vancouver, B.C.

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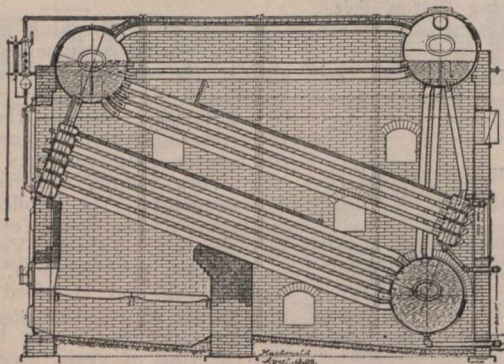
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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Canadian Western Ry.—The Dominion Parliament will be asked next session for an act incorporating a company with this title with power to construct a railway of standard or other gauge, and to be operated by steam, electricity or any other kind of locomotive power, between the following points: From the International boundary between the east side of range 23, and the west side of range 28, west of the 4th principal meridian, to the C.P.R. Crow's Nest Pass line, between Cowley and Pincher Creek, Alta.; thence northwesterly, following the valley of the north fork of the Old Man River, to the Livingstone Mountains, near sec. 33, tp. 10, range 3, west of the 5th principal meridian; thence through the pass of the Livingstone Mountains along the river valley to High River, near tp. 17, ranges 4 and 5, west of the 5th principal meridian, and thence northeasterly to Calgary; also, a line from the Middle Branch at or near its junction with the Livingstone River, to High River, thence to the Rocky Mountains west of Gould's Dome; thence through a pass in the Rocky Mountains to the valley of the Elk River, and along the valley of the Elk River to a junction with the C.P.R. and the Great Northern Ry. (Crow's Nest Southern Ry., near Michel, B.C.). Power will also be asked to construct branch lines, telegraph and telephone lines, to generate electricity for light, heat and power, to develop water powers, to make traffic agreements with other railway companies, to acquire the franchises of, or to amalgamate with, other companies having similar powers, and to connect with any line of railway in the State of Montana. Hough, Campbell, and Ferguson, Winnipeg, are solicitors for the applicants. (See Alberta and British Columbia Ry., Aug., pg. 547).

Duluth, Rainy Lake and Winnipeg Ry.—A press dispatch from Duluth, Minn., says that construction will be started at an early date upon the line from Virginia, the present southerly terminus of the line, to Duluth, and that the work will be financed by the Minneapolis, St. Paul and Sault Ste. Marie Ry. Whether this be the fact or not, E. Pennington, Vice-President and General Manager of the M., St. P. and S.S. Ry., and W. F. Fitch, President Duluth, South Shore and Atlantic Ry., met representatives of the D., R.L. and W.R., and went over the line early in Oct. At present the D., R.L. and W.R. extends from Virginia, Minn., to the Rainy River, and has connection with Fort Frances, Ont., over a bridge which it owns jointly with the Canadian Northern Ry. It now secures a connection with Duluth over the Duluth, Missabie and Northern Rd. (June, pg. 403).

Howe Sound, Pemberton and Northern Ry.—The plans filed by the promoters of this projected railway show that the line will start from the head of Howe Sound, near the mouth of Squamish River, and follow the valley of that stream to Pemberton Meadows, where it will cross, and then proceed northwards, following easy gradients through the valleys to Anderson Lake, a distance of 92 miles. With the exception of a few heavy cuts, and a couple of large bridges, no great engineering difficulties will be encountered. The plans have been approved by the Government. The line will tap the rich agricultural areas in the Squamish, Pemberton Meadows and Lillooet districts, and open up a route for getting out the timber from extensive areas in the upper valley of the Squamish, and extending back towards the Pemberton Meadows. It is estimated that there is 170,000,000 ft. of marketable standing timber in the area in question, while there are

other large unexplored areas, which will be rendered accessible by the construction of this line. There is deep water on Howe Sound right up to the Squamish River, available all the year round, and it is proposed to develop a port there for the export of lumber. The promoters of the company have acquired an area of 71 acres at the mouth of the river, which will be used for wharves and terminal facilities. Part of this land is tide-flat water frontage and the remainder extends some distance up the valley. At Anderson Lake the line will reach a point where water transportation is available, and it is proposed to establish a line of steamers to operate on the lake and the waters tributary thereto. The right-of-way for the line is being secured and it is understood that as soon as this is done, a contract will be let for the construction of the first 15 miles into the Pemberton Meadows. It is hoped to have this portion of the line completed by the end of 1908.

J. C. Gill, ex-Reeve of North Vancouver, B.C., who is one of the provisional directors of the company, recently stated that financial arrangements had been completed, and the construction of the line would be proceeded with as soon as the right-of-way had been secured. It is considered that the present title is rather cumbersome, and it is likely that at the next session of the Provincial Legislature application will be made for an act changing it to the Howe Sound and Northern Ry. (Oct., pg. 713).

Hudson's Bay Pacific Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the commencement and completion of the company's projected line of railway. R. V. Sinclair, Ottawa, is solicitor for the applicants. (Oct., pg. 713).

Intercolonial Ry.—An inspection of the facilities at the Island yard, St. John, N.B., was made Oct. 1, by W. B. McKenzie, Chief Engineer; T. C. Burpee, Engineer of Maintenance of Way, and other officials. It is said that the object of the inspection was to decide on the work to be done in preparation for the winter traffic.

It is expected that the new shops at Moncton, N.B., will be ready for occupancy during Nov. The machinery, including the electric transfer table between the passenger car shops, is being installed. The lighting and heating plants have been placed in several of the buildings, and the finishing touches are being given in various directions. (Oct., pg. 713).

International Ry. of New Brunswick.—The Dominion Government has entered into a contract under the terms of the act respecting the granting of aid to certain railways, with the company for the construction of a line from the western end of the 20 miles as already constructed from Campbellton, N.B., to the St. John River, between Grand Falls and Edmonton, N.B., a distance not exceeding 90 miles. Construction is being carried on upon this mileage from both ends and a considerable amount of grading has been done. The general contractor is T. Malcolm, Campbellton, N.B. (Sept., pg. 615).

Lake Temiskaming to Satika Lake.—A press dispatch from Ottawa, Oct. 16, says a company has been formed at Hull, Que., with a capital of \$1,000,000, with the object of constructing about 28 miles of railway, from Lake Temiskaming to the Upper Satika Lake. The line will, it is said, be used mainly to carry ore from the silver mines of the vicinity to the C.P.R. The members of the company are reported to be F. A. Chanterton, H. Dupuis, H. A. Goyette, J. Rene, W. H. Rowley, G. H. Millen, J. N. Fortin, J. E. Gravelle, J. Caron, D. Caron. The construction work, it is said, will be carried out under the supervision of J. Le Flemme, Hull, Que.

Probably the only charter now available for the construction of such a line is that of

the Cobalt Range Ry. Co., which was incorporated by the Dominion Parliament in 1906. This act authorized the construction of a railway from Haileybury, via the townships of Bucke, Coleman and Lorraine, to a point opposite Fort Temiskaming, in Pontiac County, Que.; thence across the Ottawa River by means of a railway steam ferry to Fort Temiskaming, thence to Ville Marie, and easterly and southerly either to a point on the proposed Interprovincial and James Bay Ry., between Ville Marie and Kippewa, Que., or to the present terminus of the Lake Temiskaming Colonization Ry., at or near Kippewa Station. The provisional directors of the company are: L. H. Timmins, Mattawa, Ont.; J. McMartin, Cornwall, Ont.; J. J. Heney, C. A. McCool, and M. J. Gorman, Ottawa. (See Cobalt Range Ry., Aug., 1906, pg. 451).

Matane and Gaspé Ry.—The United States Consul at Rimouski, Que., in reporting to his Government upon the work in progress upon this line, says it will prove a valuable feeder for the Intercolonial Ry., which it intersects at St. Flavie. For the present the construction of the first section only is contemplated, viz.: From St. Flavie for 37 miles, but it is contemplated to carry it as expeditiously as possible to Mount Louis, 133 miles, the ultimate terminus being Gaspé, 240 miles from St. Flavie. In addition to the subsidy voted by the Dominion Parliament, and the 4,000 acres of land per mile for the 37 miles under construction, by the Quebec Provincial Legislature, the following subsidies have been voted by municipalities through which the line will pass: St. Flavie, \$5,000; Little Metis, \$500; Sandy Bay, \$4,000; Rivière Blanche, \$3,000; Matane, \$13,000.

We have been officially advised that good progress is being made upon the 35-mile section which has been put under contract. The plans for an extensive bridge over the Metis River are being completed, and it is said that work on the same will be started shortly. The construction of this bridge would enable the contractors to complete the line into Metis, which it is proposed to have done by the fall of 1909. (Oct., pg. 713).

Michigan Central Ry.—The work of constructing a subway under the M.C.R. tracks at Ross St., St. Thomas, Ont., was started Oct. 14. (July, 1907, pg. 479).

Midway and Vernon Ry.—A contract has been entered into between the Dominion Government and the company, under the provisions of the act respecting aid to certain railways, for the construction of a railway from Midway to Vernon, B.C., a distance not to exceed 150 miles. (Oct., 1907, pg. 743).

Prince Edward Island Ry.—Tenders were received to Oct. 31, by the General Manager of Government Railways, for the construction of a branch line from Harmony to Elmira, P.E.I., a distance of about 10 miles. Harmony is a station on the Charlottetown-Souris line, 55 miles from Charlottetown, and five miles from Souris. (Sept., pg. 619).

Quebec Bridge and Ry. Co.—One of the questions which will be considered by the engineers who are preparing plans for the reconstruction of the bridge across the St. Lawrence at Quebec, will be its height above water. When the bridge was originally designed the Boards of Trade and the shipping interests along the St. Lawrence river agreed that a height of 150 ft. above high water mark would be sufficient clearance for vessels passing to Montreal. Since that time the size of vessels has considerably increased, and a recent resolution passed by the Montreal Board of Trade asked the Dominion Government to fix the height of the bridge at 190 ft. above high water mark. (Oct., pg. 713).

Quebec Central Ry.—Location surveys are being made for the extension of the Chaudiere Valley branch from St. George, Beauce,

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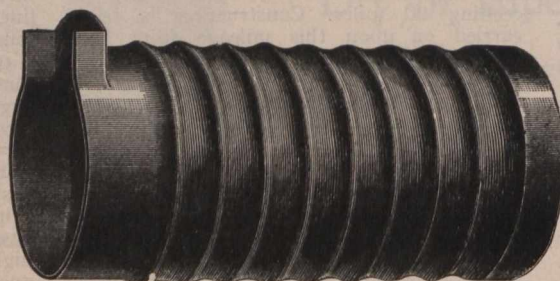
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Que., to Ste. Justine, Dorchester county, a distance of 30 miles. This is the first section which will be constructed of the line to connect the Q.C.R. with the Temiscouata Ry. The route on which the surveys are being made follows the valley of the Famine River, and is a favorable one for construction. The maximum gradient will be 0.6% and the maximum curvature 5°. Tenders have been asked for the grading of the line from St. George to Ste. Justine, and it is expected to have the 30 miles placed in operation by the end of 1909. (Sept., pg. 619).

Temiskaming and Northern Ontario Ry.—Reports made Oct. 14 stated that the construction gangs had arrived within two miles of Cochrane, the point of junction with the National Transcontinental Ry. The work is being somewhat delayed by reason of the difficulty of securing men. Recently the Commissioners desired to secure 100 men, but were only able to obtain 40, the fact that the engagement offered was to be a short one keeping men from accepting the terms offered.

The Commission proposes to establish a lands department to take charge of the work of furnishing information to settlers on similar lines to the department organized by the C.P.R.

The chairman of the Commission, who has recently returned from a trip over the line, says that between Matheson and Cochrane the railway runs for at least 80 miles through the clay belt before striking the National Transcontinental Ry., and that north of this line there is a vast stretch of splendid arable land. (Oct., pg. 713).

Railway Finance, Meetings, etc.

Alaska Central Ry.—A Spokane, Wash., dispatch states that O. G. Labree, of that city, has been selected to represent the bondholders who had decided to foreclose on the bonds, no interest having been paid. The sale of the railway with its franchises by public auction will, it is expected, bring to an end the dispute between certain of the stockholders which has been going on for over a year. The Sovereign Bank, now being wound up, is the principal holder of bonds.

Alberta Ry. and Irrigation Co.—Approximate net profits, exclusive of land sales, for Aug., \$33,835, against \$25,896 for Aug., 1907. Aggregate net profits as above from July 1 to Aug. 31, \$60,556. Approximate traffic receipts for Sept., \$32,315, against \$15,761 for Sept. 1907.

The regular annual meeting of the company's shareholders is called to be held in London, Eng., Nov. 4, at which it is proposed to submit for approval a by-law reducing the number of directors to six.

Canadian Northern Ry.—There has been deposited with the Secretary of State at Ottawa, an agreement made between the Imperial Rolling Stock Company and the Canadian Northern Ry., and a mortgage made between the I.R.S. Co., the National Trust Co. and the C.N.R. Co.

A New York financial house is offering for sale \$1,700,000 first mortgage $4\frac{1}{2}\%$ R. bonds issued by the Imperial Rolling Stock Co., and guaranteed principal and interest by the C.N.R. The bonds are due \$170,000 yearly, Mar. 1, 1909, to 1918, inclusive, and are secured by a first mortgage on rolling stock costing \$2,268,000.

Dominion Atlantic Ry.—Gross earnings for Aug., \$151,500, against \$175,741 for Aug., 1907. Total earnings for 8 months ended Aug. 31, \$763,900, against \$792,928 for same period 1907.

ment should take over independent lines in New Brunswick and Nova Scotia, and operate them as part of the Intercolonial Ry., a dispatch from

London, Eng., says, is not regarded seriously by the officers of the D.A. Ry., at any rate in so far as that railway is concerned. An officer of the company says, should any attempt at expropriation be made by the authorities, the directors would be quite prepared to protect the stockholders' interests. In this connection, reference is made to the fact that some 30 years ago the Dominion Government expropriated the Windsor line, belonging to a predecessor in title of the D.A.R. Co., upon terms which were the reverse of satisfactory. The company appealed to the Imperial Privy Council, in order to secure restitution, and not only succeeded in this course, but obtained a money indemnity as well.

Duluth, Rainy Lake and Winnipeg Ry.—The press reports from Duluth, Minn., that the Hines Lumber Co. had secured control of the Cook and O'Brien interests, which include the ownership of the D., R.L. and W.R., are denied. This railway has a connection with the Canadian Northern Ry. at Fort Frances, Ont., by means of a bridge (owned by the two railway companies jointly) over the Rainy River.

Kingston and Pembroke Ry.—At the annual meeting at Kingston, Ont., Oct. 1, reports as to the operations for the year ended June 30 were presented and approved. The company, which is controlled by the C.P.R., does not issue a separate report. The retiring directors, who are nearly all C.P.R. officials, were re-elected. W. R. Baker, Secretary of the C.P.R., is Vice-President and General Manager.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—An offering of \$700,000 of the 7% preferred stock of this company is reported as being made in London, Eng., by Sperling & Co., at 145.

New Brunswick Ry.—The rate of dividend paid to shareholders for the past year has not been made public, but it is understood to be less than those previously paid. The company's railway is leased to the C.P.R., at a fixed rental of \$372,829.74, but the company owns a large area of land in New Brunswick, from which additional revenues are drawn. At June 30, 1907, the company reported to the Dominion Government that there was outstanding \$4,780,800 of common stock and \$7,821,127 of bonds.

North Shore Power, Ry. and Navigation Co.—The annual meeting of the shareholders, announced to be held Oct. 5, we were informed Oct. 2, would likely be postponed, the members of the company being so widely scattered.

North Shore Ry.—The Beersville Coal Co. is reported to have paid up the overdue royalties on its colliery properties, and to be preparing to resume mining. It is from these mines that the principal freight traffic of the N.S.R. is drawn.

Quebec Central Ry.—Gross earnings for July, \$129,977.55; expenses, \$78,035.34; net earnings, \$51,942.21; Aug.: Gross earnings, \$110,883.45; expenses, \$73,279.22; net earnings, \$37,604.23; against \$113,055, gross earnings; \$69,604.73, expenses; \$43,451.23, net earnings, for July, 1907, and \$110,919.13, gross earnings; \$68,350.74, expenses; \$42,568.39, net earnings, for Aug., 1907. Gross earnings for 2 months ended Aug. 31, \$240,861.00; expenses, \$151,314.56; net earnings, \$89,546.44; against \$223,975.09, gross earnings; \$137,955.47, expenses; \$86,019.62, net earnings for same period 1907.

Quebec Southern Ry.—South Shore Ry.—The Court of Exchequer has before it a number of appeals against the rulings of the referee, on the distribution of the \$1,051,000 resulting from the sale under the order of the court of these railways. The claims of the Bank of St. Hyacinthe, the Standard Trust Co., and of the Lodge-White interests, are among the principal of the appellants. Judgment has been reserved in all cases.

Shuswap and Okanagan Ry.—Net earnings for 3 months ended June 30 were \$9,097, against \$9,925 for same period 1907.

Temiscouata Ry.—Following are the officers and directors for the current year: President, F. Grundy; Vice-President, J. H. Walsh; Sherbrooke, Que.; other directors, W. Cook, K.C.; A. H. Cook, K.C.; W. N. Campbell, A. Laurie, Quebec, Que.; A. Steele, Sherbrooke, Que.; Secretary and General Manager, D. B. Lindsay; Superintendent, G. G. Grundy, Riviere du Loup, Que.

Traffic receipts for July, \$22,717.80; Aug., \$25,374.27; Sept., \$21,772.16. Total receipts 9 months ended Sept. 30, \$170,473.69.

Temiskaming and Northern Ontario Ry.—Gross earnings for July, \$96,841.82; expenses, \$54,441.08; net earnings, \$42,400.74; gross earnings for Aug., \$96,068.31; expenses, \$49,290.83; net earnings, \$46,767.48. Approximate gross earnings for Sept., \$86,685.62.

White Pass and Yukon Ry.—Gross earnings for Aug., \$231,819; total earnings for 2 months ended Aug. 31, \$486,051.

W. Whyte, Second Vice-President C.P.R., has again denied the reports which seem to be put in circulation annually about this time of year, that the C.P.R. is about to purchase the W.P. and Y.R. The reports came this year from Spokane, Wash., and originated in a recent meeting between Mr. Whyte and the President and General Manager of the W.P. and Y.R.

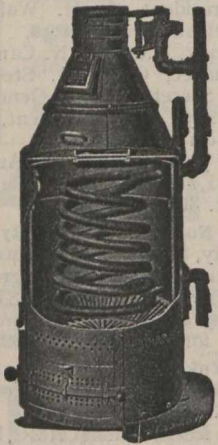
Ottawa Agents for Railway Companies.

The various railway companies under the Board of Railway Commissioners' jurisdiction have been notified to comply with the following amendment to the Railway Act: "41a. There shall be kept in the office of the Secretary of the Board a book, to be called the agents' book, in which every railway company to which this Act in whole or in part applies, shall enter its name and the place of its head office and the name of an agent at Ottawa, and his place of business, or some other proper place within Ottawa where he may be served for the company with any notice, summons, regulations, order, direction, decision, reports or other document."

Car Efficiency.—The statement of car surpluses and shortages at Sept. 30 has been issued by the American Railway Association's committee on car efficiency. It shows a further decrease of 39,795 in the number of surplus cars, bringing the total down to 133,792. Of this decrease 16,075 are box cars, and 17,096 coal and gondola cars. The improvement is most marked on the eastern, middle, southern and Canadian lines, the decrease on Canadian lines being equivalent to over 50% of the total surplus in this group. The large movement of grain in Western Canada has also resulted in a shortage of box cars in this territory, which should, however, be only temporary. The shop reports indicate some further reductions in the number of bad order cars. The figures for the four Canadian lines reporting show surpluses of 752 box cars; 380 flat cars; 415 coal, gondola and hopper cars, and 1,497 other kinds, a total of 3,043 cars, against 7,873 on Sept. 16, and 43 on Oct. 30, 1907. The shortages were: 4,403 box cars, 220 flat cars, a total of 4,623, against none on Sept. 16, and 8,091 on Oct. 30, 1907.

T. Greenway, who was recently appointed to the Board of Railway Commissioners for Canada, and whose photograph, together with biographical details, was published in our October issue, died at the Windsor Hotel, Ottawa, Oct. 30, aged 70. He contracted asthma while travelling from Manitoba to Ottawa to enter upon his duties.

THE BAKER HOT WATER FIRE-PROOF CAR HEATERS



Double Coil Jointless
Fire-proof Steel Heater

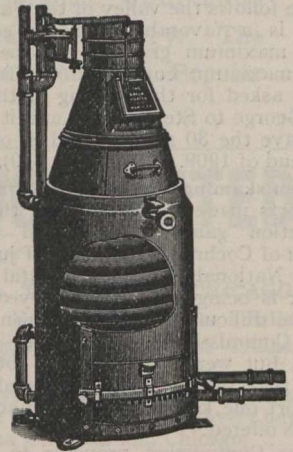
The only Fire-proof and Break-proof Heaters on the market, made of $\frac{1}{4}$ in. jointless steel casings. Single and double coils. Steam Attachments to circulate the water of the Baker Heater by steam from the locomotive; or will circulate hot water independently of any Heater. Pipe and pipe fittings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

CATALOGUES CHEERFULLY FURNISHED.

**THE WILLIAM C. BAKER
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Single Coil Jointless Flexible
Steel Fire-proof Heater.

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

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FARNLEY STAYBOLT IRON

HIGHEST GRADE OF IRON FOR STAY-BOLTS, RIVETS AND MINING PURPOSES

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180 St. James St., MONTREAL

Canadian Ticket Agents' Association.

This year the Association departed from its usual practice of the last few years and, instead of making a long trip, visited Detroit, Mich., in October, where perfect weather was enjoyed and an exceedingly pleasant time spent. The party assembled at Detroit on Oct. 6. The headquarters were at the Cadillac Hotel, the accommodation provided being thoroughly up-to-date and satisfactory in every way.

The annual meeting opened at 10 a.m., R. J. Craig, of Cobourg, Ont., First Vice-President, occupying the chair in the absence of the President, C. R. Coleman, of Truro, N.S. Mayor Thompson, of Detroit, addressed the members, extending a hearty welcome, which was acknowledged on behalf of the Association by M. McNamara, of Walkerton, Ont. The roll call showed 73 members present, 46 of whom were accompanied by their wives.

The Secretary-Treasurer, E. de la Hooke, read the following report: "I have about as much to say as usual, but I regret to say not as many to talk about. This year's membership totals only 184, as against 205 last year, a decrease of 21, notwithstanding that 16 new members were enrolled. I am pleased to report that this dropping out has not occurred amongst the older members, for in the first hundred on the list only five have not paid their subscription for the current year. The delinquents are from the ranks of the newer members, and this proves to my mind that many men join simply for the purpose of taking some particular trip that suits their desires—this accomplished, they desert the ship—such members are not wanted—such action is not fair to the Association nor to the transportation companies who treat us so liberally. It is hoped that in considering the readjustment of amount of entrance fee and annual subscription, for which notice of motion has been given, some means will be devised whereby it will be made more difficult for men to misuse the privileges. It would be much better for us to travel under shortened sail with a crew that can be depended upon than under full sail with a crew that cannot be found when wanted. With a decline in numbers the receipts must necessarily decrease, in addition to which there was an unexpected call on the funds to meet the losses on the Winnipeg trip last year, mainly attributable to the absence of members and their wives, for whom provision had been made. Had all come who had been provided with transportation, all expenses would have been met. The receipts for the year, including balance brought forward, were \$604.15, the expenses \$508.27, in which latter is included the Winnipeg shortage of \$86.53. The accounts have been audited and signed as correct by Auditor Hodgson, who much to his regret is prevented from being with us owing to business engagements, and are now presented for your inspection and approval.

"Past President Jackson represented us at the 54th annual convention of the American Association of General Passenger and Ticket Agents, and will during the day give us his experiences. G. T. Bell, G.P. & T.A. of the G.T.R., was elected President, and as he has at all times taken an interest in our Association and helped it in every way possible, it is thought that a resolution conveying to him our congratulations would be in order, as also to C. B. Foster, who has recently been promoted to the position of A.G.P.A. of the C.P.R. at Vancouver, and who on many occasions worked very hard to promote our interests and enjoyment.

"It is most desirable, and it may be almost added advisable, that our meeting proper should assume a more business character. Subjects should be brought for-

ward and discussed which would be of interest and advantage to all present, both as audience and participants—this can only be done by the co-operation of all, who should bring before the meeting such matters closely allied with railway business as they think worthy of attention. The opinion has gone abroad that our annual gathering is little better than a junketing trip, from which men return no better off in information on any subject than when they started—the sooner measures are adopted and put in practice to disprove this the more will the Association prosper."

The Secretary-Treasurer's report having been adopted, W. Jackson, of Clinton, Ont., made a verbal report of his attendance at the meeting of the American Association of General Passenger and Ticket Agents, at Toronto in September, as the representative of the C.T.A.A., and several members expressed their warm appreciation of his address before the A.A. of G.P. & T.A., as published in THE RAILWAY AND MARINE WORLD for October.

On motion of G. J. Alexander, of Richmond, Que., seconded by W. Jackson, it was resolved that, whereas the American Association of General Passenger and Ticket Agents, at their convention held recently in Toronto, elected as President a Canadian, a representative of one of our Canadian railways, and a staunch friend of the C.T.A.A., in the person of G. T. Bell, General Passenger and Ticket Agent, G.T.R., be it resolved that this Association desires to express to Mr. Bell its heartiest congratulations upon the honor conferred upon him by the American Association, and to wish him health and success in the coming year.

On motion of M. McNamara, seconded by S. B. Morris, of Rodney, Ont., it was resolved that this Association heartily congratulate C. B. Foster, until recently District Passenger Agent C.P.R., Toronto, who has been promoted to the position of Assistant General Passenger Agent at Vancouver. Mr. Foster has been a true friend of the Association and also of practically every ticket agent, both G.T.R. and C.P.R., as well as of other lines in his district. His promotion is well merited, and the Association hopes that his promotion will continue until he reaches the highest position in the Passenger Department.

On motion of W. Hewson, Niagara Falls, Ont., seconded by J. C. Hitchelo, Parry Sound, Ont., a vote of thanks was passed to the City of Edmonton, for courtesies extended to members who visited that place after the Winnipeg meeting in 1907.

F. W. Churchill, Collingwood, Ont., reported on behalf of the Committee, consisting of M. McNamara, W. E. Rispin, of Chatham, and himself, who were appointed by the Executive Committee last spring, to suggest means to be adopted to extend the Association's usefulness. He explained that owing to the members of the Committee being widely scattered, no meeting had been held until that day, there was therefore no written report and he could only present his own individual views. He pointed out that the Association is composed of varied interests: There is the city ticket agent, on salary, whose sole occupation is railway business. Then there is the agent who is engaged in some mercantile pursuit, who is unable, and frequently uncalled upon, to devote more than a limited amount of his time to the selling of tickets. To a very large extent the membership is composed of the latter class, some do but a very small business, while others handle a very considerable volume in the year. To the time-tried salaried man, matters which might be brought up for discussion at meetings might appear trifling and often uninteresting, and questions which might be addressed by members new to the business, would frequently appear to be puerile. But it is essential, if the Association is to be lifted out of the rut into which it has of late years fallen,

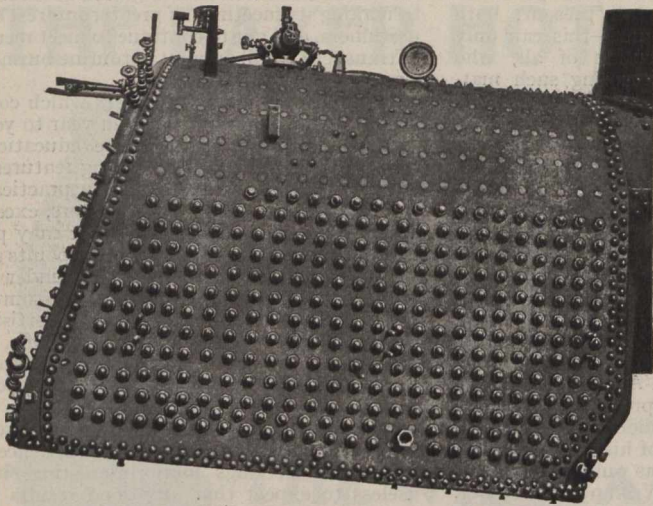
that some strenuous efforts should be directed to making its meetings of greater interest and usefulness, and not to continue to meet merely to transact a small amount of routine business, elect officers and jaunt.

There are numbers of matters which could very properly be discussed from year to year, and which would naturally be educational and beneficial, two of the leading features of the constitution which have been practically lost sight of and become dead letters, excepting in so far as the observant agent may pick up points as to terminals, junction points and so on, which come immediately under his notice during the annual trip to and from the meeting places. Such matters as advertising, the multiplicity of supplements to tariffs, the question of the abolition of the reduction on round trip ocean rates, etc., would seem to be fit subjects for discussion, but unless the members as a whole take part in the discussions and lend their aid and experience to make the meetings more interesting, it is useless to expect that any good results will be attained. The success of the Association depends upon the members themselves, and if questions on various matters were sent to the Secretary, at the opening of the meeting, if desired without a name appended, they would provoke discussion, and lead from one point to another, thus bringing out matters of interest and usefulness, and he appealed to the members as a whole to take their part in making the meetings attractive and beneficial, and not to leave the discussion to a few, and then go home with the feeling that no personal advantage has been gained by their attendance, except the little outing and the social meeting. He also suggested that each year, when the first circular was issued, that the executive committee, or the President and Secretary, should name two or three subjects, which would be brought up for discussion at the meeting, asking different members to open the discussions, with the request that the members as a whole would take part, also that a request be made to members to send in to the Secretary, before the issue of the second circular, suggestions for subjects which they would like to have brought before the meeting. In this way, the meetings would prove advantageous to the members, would raise the association to a higher level and give it more weight. He felt certain that the older and more experienced members would give freely of their knowledge, and he appealed to the members generally to use every effort to increase and extend the usefulness of the Association, so that at the close of every meeting they might separate, feeling that not merely pleasure, but knowledge, had been gained.

In the discussion which followed, W. E. Rispin supported Mr. Churchill's views. He thought at least a whole day should be given by the members to business, and that papers should be prepared in advance and thoroughly discussed. The question of advertising should be fully considered, particularly what methods produce the best results. The elimination of return trip tickets by ocean steamship lines was another important subject.

M. McNamara did not see much room for improvement in the Association's methods. The majority of members were engaged in other business also, and gave as much time to the ticket business as the profit on it warranted. There was no encouragement to get business for foreign lines, as commissions had been abolished, and even transportation had been cut off. He kept an index of tariffs received and seldom had to write to headquarters for rates. He looked on the annual trips largely as outings, but believed the geographical knowledge obtained on these trips was very useful to the members in their work. Advertising was largely an individual matter.

C. B. Janes, Orillia, Ont., urged a better method of keeping folders, especially the



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THE TATE FLEXIBLE STAYBOLT.

THE PERFECT STAY

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Babbit Metal, Valves, Steam-cocks, Gauges, Washers, Waste,
Packing of all kinds, Car Bits, Braces, Angle Braces, Augers.
All kinds of Carpenters' Tools, Machinists' Tools, Lathe Tools,
Drills, Wrenches, etc.

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steamship ones, for display and reference, and thought the companies should supply racks.

W. Bunton, Peterboro, Ont., found no difficulty about sailing lists, etc., but thought if the matter was represented to the steamship companies, they would supply racks or binders.

W. McElroy, Peterboro, Ont., said the C.P.R., Allan and Cunard S.S. lines supplied binders for sailing lists, rates, etc. The railway companies controlled their own advertising and local agents had nothing to do with the matter used; contracts were made with the local papers direct and the matter was prepared in the district passenger agent's office. He favored the Association's yearly trip. Men who work hard all the year selling tickets were entitled to a holiday, but he thought there should be more discussion at the meetings. He suggested as a topic a round trip ticket say to Vancouver, the leader of the discussion to point out the various routes, rates, junction points, etc. This might be followed by a similar discussion on trips to Europe and round the world. At the suggestion of the chairman, he promised at the next meeting to lead a discussion on a round the world trip.

G. H. Clark, Orillia, Ont., said that questions which might appear simple to some city agents, were of great importance to country agents, and urged that full attention be given them. He did not know any business that would give better results than the ticket business for the time devoted to it. Steamship companies should provide facilities for displaying and filing advertising matter. The annual outing should be a business affair as far as possible.

G. A. Joyce, Woodstock, Ont., emphasized the necessity for devoting more time to business on the annual trips. He thought the passenger departments should have more control of the passenger train service. Salaried men selling tickets were often handicapped as compared with men on commission.

W. E. Rispin said he controlled the advertising done for his office. In addition he did considerable at his own expense and thought the question of what kind of advertising produces the best results should be thoroughly considered by the Association. He found the general passenger agents very willing to consider suggestions.

R. J. Craig, C.P.R., Cobourg, Ont., said the District Passenger Agent consulted him about advertising.

J. Clark, C.P.R., Renfrew, Ont., said that in addition to the company's advertising, he put in a local reader in each of the weekly local papers. The abolition of commission on foreign business had entirely changed the agent's position. In the case of a ticket for California, the profit was on the portion to Detroit only; there was nothing on the balance and agents were not called on to spend a lot of time looking up routes and rates for which they got no compensation.

S. B. Morris suggested that at each annual meeting a representative of the line travelled over should attend with a large map, and thoroughly explain the route, its junction points, etc. He thought that Mr. McElroy, instead of reading a paper, should have a map and illustrate a typical trip by it. Affiliation with the A.A. of G.P. & T.A., which had been suggested, was not feasible, but he thought that Association might be asked to send a representative to the C.T.A.A. meeting to read a paper or make an address. He moved that, whereas the railway companies are now issuing supplements to the number of between 20 and 30 to tariffs, making it practically impossible for outside ticket agents to keep familiar with the many supplementary changes, which militate against not only him in the discharge of his duties, but against the company he represents, be it resolved that this Association draw the attention of the various companies to the necessity

of not issuing more than two or three supplements to any passenger tariff. The motion was adopted.

A. H. Baird, Paris, Ont., pointed out that it was important to destroy steamship folders, etc., on hand when new issues were received, so as not to get them mixed up.

F. W. Churchill thought advertising was left largely to local agents, who, of course, must spend something themselves. His company (C.P.R.) asked him to supply readers to the local papers. Agents on commission were doing a lot of work for which they got nothing. Correspondence had been largely increased, especially in regard to tourist car reservations. He thought an increase of commission should be asked.

W. Jackson, Clinton, Ont., said that as regards the C.P.R. Ontario passenger district, advertising copy is prepared in the district passenger agent's office, and sent to the local papers through an advertising agency, without the local agents being consulted. Frequently his name was not even mentioned. He thought the matter should be sent to the papers through the local agent, who could offer more secure better positions and other favors.

G. H. Clarke, Orillia, Ont., said the G.T.R. District Passenger Agent's office at Toronto prepared the advertising and sent it to the local agent to take to the papers and of course the agent could always see that his name was given. He thought agents should furnish all the information they could, whether they made anything out of it or not. Civility always paid and produced business in the end. In a case where he sold a lady a ticket to New York, via G.T.R. and Lehigh Valley, she came back and wanted to travel via New York Central. He refunded her money and a few days afterwards a friend she had been staying with came to him and bought several tickets.

W. McElroy cited the case of a farmer who came to his office to ask about freight rates. He had nothing to do with freight, but got the information, and a little later the farmer came back and bought tickets to the Northwest for his whole family.

W. Hewson hoped transportation on U.S. lines would be restored, but thought it should be limited to agents who are members of the Association.

W. Bunton agreed with the policy of civility, but pointed out how galling it was when people took up a lot of a town agent's time and then bought tickets at the station.

At the afternoon session there was a lengthy discussion on the membership fee, which resulted in article 3 of the constitution being amended to read as follows:

"Any ticket agent in charge of a coupon ticket office in Canada may become a member of the Association upon payment of \$5.00 for the annual subscription, provided that the applicant can furnish proof to the Secretary (if considered necessary) that he is a regularly appointed agent of the line he claims to represent, which, being done, the Secretary shall issue to him a certificate of membership. The annual subscription of \$5.00 is payable in advance on January 1st in each year, and prompt payment is demanded.

The election of officers, etc., resulted as follows: President, R. J. Craig, C.P.R., Cobourg, Ont.; 1st Vice-President, Lt.-Col. E. G. Piche, C.P.R., Joliette, Que.; 2nd Vice-President, J. P. Hanley, G.T.R., Kingston, Ont.; 3rd Vice-President, S. B. Morris, C.P.R., Rodney, Ont.; Secretary-Treasurer, E. de la Hooke, G.T.R., London, Ont.; Auditor, F. E. Hodgson, Clinton, Ont.; Executive Committee, W. Jackson, C.P.R., Clinton, Ont.; W. McElroy, C.P.R., Peterboro, Ont.; J. F. Dolan, R. & O.N. Co., Montreal; M. McNamara, G.T.R., Walkerton, Ont.

In the evening the members had a Dutch lunch at the Cadillac, which was a very enjoyable affair, with an excellent programme of vocal and instrumental music and a most interesting exhibition of legerde-main. C. A. Cairns, General Passenger and Ticket Agent, Chicago and Northwestern Ry.,

and J. Francis, General Passenger Agent, Chicago, Burlington and Quincy Rd., were among the guests and gave brief addresses. The ladies attended the Temple Theatre and afterwards had a charming supper at the Cadillac.

On Oct. 7 and 8, the party were the guests of the terminal lines, etc., in Detroit, being most liberally entertained and given splendid opportunities of seeing the beauties of Detroit as a city, and also its charming surroundings. On the morning of Oct. 7, they embarked on the steamboat Promise, and had a two-hour ride on the Detroit River, from Lake Erie to Lake St. Clair, getting excellent views of the Detroit, Windsor and Walkerville water fronts. In the afternoon they went by special electric cars to Mount Clemens, Mich., where they were received by the Board of Trade, taken through the bath houses and entertained at the hotels. In the evening there was a theatre party at the Lyceum Theatre. On the morning of Oct. 8, the party were taken round Belle Isle in automobiles.

On behalf of the Association, H. W. Jameson, District Passenger Agent, and J. W. Kearns, Travelling Passenger Agent, Pere Marquette Rd., were presented with a pair of gold cuff links and a gold tie pin, respectively, in appreciation of their untiring efforts as members of the local entertainment committee.

As on all occasions, the various arrangements for the meeting were looked after by the Secretary-Treasurer, E. de la Hooke, in the most thorough manner, and the resolution granting him the usual honorarium was unanimously adopted by the meeting with great enthusiasm.

Great Northern Ry. Lines in Canada.

Emerson to Winnipeg.—Survey parties have been at work since the beginning of Oct. in locating a line from the International boundary near Emerson, Man., to Winnipeg. A party has also been at work locating a route from Noyes at the boundary southeasterly to Greenbush, Minn., the present terminus of the branch from Dugdale, which it has been planned to extend to War-road, a station on the section of the Canadian Northern Ry. in Minnesota. Noyes is the union station for the G.N.R. and the Minneapolis, St. Paul and Sault Ste. Marie Ry., and the new line to Winnipeg is being surveyed to run west of the C.P.R. and paralleling it to the city. Near the city limits it will make a detour, entering from the west. The point of entry will be between Ross and Pacific Avenues, where the G.N.R. owns a considerable area of property, on which it is likely that a freight yard will be laid out. The freight yard and sheds will, it is said, be erected jointly with the Northern Pacific Ry., which is interested with the G.N.R. in the project. Local reports state that construction will be started at once and that the new line will be in operation within a year. At present the G.N.R. secures a connection with Winnipeg over the Canadian Northern Ry.

Sherwood, N.D., Westerly.—L. W. Hill, President G.N.R., recently completed a trip from Sherwood, N.D., the terminus of a branch line just south of the International boundary, west of the Manitoba-Saskatchewan boundary, through Southern Saskatchewan, and Glasgow, Mont., on the main G.N.R. line. Some engineering parties are in the field in this territory for the company, and local reports state that their object is the location of lines in Canada to connect up various portions of the company's lines, so as to give a through connection in Canada between Winnipeg and Vancouver, B.C.

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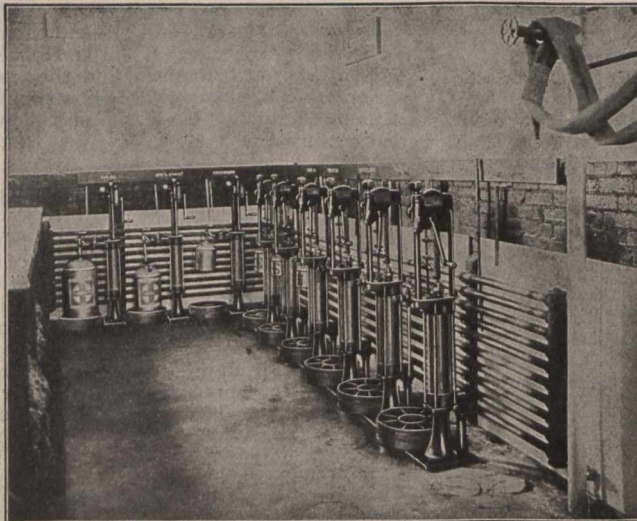
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TORONTO, CANADA, NOVEMBER, 1908

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Canadian Iron Corporation.—A Montreal press despatch of Oct. 9 said: "The prospectus of the Canadian Iron Corporation, the company which is to absorb and amalgamate the Drummond iron interests in various provinces of Eastern Canada, has been issued. The president is T. J. Drummond and the directors are: G. E. Drummond, Edgar McDougall, C. C. Chipman, H. Cockshutt, G. Girdwell, while the London committee is composed of Sir James Heath, J. Hamilton Boven and R. W. Cooper. The London bankers are offering for subscription \$1,870,000 6% 1st mortgage bonds out of a total of \$2,500,000, the balance being taken by holders of existing bonds in the old companies. The stock issue is \$5,000,000 ordinary and \$3,000,000 6% preferred shares.

R. F. Macfarlane, Passenger Manager Dominion Steamship Line, Montreal, is treasurer, as a souvenir, the first passenger ticket issued by the G.T. Pacific Ry., which he secured as a passenger on the first train out of Winnipeg, at the recent inauguration of that line.

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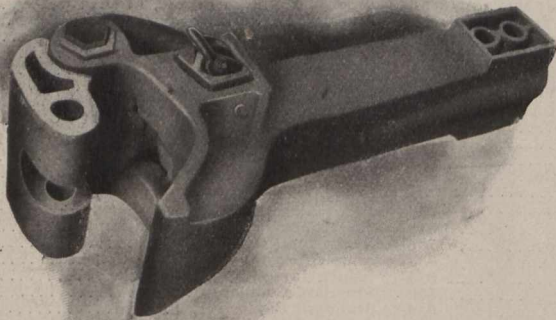
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Great Northern Ry. Lines in Canada.*(Continued from page 799)*

of the Midway and Vernon Ry., a report from Nelson, B.C., states that a project of some importance to the Boundary country has been engaging the attention of the C.P.R. and the G.N.R. officials. It is for the connection of the lines of the two companies at Midway, and the construction of a bridge across the Kettle River, as a joint work. The C.P.R. has a line planned to connect up the B.C. Southern Ry. with the Nicola, Kamloops and Similkameen Ry. at Nicola Lake, and the Midway and Vernon Ry. would connect the B.C. Southern Ry. with the C.P.R. branch now running to Vernon from Sicamous Junction. The G.N.R. line touching Midway is the Vancouver, Victoria and Eastern Ry. The three interests have had considerable difficulty in locating lines in the vicinity of Midway, and some clashes took place between construction parties some three years ago at Midway. If there is anything in the present reports, it would appear that the difficulties are in a fair way of settlement.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—Plans have been approved for the proposed terminals at Vancouver, B.C., including wharfage facilities on Burrard Inlet, etc. A. Stewart, the company's Assistant Chief Engineer, and J. S. Snapp, Right-of-Way Agent, have been in the city recently in connection with the matter. Application is being made to the Board of Railway Commissioners to authorize the construction of a branch line from False Creek to Burrard Inlet. Referring to this a Vancouver paper says this notice means that the company has abandoned the old short line to Burrard Inlet over which there was such a hard fight between the Vancouver, Westminster and Yukon Ry. and the city authorities. The V.W. and Y. Ry., which sold its rights in Vancouver to the V.V. and E. Ry., contended successfully for level crossings on the line it proposed to construct. The plans also show that the company proposes to take into its construction scheme the Gore Ave. slip and to expropriate a section of foreshore adjacent thereto.

Some construction is being done in connection with the company's plans, notably the reduction of the gradient where the track rises from the east end of False Creek, and on the completion of this the work of filling the east end and the south side of False Creek will be proceeded with. Room will thus be made for a series of tracks to accommodate standing cars, and for the erection of warehouses and shops. It is hoped to complete this work during the winter, so as to enable a start to be made in the spring upon the construction of the line to the water front at Burrard Inlet, where the company owns 2,000 ft. of frontage.

Victoria and Sidney Ry.—The improvements to the roadbed are practically completed, and the repairs to the dock at Sidney have been finished. (Oct., pg. 907).

Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry.—The cut-off which has been under construction for the past three years from near Garneau Junction into Quebec, a distance of 80 miles, is expected to be placed in operation Dec. 1. The new line opens up a lot of new territory, which is expected to prove of great value for colonization and tourist purposes, and passes through the towns of St. Casimir, Port Neuf, Cap Santé, Cap Rouge and St. Foye. The C.P.R. is crossed at Lachevrotiere, about 45 miles from Quebec. By this route the company will secure a direct route between Ottawa and Quebec, and Montreal and Quebec, saving a considerable distance over its present route, via Rivière à Pierre, and the Quebec and Lake St. John Ry.

A contract has been let to J. P. Mullarkey, Montreal, for the construction of a branch of 10 miles from St. Jacques to Rawdon, Que. Rawdon was one of the points to which a considerable settlement was directed about 70 years ago, and as long ago as 1857, a company with the title of the Rawdon and Industry Ry. was incorporated to give it railway connection. The district is now better known for its attractions to tourists and hunters than for its agricultural possibilities. The line will be constructed for a considerable distance along the parish line between St. Jacques and Ste. Julienne. The right of way is being purchased, and on such portions as have been acquired gangs of men are engaged in effecting a clearing. The grading is expected to be started at once.

Canadian Northern Ontario Ry.—The line from Hawkesbury to Ottawa is expected to be completed during the winter, but it is not expected to open it for traffic until Mar. 1, 1909.

Canadian Northern Ry.—Work on the joint terminal station at Winnipeg is reported to be making satisfactory progress. The general contractors, P. Lyall & Sons, are proceeding with the piling and getting in of the concrete foundations. The Dominion Bridge Co. is preparing to put up the structural steel at the new freight sheds.

The actual hauling of freight trains was announced to be started Oct. 6, and it was expected that the operating department will take over the completed Brandon-Regina line by the end of the month, or as soon before as the Board of Railway Commissioners had given permission for it to be put in operation.

A tracklaying gang arrived at Saskatoon, Sask., Oct. 6, and went out to Delisle, the present terminus of the Goose Lake branch, to resume tracklaying. At this point there is on hand steel for laying 29 miles of track, and ties sufficient for 75 miles. The grading gang is working beyond Zolandia. W. Mackenzie, President, stated when he was recently in the district, that it was hoped to be able to complete the construction of the line to 75 miles from Saskatoon this year. The portion of the line between Saskatoon and Delisle is being ballasted. When the Board of Railway Commissioners was in Saskatoon Sept. 23, the question of the entrance into the city of this branch was discussed. The Commissioners will give the city permission to construct a footbridge across the tracks at 20th St., a subway is to be constructed at another point, at the cost of the C.N.R., and other work done. The route to be followed by the line is by the crescent on 17th St., and the Commissioners fixed the amount to be paid to property owners for the right-of-way, etc.

The branch from Dalmeny, just west of Warman, Sask., was completed Oct. 1, when steel was laid to Laird. It is said that the line will be extended a few miles further to Carleton next year. The line serves a district which has been settled for some years, and has hitherto been served by Rosthern and other stations between Warman and Prince Albert.

The contractors are making satisfactory progress with the construction of the railway and general traffic bridge across the Saskatchewan River at Prince Albert. The false work is in place, and the bridge company expects to get the actual erection work started at once.

W. Burns and E. M. Hill, of the C.N.R. engineering staff, returned to Edmonton, Alta., recently from the Brazeau River district. The Mackenzie, Mann & Co. interests own some 20,000 acres of mineral lands in that district, and the object of the engineering party's work during the sum-

mer was, it is said, to make a thorough examination of the field and to locate a line of railway to the G.T. Pacific Ry. It is reported that a satisfactory route has been found, the gradient being such that it will be possible to run the loaded cars from the collieries to the railway, about 50 miles, by gravity. It would thus only be necessary to maintain locomotives for the purpose of hauling back the empty cars. It is expected that development work will be undertaken on the coal mines at once, and that construction operations will be started on the railway in the spring. D. D. Mann, Vice-President C.N.R., stated in Montreal, Oct. 14, that the company contemplated the immediate development of the coal lands in the Brazeau district. The railway will probably be constructed in time to link up with the G.T. Pacific Ry., which is expected to reach the district by the end of 1909. (Oct., pg. 723.)

Corrections for the Erring.

"W. G. Brownlee, general superintendent of transportation for the Grand Trunk Railway, has been appointed assistant general manager of the Grand Trunk. Mr. Brownlee will be succeeded on the Grand Trunk System by L. J. Ferritor, superintendent of the Wabash Railway at Peru, Indiana. Mr. Brownlee's new headquarters will be at Winnipeg."—Canadian Machinery, October.

W. G. Brownlee is not General Superintendent of Transportation for the G.T.R. He is General Transportation Manager, and he has not been appointed Assistant General Manager. What our contemporary probably intended to say, judging by the second sentence above quoted, was that Mr. Brownlee had been appointed Assistant General Manager G. T. Pacific Ry., as a press dispatch to that effect was current at the end of August. In pursuance of our policy to publish only official information in regard to appointments, we made enquiries at the time of both the G.T.R. and G.T.P.R. managements, and were advised that Mr. Brownlee had not received an appointment on the G.T.P.R., and that Mr. Ferritor had not received an appointment on the G.T.R. We therefore stated that we were in a position to deny the press report referred to.

"E. P. Gutchins, engineer in chief of the C.P.R. eastern lines, has assumed his position as general superintendent of the West Superior division of the C.P.R., in place of F. P. Brady, who resigned."—Railway News and Commercial Traveller, Oct. 3.

There is no official named E. P. Gutchins in the C.P.R. service; there is no such position as "Engineer in chief of C.P.R. Eastern Lines," and there is no "West Superior division" on the C.P.R. By reference to our October issue it will be observed that "F. P. Gutelius, heretofore Assistant Chief Engineer Eastern Lines, Montreal, has been appointed General Superintendent Lake Superior Division."

"Mr. J. M. McGreevy has been appointed assistant roadmaster for the Nelson section of District 3 of the C.P.R."—Canadian Engineer, Oct. 16.

J. M. McGreevy has been appointed Roadmaster, not Assistant Roadmaster, at Nelson, B.C.

"John Mooney has been appointed assistant superintendent of motive power of the Grand Trunk Pacific, with office at Rivers, Man."—Railroad Age Gazette, Oct. 23.

"Mr. John Mooney has been appointed assistant superintendent of motive power on the Grand Trunk Pacific, with headquarters at Rivers, Man."—Railway and Engineering Review, Oct. 24.

Our contemporaries have been misled by daily newspaper reports. J. Mooney has not been appointed Assistant Superintendent of Motive Power G.T.P.R., and he is not located at Rivers, Man. He has been appointed Road Foreman of Locomotives, with headquarters at Melville, Sask.

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MAINLY ABOUT PEOPLE.

R. Bickerdike returned to Montreal Oct. 18, after having spent the summer in Great Britain.

Lady Reid and Miss Reid arrived in Montreal Oct. 23, after having spent some time in Great Britain.

Capt. R. Pellatt, son of Sir Henry M. Pellatt, was married to Miss M. C. Perry, at Toronto, Oct. 13.

Lady Shaughnessy returned to Canada from England by the C.P.R. s.s. Empress of Britain, Oct. 22.

Hayter Reed, Manager-in-Chief C.P.R. hotels, has returned to Montreal from an inspection trip over the system.

F. McIsaac, of Sydney, N.S., employed on G.T. Pacific Ry. survey work, died at Kenora, Ont., Oct. 6, aged 26.

The eldest daughter of J. K. McNeillie, Superintendent District 1, C.P.R., Toronto, died at Toronto Oct. 11, aged 5½.

G. W. Stephens, Chairman Montreal Harbor Commissioners, sailed from New York, Oct. 6, on an extended visit to Europe.

W. Bishop, who died at New Hamburg, Ont., Oct. 20, aged 46, was a brother of W. E. Bishop, Manager of the Hamilton Steamboat Co.

A. A. Magee, who was until recently connected with the C.P.R. Law Department, has retired to engage in private practice in Montreal.

Miss A. Poole, daughter of W. S. Poole, Mechanical Superintendent P.E.I. Ry., was married in Vancouver, B.C., recently, to C. Bovyer.

C. R. Hosmer has been re-elected President, and Sir G. A. Drummond and Sir H. M. Allan directors, of the Ogilvie Flour Mills Co., for the current year.

Press reports say that F. H. Danforth, for two years Manager of the C.P.R. hotel, Banff, Alta., has gone to New York as Manager of the Prince George Hotel.

Z. G. Lash, son of Z. A. Lash, K.C., General Counsel for Mackenzie, Mann & Co., Ltd., Toronto, was married at Cayuga, Oct. 7, to Miss A. M. Upper.

W. Whyte, Second Vice-President C.P.R., will, press reports state, be given an official position in the Highland regiment recently organized at Winnipeg.

J. M. Sutherland, on leaving the C.P.R. service, was presented with a gold chain and locket by his fellow-employees in the freight office at Fort William, Ont., Oct. 7.

F. Meighen, son of R. Meighen, director of the C.P.R., has been elected a director of the Lake of the Woods Milling Co., in place of the late Sir Robert G. Reid.

A. Laprairie, for many years master foreman at the G.T.R. shops, Point St. Charles, Que., has retired from active service after 55 years with the company.

M. Frewen, of London, Eng., a director of the G.T. Pacific Ry., gave an address to the Canadian Club at Victoria, B.C., recently, in which he advocated bi-metalism.

Rear-Admiral Kingsmill, recently appointed in command of the Canadian cruiser fleet, has, at his own desire, been placed on the British navy retired list, as from Sept. 12.

Jas. Mackie, who died at Kingston, Ont., Sept. 29, aged 75, was for 44 years in the G.T.R. service, and for 14 years previous to his retiring in 1898 he was agent at Kingston Junction, Ont.

Miss L. Gibbons, daughter of G. C. Gibbons, K.C., chairman of the Canadian section of the International Waterways Com-

mission, was married, Oct. 4, to G. H. R. Harris, at London, Ont.

M. Frewen, director G.T. Pacific Ry., who has been inspecting the local conditions and construction work in British Columbia, on behalf of English investors, left Vancouver for New York, via Seattle, Oct. 9.

Miss M. A. Bennett, eldest daughter of B. H. Bennett, General Agent, Chicago and Northwestern Ry., Toronto, is to be married there, Nov. 4, to Dr. A. B. Rankin, of Chicago, Ill., son of the Rev. Dr. Rankin, Toronto.

E. A. Crawley, engaged on the G.T. Pacific Ry.'s engineering staff, had one of his hands severely crushed in a velocipede, while engaged in inspecting construction on the line near St. Boniface, Man., Oct. 15.

D'Arcy Scott, Assistant Chief Railway Commissioner for Canada, and Mrs. Scott, were guests at the wedding of F. N. Waldie, President of the Victoria Harbor Lumber Co., to Miss Frances Heron, in Toronto, Oct. 13.

J. Osborne, General Superintendent Ontario Division, C.P.R., was married at Quebec, Oct. 22, to Miss E. N. Simpson, daughter of the late T. Simpson, at one time Chief Running Superintendent, Great Western Ry. of England.

J. P. Mabee, Chief Railway Commissioner, will be the principal guest at a dinner given by the Stratford, Ont., Board of Trade, Nov. 5. Mr. Mabee resided in Stratford for a portion of the time that he practised as a barrister.

Mrs. J. W. Cheesworth, who was found drowned near the Centre Island slip, Toronto, Oct. 14, was wife of J. W. Cheesworth, one of the provisional directors of the Lake Superior, Long Lake and Albany River Ry.

J. E. Griffiths, Golden, B.C., who superintended the construction of snow sheds on the C.P.R., at the Rogers Pass, is reported to have been asked to undertake the construction of similar sheds on the Trans-Andean Ry.

John Hendry was presented with a case of silver plate and a gold-headed cane by the employees of the Canada Car Co., Montreal, on leaving the company's service to become Master Car Builder of the G.T.R. at Montreal.

D. B. Hanna, Third Vice-President Canadian Northern Ry., Toronto, was one of the passengers on the first car to run into Milwaukee, Wis., over the Chicago and Milwaukee Electric Ry., of which he is one of the receivers.

E. J. Hebert, C.P.R. General Agent, Passenger Department, Montreal, sailed Oct. 3 on the C.P.R. s.s. Empress of Britain, on a trip to Great Britain and the European continent. He hopes to return about the end of December.

J. D. Oppe, who recently resigned the position of Manager of the Canadian Marconi Wireless Telegraph Co., sailed for England on the Allan Line s.s. Tunisia, Oct. 2. He expects to return to Canada about the middle of November.

A. Piers, jr., son of A. Piers, Manager C.P.R. steamship lines, has returned to business in the C.P.R. Vice-President's office, Montreal, having practically recovered from a recent gunshot wound in the leg, while with a hunting party.

F. P. Gutelius was presented with a service of plate by the C.P.R. engineering staff, on giving up the position of Assistant Chief Engineer of the company's Eastern Lines, to become General Superintendent Lake Superior Division, C.P.R.

R. Nield, of Ipswich, Queensland, who is travelling round the world on a trip of inspection in the interests of an Australian

railway commission, was in Stratford, Ont., recently, where an uncle, C. F. Nield, is engaged in the G.T.R. shops.

Chief Commissioner Mabee returned to Toronto, Oct. 4, from Port Rowan, his summer place on Lake Erie, where he had been for a few days after returning from his trip to Manitoba, etc. While in Winnipeg he fell and sprained his ankle.

H. Maxwell, educational instructor of apprentices in the locomotive department at the C.P.R. Angus shops, Montreal, was present at the second annual conference of the apprentice instructors of the New York Central Lines, held at Depew, N.Y., recently.

E. A. Mumford, who for a number of years was G.T.R. city freight agent at Montreal, was recently presented with a purse of gold by the freight staff of various railways in the city, upon his retirement from the service under the operation of the pension fund rules.

F. Sutherland, after 51 years with the G.T.R., latterly as master car builder at Montreal, has been retired under the company's pension scheme, and was recently presented with a gold watch, chain and locket, and a case of pipes, by the staff and employees.

Alex. McAuley, who died at West Toronto, Ont., Oct. 20, was for a number of years road-master on the C.P.R., at Havelock, Toronto Junction and Woodstock, Ont., and only retired from active work a short time ago, since when he has conducted a grocery business in West Toronto.

H. S. Folger, General Manager St. Lawrence River Steamboat Co., and Thousand Islands Steamboat Co., has been appointed U.S. Vice-Consul and Deputy Consul for Kingston, Ont., succeeding his father, the late M. H. Folger, who acted in that capacity for 34 years.

E. J. Coyle, who recently resigned the position of Assistant General Passenger Agent C.P.R., at Vancouver, B.C., was presented with a gold chain and locket by the staffs of the C.P.R. ticket offices at Vancouver, Victoria, Seattle, Tacoma and Portland, Oct. 2.

D'Arcy Scott, Assistant Chairman of the Board of Railway Commissioners, who was elected Mayor of Ottawa in Jan. last, will, it is understood, continue to act in that capacity during the remainder of the term, but will refrain from taking part in any matter concerning Ottawa which may come before the Board.

The body of E. G. Smith, an engineer's draughtsman, of Ottawa, was discovered in the Red River, at Winnipeg, Oct. 13. He had been engaged on G.T. Pacific Ry. construction work near Vermilion Bay, and had been in a local hospital for some time, and after leaving it against medical orders, spent some time in Winnipeg.

J. T. Arundel, who has been appointed General Superintendent Central Division, C.P.R., Winnipeg, entered C.P.R. service in 1886, since when he has been, to 1895, chief clerk mechanical department, and subsequently, assistant to General Master Mechanic, chief clerk to General Superintendent, Car Service Agent, acting Superintendent, and from 1902 to Oct. 8, Superintendent.

In a circular letter announcing the death of S. J. Ritchie, of Akron, Ohio, President of the Central Ontario Ry., the manager, G. Collins, on behalf of the company, says: "With deepest sorrow we announce the death of Mr. Samuel J. Ritchie, officially associated with this company for 28 years; his untiring energy, conscientious thoughtfulness and sterling qualities will always be thoughts for pleasant remembrance."

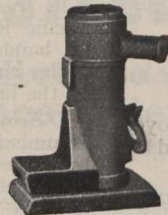
Mrs. Dunsmuir, widow of the late R. Dunsmuir, and mother of the Hon. J. Duns-

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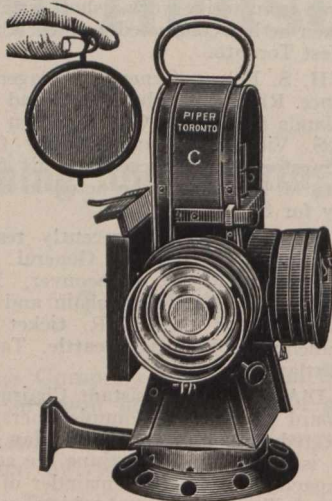
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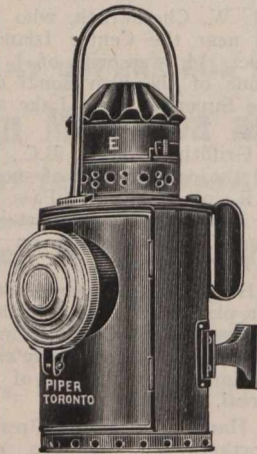
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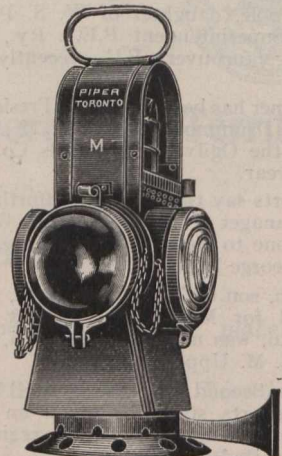
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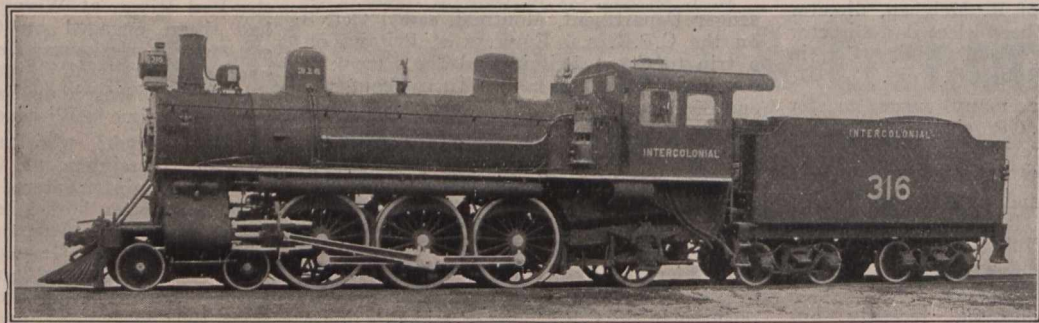


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muir, Lieutenant-Governor of British Columbia, died at Victoria, B.C., Oct. 2, aged 80. She was at the time of her death engaged in a lawsuit with her son respecting the Dunsmuir property, which included the Wellington Collieries and railway connected therewith, and at one time the Esquimalt and Nanaimo Ry., now owned by the C.P.R.

A. E. Welby, who has recently been elected First Vice-President Denver, Laramie and Northwestern Rd., was, prior to entering U.S. railway service in 1881, from 1872, connected in various capacities with the Great Western Ry. of Canada, first as rodman, and subsequently in the operating department. He was later on the staff of the Chief Engineer, Canada Southern Ry., now part of the M.C. Rd., and in 1877 freight clerk G.T.R., and in 1879 clerk to Superintendent same road.

J. M. Rosevear, whose appointment as Auditor of Disbursements, G.T.R., was announced in our Oct. issue, was born at St. Lambert, Que., Aug. 9, 1869, and entered G.T.R. service Sept. 1, 1897, since when he has been to Aug. 31, 1903, clerk General Auditor's office, Montreal; Sept. 1, 1903, to April 19, 1906, travelling auditor of disbursements; April 20, 1906, to Dec. 31, 1907, chief clerk of expenditure, Auditor of Disbursements' office, Montreal; Jan. 1, to Aug. 31, 1908, chief clerk General Auditor's office, Montreal.

J. M. R. Fairbairn, who has been appointed Principal Assistant Engineer C.P.R. Eastern Lines, Montreal, was born at Peterboro, Ont., June 30, 1873. He graduated from the School of Practical Science, Toronto, in 1893, and subsequently, until Aug., 1901, worked on surveys and construction work, since when he has been, to Nov., 1902, Assistant Engineer Maintenance Department, C.P.R. Eastern Lines; Nov., 1902, to Aug., 1904, Resident Engineer C.P.R., district 4, Ottawa; Aug., 1904, to Aug., 1905, Assistant Engineer, Chief Engineer's Office, Montreal; Aug., 1905, to Mar., 1906, acting Division Engineer, Eastern Division, Montreal; Mar., 1906, to Nov., 1907, Division Engineer, Ontario Division, Toronto; Nov., 1907, to Oct., 1908, Division Engineer, Eastern Division, Montreal.

W. Bell, whose appointment as Assistant General Superintendent of Sleeping, Dining and Parlor Car Service, districts 3, 4 and 5, C.P.R. Western Lines, was announced in our Oct. issue, was born in Toronto Sept. 17, 1875, and entered C.P.R. service in Mar., 1887, as office boy in the President's office, Montreal. He was transferred in June, 1895, to the General Superintendent's office, Eastern Division, Montreal, since when he has been, to July, 1897, private secretary to General Superintendent; July, 1897, to July, 1898, clerk, Sleeping, Dining and Parlor Car Department; July, 1898, to June, 1901, Inspector; June, 1901, to March, 1903, Chief Inspector; Mar., 1903, to May, 1906, District Superintendent; May, 1906, to Sept. 1, 1908, Assistant Superintendent, same department.

F. H. Clendenning, whose appointment as City Freight Agent C.P.R., Victoria, B.C., and District Freight Agent Esquimalt and Nanaimo Ry., was announced in our Oct. issue, entered C.P.R. service Aug. 1, 1898, since when he has been to 1900, junior clerk; 1900 to 1902, register clerk Freight Traffic Manager's office, Montreal, under G. M. Bosworth, now Fourth Vice-President; to July, 1902, stenographer, Fourth Vice-President's office; July 1, 1902, to Apr. 1, 1903, stenographer and freight clerk, Commercial Agent's office, New York Central and Hudson River Rd., Montreal; April 1, 1903, to Feb. 1, 1904, stenographer and subsequently tracing clerk, C.P.R. General Freight Agent's office, Vancouver, B.C.;

Feb. 1, 1904, to Sept. 1, 1908, Contracting Freight Agent, Victoria, B.C., same road.

A. E. Duff, whose additional appointment as District Passenger Agent G.T. Pacific Ry. lines west of Lake Superior, was announced in our Oct. issue, was born at Sherbrooke, Que., May 1, 1872, his record of railway service being: Winter, 1887, shovelling snow on section at Danby, Que.; summer of 1888, water boy on train between Richmond and Montreal, Que.; Feb., 1889, to Aug., 1889, switchman at St. Bruno, Que.; Aug., 1889, to April, 1890, switchman, St. Isidore Jct., Que.; April, 1890, to Aug., 1890, night telegraph operator, Upton, Que.; Aug., 1890, to Aug., 1892, night telegraph operator, Actonvale, Que.; Aug., 1892, to May, 1895, night telegraph operator, South Durham, Que.; June, 1895, to Mar., 1898, agent, Belœil, Que.; Mar., 1898, to Oct., 1901, agent, North Stratford, N.H.; Oct., 1901, to Aug., 1904, agent, St. Lambert, Que.; Aug., 1904, to Jan., 1907, Travelling Passenger Agent, Montreal; from Jan., 1907, General Agent Passenger Department, Winnipeg, which position he still retains. Entire service with G.T.R.

R. R. Jamieson, who has retired from railway service to become President of the Merchants Fire Insurance Co., and who has also become interested in other insurance companies, Calgary, Alta., was born at Westover, Ont., Dec. 12, 1856, and entered railway service 1873, his record being: 1873 to 1874, telegraph operator Great Western Ry.; 1874 to 1878, telegraph operator G.T.R.; 1878 to 1880, on construction in Indiana with the Delphi and Chicago Ry.; 1880 to 1883, agent and train dispatcher Credit Valley Ry.; 1883 to 1884, on construction C.P.R. in the Northwest Territories; 1884 to 1890, train dispatcher C.P.R., Toronto; 1890 to 1892, Assistant Superintendent C.P.R., Toronto; 1892 to 1896, Assistant Superintendent C.P.R., Smith's Falls, Ont.; 1896 to 1902, Superintendent C.P.R., Farnham, Que.; 1902 to 1903, Superintendent C.P.R., Cranbrook, B.C.; 1903 to Dec., 1907, General Superintendent C.P.R., Calgary, Alta.; Dec., 1907, to Oct. 5, 1908, General Superintendent, C.P.R., Central Division, Winnipeg.

G. J. Bury, General Manager C.P.R. Western Lines, whose portrait appears on the first page of this issue, was born at Montreal, Mar. 6, 1866, and was educated at Montreal College. He entered railway service on the C.P.R. 1883, since when his record has been: 1883 to 1887, clerk in Purchasing Department and in General Manager's office; 1887 to 1889, secretary to Vice-President, afterwards President; 1889 to Mar., 1890, acting superintendent dining, sleeping and parlor car service; 1890 to Sept., 1899, successively, Assistant Superintendent at Chalk River, Ont., and Superintendent North Bay, Ont.; Sept., 1899, to Feb., 1901, Superintendent Fort William, Ont.; Feb., 1901, to Feb., 1902, Superintendent Crow's Nest Pass Line, Cranbrook, B.C.; Feb. to May, 1902, Assistant General Superintendent Lake Superior Division, North Bay, Ont.; May, 1902, to 1905, General Superintendent same division; 1905 to Feb. 1907, General Superintendent Central Division, Winnipeg; Feb., 1907, to Mar. 1, 1908, Assistant General Manager, Western Lines.

J. D. Morton, Chief Accountant Canadian Northern Ry., whose additional appointment as General Auditor of C.N.R. constituent companies in Nova Scotia, Quebec and Ontario, was announced in our Oct. issue, was born in London, Ont., June 15, 1857. His record is as follows: 1871 to Mar., 1873, messenger Montreal Telegraph Co.; Mar., 1873, to Nov., 1879, operator, Great Western Ry. of Canada; Nov., 1879, to Feb., 1881, ticket agent, same road;

Feb., 1881, to Nov., 1881, station agent, same road; Jan., 1882, to Nov., 1882, mechanical clerk Des Moines and Fort Dodge Ry.; Nov., 1882, to Aug., 1883, Stores Department, C.P.R., Winnipeg; Aug., 1883, to Jan., 1885, General Storekeeper, Manitoba and North-Western Ry., Winnipeg; Jan., 1885, to Sept., 1886, Cashier and Paymaster, same road; Sept., 1886, to Nov., 1886, Accountant, same road; Nov., 1886, to Nov., 1893, chief clerk, General Manager's office, same road; Nov., 1893, to June, 1899, was spent in commercial accounting in Winnipeg; July, 1899, to April, 1902, accountant on construction, Ontario and Rainy River Ry.; May, 1902, to Dec., 1906, accountant on construction, Halifax and Southwestern Ry.; and from Dec., 1906, Chief Accountant, Canadian Northern Ry., Toronto.

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 Canadian Westinghouse Co., Ltd., has issued circular 1138, describing type EM direct current motors with constant, varying and adjustable speeds. A pamphlet is also issued by the same company, with full descriptions, well illustrated, of Baldwin-Westinghouse electric locomotives, a product of joint experience of the Baldwin Locomotive Works, Philadelphia, Pa., and the Canadian Westinghouse Co., Hamilton, Ont.

The Rail Joint Co. advises us that notwithstanding the depression during the past twelve months, it has been able to maintain its business without deterioration. Its products include base supporting rail joints for standard tee rail sections, and girder sections, also insulating joints to meet various conditions for track use at terminals and for signal work. The company's output to steam and electric railways throughout the world during the past 14 years exceeds 50,000 miles, this mileage being equal to a double track railway round the world.

The C.P.R. and Government Subsidies.—Speaking at the dinner tendered him by the Victoria, B.C., Board of Trade, Oct. 22, Sir Thos. G. Shaughnessy, President C.P.R., said: "We do not care about Government subventions. I am free to say that we would be delighted to forego everything in the nature of a Government grant if that was adopted as a policy of the Government, but, of course, we would not want to see other railway undertakings receive such consideration while we were ignored. We would be very pleased to carry out any of these works, which we believe to be in the public interest, as well as in the interest of the C.P.R., without anything in the nature of Government assistance, if the practice of giving that assistance was discontinued by both the Dominion and the Provincial Governments."

During July and Aug., 32 employes were killed and 7 injured in the course of their employment in Canadian navigation. Of the fatalities, 21 were due to drowning, 5 to falls, 2 each to fires and to explosions, and one each to being struck by cars and to falling material; of the non-fatal accidents, 3 were due to falls, 2 to boiler explosions, and 1 each to falling material and to sunstroke.

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Third Quarter Just Out

THE Quarterly Publication "REACTIONS" will be mailed free of charge to anybody in the United States, Canada or Mexico. The Third Quarter of this paper contains a number of very interesting articles and is profusely illustrated. Subjects treated of are the following: Welding Locomotive Frames and Driving Wheel Spokes, A New Development in Rail Welding, New Thermit Reactions, Welding Two Large Anchors, Quick Repair to a Rudder Frame, Welding Propeller Strut of German Warship, Hard Spots in Steel Castings and Improving Cast Iron.

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TRANSPORTATION APPOINTMENTS.

The information under this head, which is almost entirely gathered from official sources, is compiled with the greatest care, so as to ensure absolute accuracy. Any of our readers who may notice any error in our announcements will confer a favor by advising us.

Canadian Pacific Ry.—G. L. Wetmore, heretofore Division Engineer Lake Superior Division, North Bay, Ont., has been appointed Division Engineer Atlantic Division, St. John, N.B., succeeding C. B. Brown, transferred.

C. T. Ridalls, heretofore in the Angus shops, Montreal, has been appointed Car Foreman at McAdam Jct., N.B.

J. M. R. Fairbairn, heretofore Division Engineer Eastern Division, Montreal, has been appointed Principal Assistant Engineer Eastern Lines. Office, Montreal.

C. B. Brown, heretofore Division Engineer Atlantic Division, St. John, N.B., has been appointed Division Engineer Eastern Division. Office, Montreal.

W. Nicholson has been appointed foreman blacksmith Angus shops, Montreal, succeeding J. Fenwick, deceased.

Ewart, Scott, Maclaren and Kelley have been appointed the company's local solicitors at Ottawa, in succession to D'Arcy Scott, appointed Assistant Chief Railway Commissioner. G. D. Kelley, who has recently joined Mr. Ewart's firm, was in partnership with Mr. Scott up to the latter's appointment on the Commission.

R. J. Hunt, heretofore chief clerk Tariff Bureau, Montreal, has been appointed Chief of Tariff Bureau, Eastern Lines, Montreal, succeeding F. H. Cogswell, resigned.

D. Carmichael, heretofore Trainmaster, has been appointed Assistant Superintendent district 1, Ontario Division. Headquarters, Havelock, Ont.

V. A. Harshaw, heretofore Trainmaster, has been appointed Assistant Superintendent district 3, Ontario Division. Headquarters, West Toronto.

W. Coulter, heretofore Local Freight Agent, Toronto, has been appointed Terminal Agent, Toronto, with jurisdiction over stations and yards in the Toronto terminals.

Albion Maynes, heretofore Road Foreman Locomotives, district 1, Ontario Division, has been appointed District Master Mechanic, same district. Office, West Toronto, Ont.

J. R. Sprague, heretofore Road Foreman Locomotives, district 3, Ontario Division, has been appointed District Master Mechanic, same district. Office, West Toronto, Ont.

L. G. Roblin, heretofore Road Foreman Locomotives, district 2, Ontario Division, has been appointed District Master Mechanic, same district. Office, London, Ont.

Frank Taylor, heretofore Assistant Engineer Eastern Lines, Montreal, has been appointed Division Engineer, Lake Superior Division. Office, North Bay, Ont.

Gates Reid, heretofore District Master Mechanic North Bay, Ont., has been appointed Master Mechanic Lake Superior Division, vice C. A. Stark. Office, North Bay.

F. T. Grant has been appointed Travelling Passenger Agent, Syracuse, N.Y., vice D. H. Morse, resigned.

J. T. Arundel, heretofore Superintendent district 2, Pacific Division, Vancouver, B.C., has been appointed General Superintendent Central Division, succeeding R. R. Jamieson, resigned. Office, Winnipeg.

C. E. Stockdill has been appointed chief clerk Second Vice-President's general office, Winnipeg, vice J. F. Kane, promoted.

H. M. MacCallum, heretofore Travelling Passenger Agent Atlantic Steamship Lines, has been appointed General Agent C.P. Steamship Lines, Atlantic service, with headquarters at 217 McDermot Ave., Winnipeg.

Space for all C.P. Atlantic sailings will be held in his office. Agents, Port Arthur and west, will make applications for reservations, tariffs, etc., to his office.

J. F. Kane, heretofore chief clerk Second Vice-President's office, Winnipeg, is reported to have been appointed Fuel Agent Western Lines, with office at Calgary, Alta., vice W. B. Harris, transferred.

A. McArthur has been appointed Locomotive Foreman at Moose Jaw, Sask.

A. N. Hobkirk, heretofore District Master Mechanic, Cranbrook, B.C., has been appointed Trainmaster district 2, Western Division, succeeding J. A. Kennedy, transferred. Office, Medicine Hat, Alta.

T. Bate has been appointed General Foreman at Calgary, Alta.

E. L. Chudleigh, heretofore Trainmaster at Cranbrook, B.C., has been transferred to Macleod, Alta., with jurisdiction over the Crow's Nest section and the Macleod branch.

E. L. Chudleigh, Trainmaster Macleod, Alta., has been appointed acting Superintendent district 4, Western Division, Cranbrook, B.C., during the absence on leave of J. Brownlee.

A. T. Shortt, heretofore general foreman Calgary, Alta., has been appointed District Master Mechanic, Cranbrook, B.C., succeeding A. N. Hobkirk, transferred.

J. A. Kennedy, heretofore Trainmaster district 2, Western Division, Medicine Hat, Alta., has been transferred to Cranbrook, B.C., with jurisdiction over the Cranbrook section, including Crow's Nest terminal, Sirdar section, and the Kimberley and Curzon branches.

J. McGreevy has been appointed Roadmaster C.P.R., Nelson, B.C., succeeding H. Beck, assigned to other duties.

T. Nicholls has been appointed Roadmaster, Eholt, B.C., vice E. L. Franson, assigned to other duties.

W. O. Miller, heretofore Car Service Agent, Vancouver, B.C., has been appointed Superintendent district 2, Pacific Division, vice J. T. Arundel, promoted. Office, Vancouver, B.C.

W. B. Harris, heretofore Fuel Agent Western Lines, Calgary, Alta., has been appointed Car Service Agent, Vancouver, B.C., vice W. O. Miller.

In connection with the appointment of F. H. Clendenning as City Freight Agent, Victoria, B.C., and as District Freight Agent Esquimalt and Nanaimo Ry., as announced in our Oct. issue, we are advised that owing to the resignation of G. L. Courtney, who was District Freight and Passenger Agent of the C.P.R. and the E. & N. R., the passenger and freight departments have been separated, F. H. Clendenning coming under the jurisdiction of W. R. Haldane, General Freight Agent, Vancouver. L. D. Chetnam, who has been City Passenger Ticket Agent at Victoria for some years, has also been appointed District Passenger Agent E. & N. R.

Esquimalt and Nanaimo Ry.—See C.P.R.

Grand Trunk Pacific Ry.—J. Mooney, heretofore Road Foreman of Locomotives, G.T.R., has been appointed in a similar capacity G.T.P.R. Headquarters, Melville, Sask.

The position of Trainmaster at Melville, Sask., hitherto occupied by C. D. Fisher, is reported to have been abolished.

B. L. McDermid is reported to have been appointed Chief Train Dispatcher at Melville, Sask., vice — Cauthers, resigned.

A. Watts is reported to have been appointed Locomotive Foreman at Melville, Sask., vice F. H. Wilson, resigned.

A. R. Armstrong is reported to have been appointed chief clerk to Superintendent at Melville, Sask.

Grand Trunk Ry.—John Hendry, heretofore in the Canada Car Co.'s service at Mon-

treau, has been appointed Master Car Builder, Eastern Division, G.T.R., vice F. Sutherland, retired under the provisions of the pension rules after 51 years' service. Office, Montreal.

F. McCraw, heretofore passenger yardmaster, Toronto, has been appointed Assistant Claims Agent, Toronto, vice N. Walton.

L. Ivey has been appointed passenger yard master, Toronto, vice F. McCraw, promoted.

R. H. Fish has been appointed acting Road Foreman of Locomotives, vice J. Mooney, resigned to accept service with G.T.P.R. Headquarters, Sarnia, Ont.

The following agents have been appointed: Findley (Freight), Ont., P. Fox; Omeme Jct., Ont., S. Blatherwick; Uthoff, Ont., M. M. Weir; Woodville, Ont., S. McPhaden; Washago, Ont., A. H. Nixon; Emsdale, Ont., A. M. Clarke; Lisle, Ont., H. F. Parks; Sundridge, Ont., T. A. Wickett; Wyevale, Ont., N. Ritchie; Ethel, Ont., J. A. Scott; Algonquin Park, Ont., W. H. Armour; Rainy Lake, Ont., W. F. Ferguson; Otter Lake, Ont., E. P. Brinton. Leamington, Ont., H. O. Daykin, Outside Agent.

Michigan Central Rd.—F. O. Waldo, heretofore Assistant Auditor, has been appointed Auditor, vice A. J. Burt, deceased. Office, Detroit, Mich.

New York Central and Hudson River Rd.—E. J. Richard, heretofore Chief Assistant General Passenger Agent, has resigned on account of ill-health after over 50 years' service, and hereafter will perform such duties as may be assigned to him by the General Passenger Agent. It is said the position of Chief Assistant General Passenger Agent has been abolished.

F. J. Wolfe, heretofore Assistant General Passenger Agent, has, at his own request, been relieved of his duties on account of ill-health, and will hereafter perform such duties as may be assigned to him by the General Passenger Agent. It is said the position of Assistant General Passenger Agent has been abolished.

New York Central Lines.—F. C. Foy, heretofore Ticket Agent, Toronto, has been appointed Canadian Passenger Agent, vice L. Drago, transferred. Office, Toronto.

L. Drago, heretofore Canadian Passenger Agent, Toronto, has been appointed in charge of the Union Ticket Office at Clifton Hotel, Niagara Falls, Ont.

Pere Marquette-Lackawanna Fast Freight Line.—G. P. Hood has been appointed agent, with office at Grand Rapids, Mich.

Pere Marquette Rd.—C. H. Walters has been appointed Travelling Freight Agent, reporting to the Commercial Agent, Toledo, O.

Wabash Railroad.—E. H. B. Cull, Contracting Agent at Detroit, has been appointed Division Freight Agent there, succeeding C. C. Landers, transferred.

C. C. Landers, heretofore Division Freight Agent, Detroit, has been appointed Division Freight and Passenger Agent at Danville, Ill.

W. H. Wylie, heretofore Commercial Agent, St. Louis, Mo., has been appointed Assistant General Freight Agent, vice R. N. Collyer, resigned to become a member of the Uniform Classification Committee, Chicago, Ill. Office, St. Louis, Mo.

The G.T.R. announces the completion of the electrification of its St. Clair Tunnel between Sarnia, Ont., and Port Huron, Mich., which it states is one of the longest submarine tunnels in the universe, and that its electrification is one of the most important events in the electrical world, costing over \$500,000. An official party with a number of invited guests will inspect the electrical plant, equipment and appliances on Nov. 12.

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Pipe and Specials. Castings of All Kinds**

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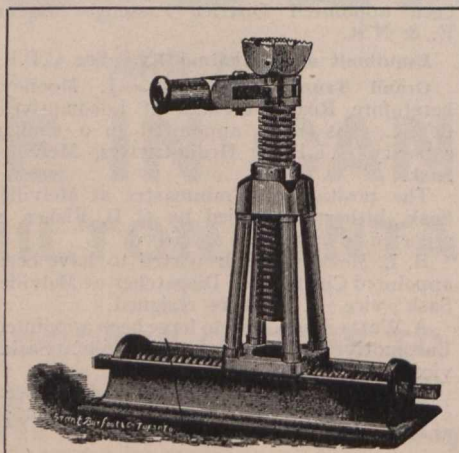
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Extra Large and Powerful.
Fully Guaranteed.

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National Transcontinental Railway.

The Commissioners have filed plans and books of reference for extra land required in the County of Portneuf, Que., as follows: For additional station ground at St. Casimir, situated at mileage 45 west from Quebec bridge, and for a diversion of the public road at mileage 19 west from Quebec bridge.

Reports from Abitibi, Ont., state that the bridge being constructed across the river there is 840 ft. long, and 94 ft. above the water level. The construction of the line has been pushed forward to such an extent that it is expected to have track laid from the river crossing, seven miles east of Cochrane, the junction with the Temiskaming and Northern Ontario Ry., and Frederick House, by Christmas.

On the line easterly from St. Boniface, Man., G. A. Wade, Track Inspector, reported, Oct. 8, that the track was finally ballasted to First Broken Head, about 32 miles; two lifts of ballast had been laid on the eight miles thence to Second Broken Head, and one lift between that point and Rennie, an additional 17 miles. Steel was laid from Rennie to Green Lake, 13 miles. A later report stated track had been laid to 25 miles east of Rennie and that it was expected to have a further 30 miles laid by the end of the year. It is also expected to lay track on about 50 miles from Lake Superior Junction westerly by the end of the year.

The contract for the construction of tank, boiler and erecting shops, in Springfield municipality, 6 miles east of Winnipeg, has been awarded to T. Kelly & Sons, Winnipeg. The price is stated to be about \$500,000. On this page we give a map showing the location of the shops and yards, and a ground plan of the shops, with the proposed track layout is given on page 813.

GRAND TRUNK PACIFIC RY.

It is expected that the branch line connecting Fort William with the National Transcontinental Ry., at Lake Superior Junction, Ont., will be completed by Nov. 30. G. Knowlton, Divisional Engineer, stated, Oct. 7, that there were 30 miles of steel to be laid, but as several bridges have to be completed the work of tracklaying is being delayed. The other work on the line is well forward and everything is being pushed with the object of getting the branch finished by the date mentioned. The bridge over the river at Fort William, except for the finishing touches and the approaches, was reported to be completed Oct. 15. The steel work was erected by the Canadian Bridge Co., Walkerville, Ont.

The official returns for the inspection of grain at Winnipeg, issued Oct. 3, credited the G.T.P.R. with having brought 13 carloads of wheat into the city. Previous shipments of grain coming from points on the G.T.P.R. had been brought into Winnipeg over the Canadian Northern Ry. from Portage la Prairie. The service given on the line is three trains a week between Winnipeg and Waterous, Sask., 408 miles, and two trains a week between Waterous and Wainwright, 258 miles. On this stretch of line there are 97 stations. During his recent inspection of the line the President, C. M. Hays, said it was expected that the line would be completely ballasted east of Saskatoon early in Oct. A proposition had been made by the Canadian Northern Ry. for the construction of joint terminals there, but nothing in the way of an agreement had been reached. The construction of the bridge across the Battle River is expected to be completed early in Nov. The bridge has a total length of 2,772 ft., and the centre spans are 160 ft. above the concrete piers. The superstructure is carried on 53 piers. As soon as the bridge is completed, track will be laid across it and tracklaying will be resumed on the roadbed west of the Battle River and pushed forward towards Edmonton. The bridge over the Saskatchewan River at Clover Bar is also expected to be completed early in Nov. It is expected that track will be laid into Edmonton by the end of the year. C. Schreiber, consulting engineer to the Department of Railways, who returned to Ottawa Sept. 28, after an inspection of the line, said the new railway will be in full operation from Winnipeg to Edmonton by Jan. 1, 1909. A joint station with the Canadian Northern Ry. at Edmonton will, it is understood, be constructed. Between Edmonton and Wolf Creek, Alta., a distance of 127 miles, the grading is well advanced, and it is expected that the grading gangs will be within 10 miles of Wolf Creek by the end of the year. Tracklaying will be started from Edmonton westerly, Dec. 1, and will be continued to Pembina River, a distance of 65 miles. At this point a large bridge is under construction, the foundations of which it is hoped to complete by Feb. 1. The steel work for this bridge will then be completed and tracklaying pushed westward. The contract for the substructure of the bridge across Wolf Creek is expected to be let at an early date.

The company will call for tenders for the construction of 200 miles from Wolf Creek westerly at an early date, which will bring the mileage under contract well into British Columbia. Final arrangements for the route over the inner table land have not yet been

made, but it is understood that this matter was discussed between the British Columbia Government and C. M. Hays, President G.T.P.R., during the latter's visit to Victoria, Oct. 14.

Mr. Hays returned to Vancouver, B.C., from Prince Rupert, Oct. 13. He said he had been up the Skeena River as far as its confluence with the Copper River, making an inspection of the construction going on there. He was very well pleased with the progress made by the contractors, and announced that tenders would be asked at an early date for the construction of a further 100 miles easterly from Prince Rupert.

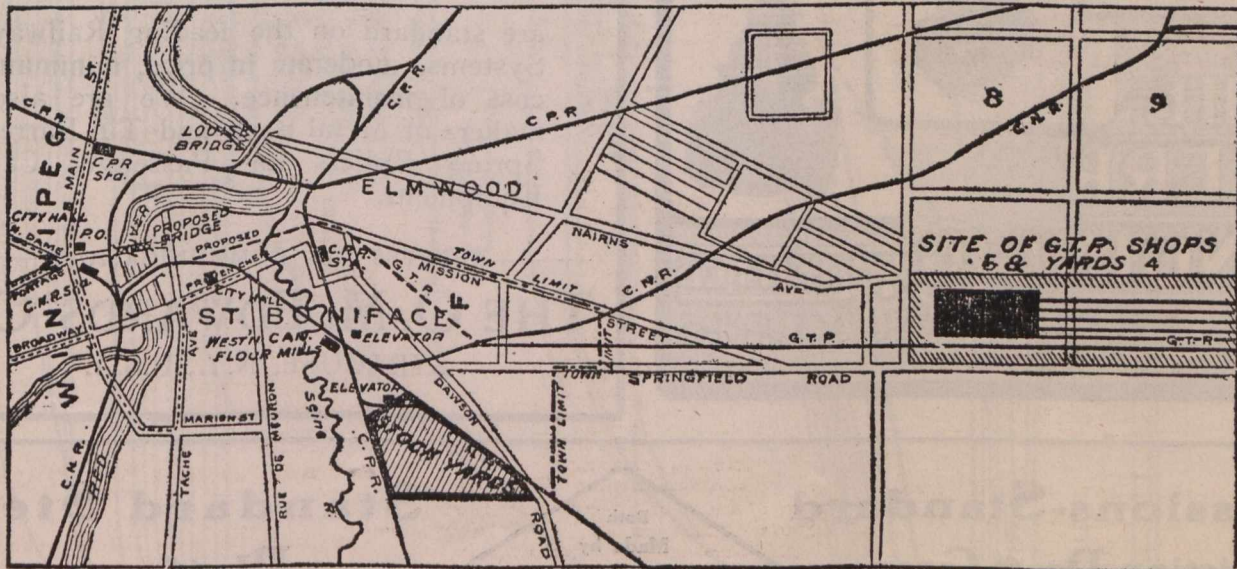
C. C. Van Arsdol, Division Engineer, who formerly had his headquarters at Edmonton, Alta., and is now located at Prince Rupert, B.C., has jurisdiction over construction from that point to the McLeod River. R. W. Jones, Division Engineer, who has transferred his staff from Saskatoon to Edmonton, closing the Saskatoon office, has had his jurisdiction extended westerly to the McLeod River.

The Toronto Globe's Ottawa correspondent wired, Oct. 20, that the G.T.P.R. proposes to construct what will be practically a second line of railway stretching right across the prairie provinces. The route as projected will start from the present main line north of Brandon, run to that city, thence west across Saskatchewan, and into the coal districts of Southern Alberta. We are advised that this is no new proposition. Probably the report has reference to some of the various branches contemplated to act as feeders to the main line and which were shown on the map we issued as a supplement in Nov., 1907.

In an interview at Victoria, B.C., Oct. 14, Mr. Hays said the company eventually intended to have a branch southerly into that city, where a water frontage had already been secured. This water frontage, local reports state, was acquired at a cost of \$150,000. There were, said Mr. Hays, some details of the project to be worked out, but it was desired that the line, when constructed, would run the entire length of Vancouver Island. The general plans of the company show such a line and also a line from Vancouver, connecting with the main line at Fort George, B.C.

The company has placed an order for 15,752 tons of steel rails with the Algoma Steel Co., Sault Ste. Marie, Ont., and another for 28,695 tons with the Dominion Iron and Steel Co., Sydney, N.S. (Oct., pg. 725).

D. B. Hanna, Third Vice-President Canadian Northern Railway, expects to leave Toronto on a trip to Great Britain early in November.

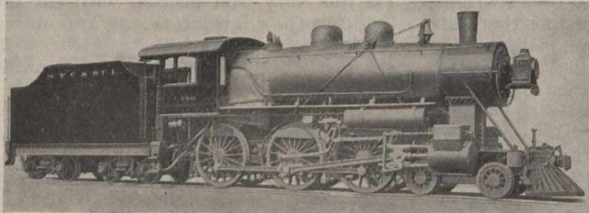


MAP SHOWING SITE OF SHOPS TO BE ERRECTED BY THE NATIONAL TRANSCONTINENTAL RY. COMMISSION NEAR WINNIPEG.

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SINGLE EXPANSION AND COMPOUND



LOCOMOTIVES

Mine, Furnace and Industrial Locomotives
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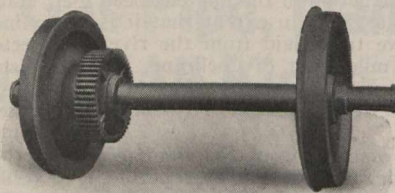
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Standard Steel Works Co.

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THE BRYDGES ENGINEERING & SUPPLY CO.

WINNIPEG, MAN. Limited REPRESENTATIVES



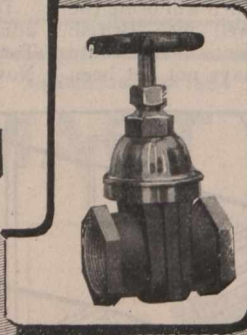
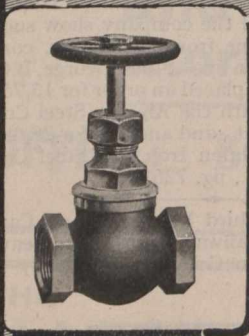
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for Passenger Cars of Wood or Steel construction, is a device which should receive your careful investigation and consideration. Prices and Blue Prints promptly supplied.

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are standard on the leading Railway Systems, moderate in price, minimum cost of maintenance. We are also makers of Metal Sash and Tin Barrel Spring Rollers for Passenger Car Equipment.

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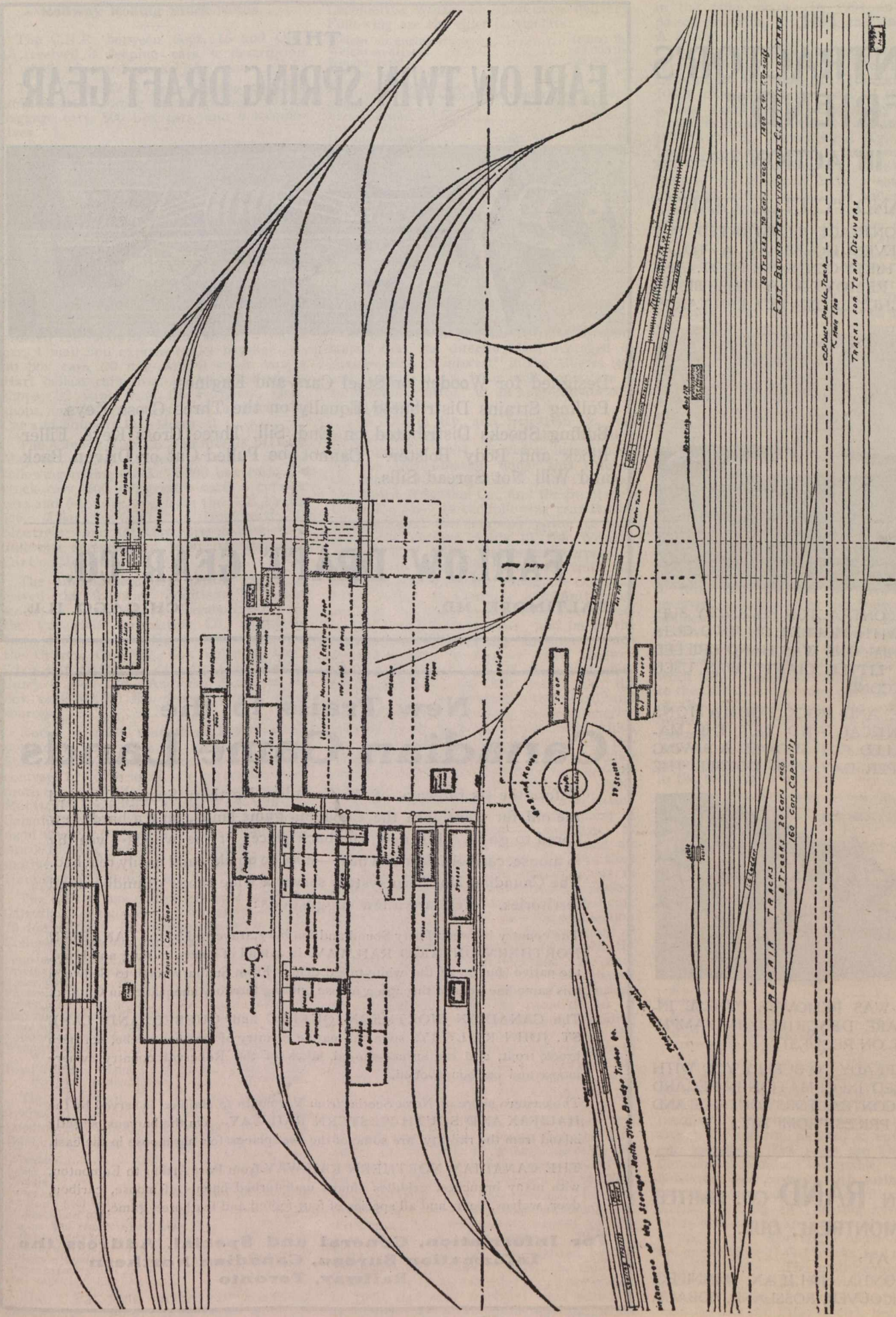
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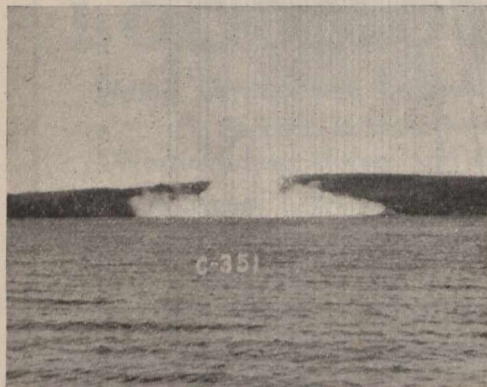


GROUND PLAN OF NATIONAL TRANSCONTINENTAL RAILWAY SHOPS AND YARDS NEAR WINNIPEG.

THE "CONTRACTOR'S FRIEND"

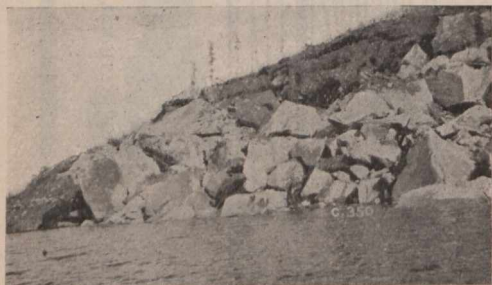
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THE RAND "LITTLE GIANT," ON THE CONTRACT ILLUSTRATED, PUT DOWN ELEVEN HOLES AT A TOTAL COST OF THIRTY CENTS PER FOOT. THE YARDAGE REMOVED BY THE BLAST WAS, ROUGHLY ESTIMATED, 3,700 YARDS.



ANOTHER CONTRACTOR RECENTLY SUPPLIED US WITH FIGURES ON TWO CUTS MADE BY HIM; ONE WAS HAND DRILLED AND THE "LITTLE GIANT" WAS USED ON THE SECOND.

THE SIZE AND ROCK FORMATIONS WERE IDENTICAL AND YET THE MACHINE-DRILLED CUT SHOWED A SAVING OF \$15.25 PER DAY, AND DOUBLE THE



YARDAGE WAS REMOVED. THESE INSTANCES ARE DESCRIBED IN PAMPHLETS, SENT ON REQUEST.

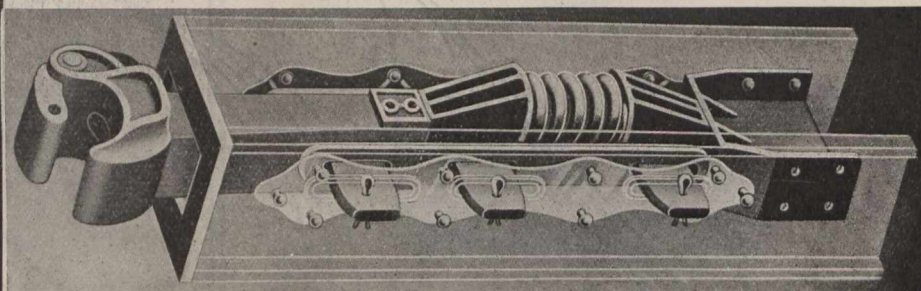
WE ARE READY TO SUPPLY YOU WITH ANY DESIRED INFORMATION IN REGARD TO RAND CONTRACTORS' OUTFITS AND TO QUOTE PRICES PROMPTLY.

CANADIAN RAND CO. LIMITED
MONTREAL, QUE.

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FARLOW DRAFT GEAR CO.

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New Trails to the Canadian Game Lands

Before the six railways of the Canadian Northern System followed the old fur trails into the Canadian game lands, only a hardy few dared to go in. But now, the back places of the woods—wealthy in moose, caribou, deer and bear—may be quickly and easily reached. The Canadian Northern system serves a wide range of undisturbed territories. Here are a few suggestions:

The country between Parry Sound and Sudbury, traversed by the CANADIAN NORTHERN ONTARIO RAILWAY, is a land of lonely muskeg and brulé, the native country of the white-tailed deer. From Sudbury north to Sellwood this same line goes in through a moose hunting territory unequalled in Ontario.

The CANADIAN NORTHERN QUEBEC and QUEBEC AND LAKE ST. JOHN RAILWAYS span the native country of the ouananiche, northern brook trout, and the spruce-shored lakes of the Roberval country, where moose and caribou abound.

The eastern shore of Nova Scotia, from Yarmouth to Halifax, is served by the HALIFAX AND SOUTH WESTERN RAILWAY. On the barrens, slightly inland from the railway, are some of the best places for big moose in the east.

THE CANADIAN NORTHERN RAILWAY from Port Arthur to Edmonton, with many branches, griddles almost undisturbed haunts of moose, caribou, deer, wolves, bear, and all species of four-footed and feathered game.

**For Information, General and Special, Address the
Information Bureau, Canadian Northern
Railway, Toronto**

Railway Rolling Stock Notes.

The C.N.R. between Sept. 15 and Oct. 15 received 3 sleeping cars, a description of which appeared in our July issue.

The G.T. Pacific Ry. received the following additions to rolling stock to Oct. 16: 6 baggage cars, 800 box cars, and 6 locomotives.

The G.T. Pacific Ry. between Sept. 14 and Oct. 15 received six 8-wheeled locomotives from the Canada Foundry Co., Toronto.

The C.P.R. between Sept. 19 and Oct. 14 received the following additions to rolling stock: 1 sleeping car, 4 colonist cars, 276 box cars, 17 flat cars, 1 flanger, from its Angus, Montreal, shops; 9 vans from its Farnham, Que., shops, and 11 locomotives from the Montreal Locomotive Works.

The C.P.R. between Sept. 19 and Oct. 14 ordered the following rolling stock: 1 tourist car, 1 mail and express car, 1 baggage car, 40 box cars, 20 flat cars, 2 stock cars, 7 Hart ballast cars, from its Angus, Montreal, shops; 22 vans from its Farnham, Que., shops, and 500 box cars from the Dominion Car and Foundry Co., Montreal.

The Canada Car Co., Montreal, between May 14 and Oct. 18, received orders for the following rolling stock: 2,200 box cars, 100 stock cars, 100 refrigerator cars, 5 colonist cars and 5 tourist cars, from the G.T. Pacific Ry.; 7 flat cars from F. H. Hopkins & Co., Montreal; and 20 Hart-Otis ballast cars, and one spreader car, from the Hart-Otis Car Co., Montreal.

The Intercolonial Ry. during Sept. received the following additions to rolling stock: 5 consolidation locomotives, from the Canadian Locomotive Co., Kingston, Ont.; 1 box car, 60,000 lbs. capacity, from the Crossen Car Mfg. Co., Cobourg, Ont.; 7 box cars, 60,000 lbs. capacity, from Rhodes, Curry & Co., Ltd., Amherst, N.S., and 47 box cars, 60,000 lbs. capacity, from other sources.

Notice is given that there has been deposited in the office of the Secretary of State of Canada, an original agreement and contract of conditional sale of certain locomotives, dated May 1, 1908, between the Montreal Locomotive Works, Ltd., and the Canadian Northern Ry. Co., also an agreement and contract of conditional sale dated April 1, 1908, between the Montreal Locomotive Works, Ltd., and the Toronto, Hamilton and Buffalo Ry. Co.

The G.T.R. has placed an order with the Canadian Locomotive Co., Kingston, Ont., for 25 locomotives, for delivery early in 1909. Following are chief particulars:

Cylinders.....	20" by 26"
Driving wheels, diar.....	63"
Boiler, diar.....	62"
Firebox.....	120" by 40 1/2"
Tubes.....	27 1/2"-2"
Driving wheel base of engine.....	15' 8"
Total wheel base of engine.....	24' 3"
Total wheel base of engine and tender.....	51' 1"
Weight on drivers.....	138,000 lbs.
" truck.....	24,000 lbs.
Total weight of engine.....	162,000 lbs.
" tender, loaded.....	143,000 lbs.

The Dominion Coal Co. has ordered a 6-wheeled locomotive from the Montreal Locomotive Works, for delivery in March, 1909. Following are the chief particulars:

Cylinders.....	19" by 26"
Boiler.....	straight top, radial stay
Firebox.....	102" by 33"
Tubes.....	259-2" by 11' long
Driving wheel base.....	11' 6"
Engine wheel base.....	11' 6"
Engine and tender wheel base.....	37' 5 1/2"
Weight on drivers.....	122,000 lbs.
Total weight.....	122,000 lbs.
Weight of tender.....	68,000 lbs.
Water capacity.....	3,000 U.S. gals.
Coal capacity.....	4 tons

The C.P.R. has ordered 10 ten-wheel locomotives (4-6-0) from the Montreal

Locomotive Works, for immediate delivery. Following are the chief particulars:

Weight on engine trucks.....	48,000 lbs.
Weight on drivers.....	142,000 lbs.
Weight, total.....	190,000 lbs.
Driving wheel base.....	14' 10"
Total wheel base, engine.....	26' 1"
Total wheel base, engine and tender.....	54' 6 1/2"
Cylinders.....	22 1/2" by 28"
Valves, piston.....	11" diar.
Drivers, diar.....	63"
Driving journals.....	main 9 1/2", others 12"
Valve gear.....	Walschaert
Superheater.....	Vaughan-Horsely
Boiler, type.....	extended wagon top, radial stay
Working pressure.....	180 lbs.
Firebox.....	102 1/2" by 69 1/2"
Tubes, no. and diar.....	240-2", 24-3"
Tubes, length.....	14' 4"
Tank capacity.....	5,000 imp. gals.
Coal capacity.....	10 tons
Air brakes.....	Westinghouse
Brake beams.....	Simplex
Couplers.....	Tower

Alberta Ry. and Irrigation Company.

A paragraph in the C.P.R. annual report stated that the directors had arranged to "secure such an interest" in the Alberta Ry. and Irrigation Co., "as will constitute a substantial control," at an approximate cost of \$2,000,000.

The Alberta Ry. and Irrigation Co. was incorporated by an act of the Dominion Parliament in 1904, provision being made for the amalgamation under this title of the Alberta Ry. and Coal Co., the Canadian Northwest Irrigation Co., and the St. Mary's River Ry. Co. In the following year Parliament granted the company power to purchase the charter rights of the Western Alberta Ry., which had been incorporated in 1898 to construct a railway from the International boundary, along the Old Man River valley, to Canmore and Anthracite, and via the Cascade and Red Deer rivers to the North Saskatchewan, and on to the eastern base of the Rocky Mountains, which charter powers have since been renewed from time to time. Of the companies amalgamated as the A.R. and I. Co., the original was the North-Western Coal and Navigation Co., operating under a charter granted by the Imperial Government, which was confirmed by an act passed by the Dominion Parliament in 1884. Land subsidies were granted to the company by the subsidy acts of 1885, 1887, 1889, and 1890, in which year a special act was also passed extending the time for the construction of the company's authorized railways. In 1884 the Dominion Parliament passed an act incorporating the Alberta Ry. and Coal Co., but nothing definite was done, as in 1889 another act of incorporation was passed. In 1890 Parliament authorized the changing of the gauge of the line, and the application of certain Imperial Acts to the operations of the company if the property of the North-Western Coal and Navigation Co. were purchased. In 1892 an act was passed authorizing the construction of extensions of the railway, and the construction of irrigating works for the purpose of reclaiming lands granted to the company under the subsidy act of 1890. Authority was given to sell or lease the company's railway to the C.P.R., by an act passed in 1893; to enter into agreements with the C.P.R. or the Calgary and Edmonton Ry. in 1901; to amalgamate with the St. Mary's River Ry. in 1903, and to amalgamate with the A.R. and I. Co. in 1904, while acts affecting the finances of the company were passed in 1891 and 1895. The Canadian North-West Irrigation Co. was incorporated for the purpose of constructing irrigation canals and developing the land grants earned by the construction of the railways. The St. Mary's River Ry. was incorporated by the Dominion Parliament in 1900, the time for construction being extended by an act passed in 1903, and cash subsidies were voted in aid of the construction of the lines authorized

in the same years. In 1904 an act was passed providing for amalgamation with the A. R. and I. Co.

The railways constructed under these several charters included the line from Lethbridge to Dunmore Junction, Alta., 106.8 miles, which was sold to the C.P.R. several years ago. The company also controlled or owned the Great Falls and Canada Ry. from the International Ry. to Great Falls, Montana, which in 1902 was sold to the Great Northern Ry., U.S. The remaining lines of the company have a total length of 111.82 miles, with 11.59 miles of yard track and sidings, 0.53 miles of spurs, and trackage rights over 1.60 miles of C.P.R. lines. The lines extend from Lethbridge to Coutts, Alta., at the International boundary, where connection is made with the old Great Falls and Canada Ry. (Great Northern Ry., U.S.), 65.12 miles, and from Stirling to Cardston, Alta., 46.70 miles. All these lines were originally constructed as narrow gauge lines. In 1893, when the line from Dunmore to Lethbridge was sold to the C.P.R., it was changed to standard gauge. When the Great Northern Ry. acquired the Great Falls and Canada Ry. in 1902, the gauge of that line, as well as the line from Coutts to Lethbridge, was also changed to standard. The line from Stirling to Cardston is still narrow gauge, and in order to accommodate the traffic from that line (the old St. Mary's River Ry.) there is a third rail on the old Alberta Ry. and Coal Co.'s line between Stirling and Lethbridge, about 20 miles, so that both standard and narrow gauge traffic can be operated.

The company has outstanding \$3,250,000 of common stock, and \$4,337,975 of bonds, a total capitalization of \$7,587,975. It received subsidies from the Dominion Government in cash amounting to \$148,000 in addition to 1,114,368 acres of land voted to the several companies. Of the land subsidies a considerable area was set apart in 1893, when the Dunmore-Lethbridge line was sold to the C.P.R., and is being sold for the benefit of the two companies. The rolling stock owned by the company consists of two passenger locomotives, three freight locomotives, two switching locomotives, five passenger cars, 64 freight cars and nine cars in the company's service.

ELECTRIC RAILWAYS.

Edmonton Radial Railway Cars.

The Edmonton Radial Ry., Edmonton, Alta., is having built by the Ottawa Car Co., Ltd., seven motor cars, six double truck and one single truck, and all of a semi-convertible type. Following are the dimensions:

DOUBLE TRUCK CARS—	
Length of car body.....	28' 2"
Length over all.....	38' 6"
Width over side sheathing.....	8' 2"
Seating capacity.....	40 persons.
SINGLE TRUCK CAR—	
Length of car body.....	21' 0"
Length over all.....	31' 0"
Width over side sheathing.....	8' 2"
Seating capacity.....	32 persons.

The bottom framing of these cars is of wood reinforced with heavy steel plates and angles. The vestibules are circular in shape, and fitted at each side with automatic folding doors. The interior finish of the cars is cherry throughout, finished in natural color and polished. The seats are Ottawa Car Company's standard reversible, spring upholstered, and covered with rattan. These cars are equipped complete with up-to-date electric lighting and heating systems, and other fittings and appliances adapted to cars of their type. The larger of the car bodies are mounted on 27-G-1 trucks, and the smaller on a 21-E truck. The motor equipments are General Electric, no. 80, with K-6 and K-10 controllers. All of these cars are equipped with fenders and Piper electric headlights.

Projects, Construction and Betterments.

Brantford and Hamilton Electric Ry.—A temporary station for this railway is under construction alongside the Cockshutt bridge, at the foot of Market St., Brantford, Ont. The structure is a wooden one, and a flight of steps will be erected so that passengers can get down to the station from the bridge. (June, pg. 431).

British Columbia Electric Ry.—A consignment of 2,000 tons of steel rails has been delivered for laying on the New Westminster-Cloverdale section of the Chilliwack Ry., now under construction. Over 1,000 tons of rails have been delivered for laying on the line under construction between New Westminster and Eburne, and the work of laying them was expected to be started early in Nov. It is expected that both lines will be completed and ready for operation early in 1909.

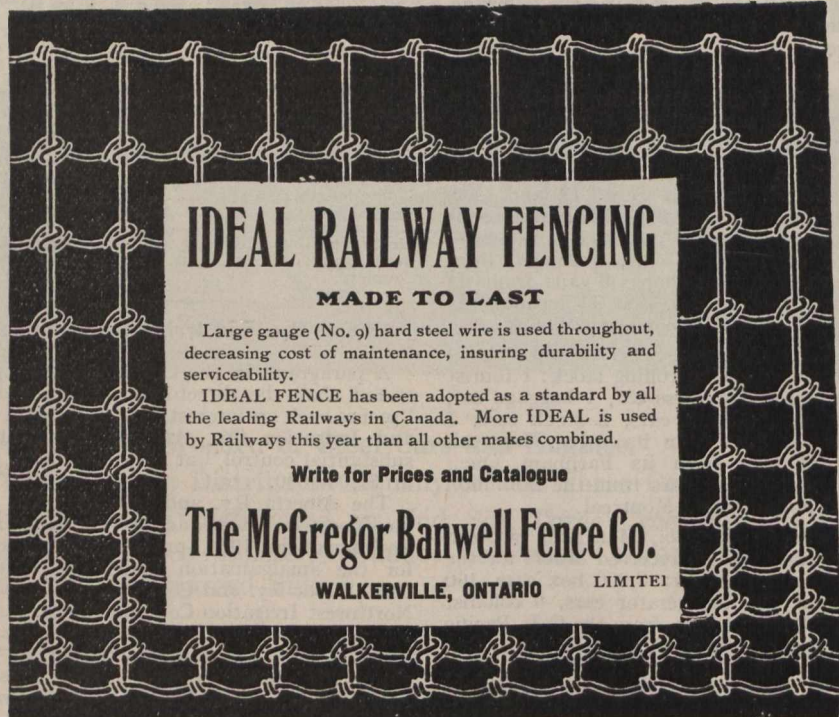
A delegation of the New Westminster city council visited the dam which the company has constructed at Coquitlam Lake, Oct. 11. It was stated that it was the company's intention to raise the dam another 60 ft., in order to secure an adequate reserve of water for the power plant, but the mayor and aldermen expressed an opinion that this would interfere with the water supply of the city and it was arranged that the whole question will be gone into at a special conference.

The question of the development of electrical energy on the Jordan River, in the vicinity of Victoria, B.C., has been investigated by the company's engineer. His report will be submitted for consideration to the company. The proposition is to erect a plant for the generation of 10,000 h.p., at an approximate cost of \$1,500,000. (Oct., pg. 737).

Calgary, Alta.—The question of the construction of the street railway in the city has been discussed at several meetings of the sub-committee appointed by the city council, but no definite decision has been reached. R. T. D. Aiken, representing the Montreal Engineering Co., was present at some of the meetings when the question of granting a franchise to that company was under consideration. The two points upon which the greatest division exists is with respect to the duration of the franchise, and the right to haul freight cars. The company desires a 25-year period and the right to haul freight cars at any time, while the committee does not want to recommend a longer franchise than one for 20 years, and to restrict the right to move freight to such times as may be from time to time fixed by the council. J. Short, K.C., attended at another meeting and urged the claims of another company to a franchise. In the meantime the committee states that the work of constructing the line will be proceeded with. The rails arrived early in Oct., and an inspector was sent to Revelstoke, B.C., to purchase ties. (Oct., pg. 737).

Dunnville, Wellandport and Beamsville Electric Ry.—The contract for the construction of the first portion of this line is said to be ready for signature, but is held pending the settlement of certain financial questions with Dunnville municipality. The matter will probably be settled early in Nov., by the passing of a by-law by the municipality, providing for the granting of a bonus of \$20,000. No construction work will be undertaken before the spring, and in the meantime all arrangements will be made for rushing the line through. R. T. Gough, Toronto, is Chief Engineer. (Sept., pg. 665).

Edmonton, Alta.—A by-law has been prepared for submission to the ratepayers of Edmonton, Alta., authorizing the payment of \$10,000 for the franchise of the Strathcona Radial Ry., the agreement for the purchase of which has been signed by the company and the Edmonton city council. In a letter re-



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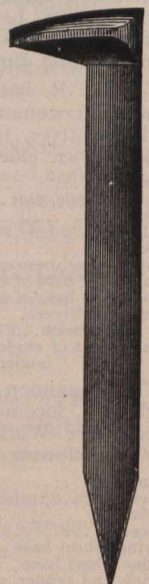
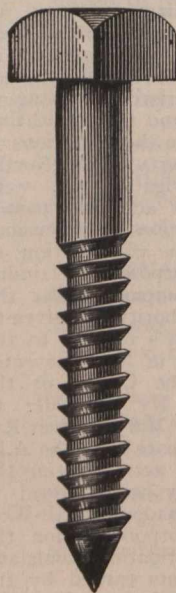
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TORONTO

CANADA

cently submitted to the Calgary Street Ry. committee, it was stated, on behalf of the Edmonton council, that it was expected to have the 12 miles of track, including the double track laid on paved streets, completed in a few weeks. The tracks on the paved streets had been laid in the most thorough manner: 80-lb. steel rails in a cement bed, with iron ties. The rest of the lines are laid with 60-lb. rails and wooden ties. The number of cars required to start the service is seven; the city will furnish its own power, as there is being added to the present electric light and power plant a 700 k.w. producer gas plant. The company has so far issued debentures for \$150,000, and has authority to issue a further amount of \$135,000. The cost of the franchise purchased from Strathcona had been provided for in the amount of the debentures authorized to be issued. The service was inaugurated Oct. 29. (Oct., pg. 737).

Fort William, Ont.—The new 85-lb. steel rails for double-tracking the street railway lines in the city were delivered Sept. 29, and tracklaying was commenced Oct. 1. (Sept., pg. 665).

Hamilton St. Ry.—The City Engineer has submitted to the city council a plan for the construction of a switch line at the north end of the city. The idea is to have an electric switch line along the bay front, beginning at the foot of McNab St., and touching all the wharves, and the city dock, and connecting with the Northern branch of the G.T.R., just east of Wellington St., and with the Toronto, Hamilton and Buffalo Ry. spur line at the coal oil inlet. Another line is also suggested along the western arm of the coal oil inlet and then back again along the bay front.

The question of the improvement of the street railway in the city is being discussed. It was stated to be the intention of the company to spend \$300,000 on improvements this fall, the work to include a new roadbed from the Turbine Steamship Co.'s dock to the corner of Herkimer and Queen streets, at a cost of \$119,000. The company proposed to use T-rails on this line, and as the council desire to have girder rails used nothing can be done until this matter is settled. (Aug., pg. 583).

Hamilton, Waterloo and Guelph Railway.—The projected main line is from James and Gore sts., northwesterly through the City of Hamilton to Rock Chapel, at the summit of the mountain escarpments, and to Patterson Junction, West Flamboro tp., 7.26 miles from Hamilton. At Patterson Junction the main line will run northerly to Guelph, with a branch diverging westerly to Galt, through the townships of West Flamboro and Puslinch, and will pass in proximity to Millgrove, Haysland, Strabane, through Frelton, Schaw (C.P.R. station), Morrison and Aberfoyle, entering Guelph tp. at the Ontario Experimental Farm, there connecting temporarily with the Guelph Radial Railway, a distance of 22.04 miles from Patterson Jct., and 29.30 miles from Hamilton. The Galt branch is located through Beverly tp., into North Dumfries tp., taking in Greensville, West Flamboro, Rockton and Sheffield to Galt, 19.70 miles from Patterson Jct. and about 27 miles from Hamilton. The mileage given will be slightly increased to reach the terminals at Guelph and Galt, at present indefinitely decided upon.

The route outlined is the most favorable, and as direct as the hilly character of the country affords, with a maximum gradient of 2.8%, ascending the high lands westerly of Hamilton at Rock Chapel. The ruling gradient on all other sections is reduced to 1.8%. The minimum radius of curve, excluding the lines within the city limits, is 1,273.6 feet. The grading generally will be heavy, particularly the embankment over the old channel and through Dundurn and

Harvey Parks, Hamilton, where extensive retaining walls and other structures are stipulated for in the city by-law. There will be eight combined concrete and steel bridges, the principal one being the viaduct over the C.P.R. and Desjardins Canal, 445 ft. long and 95 ft. high above lake level. All steam railways will be crossed overhead or by subway structures, and grade crossings of highways will be eliminated where practicable. The specifications call for standard roadbed, culverts in permanent materials and all work of high-class construction. The track will be of 80-lb. steel rails, fully ballasted and completed for safe, fast passenger runs and for freight traffic. The overhead system of electricity will be operated with power supplied by the Dominion Power and Transmission Company, Ltd. This railway has been for many years, and is at present, projected by John Patterson, of Hamilton, and it is to be hoped that he will succeed in its early construction.

Lethbridge, Alta.—A proposition has been submitted to the city council, with respect to the construction of an electric railway in the city. The mayor suggested that the matter be taken into consideration in connection with the proposition to pave the streets. A company had been organized and when the time was ripe would enter upon the construction of a radial line extending probably to Taber and Raymond. The work of paving the streets will not be taken in hand until 1909, and in the meantime the matter of the construction of a street railway, either by a company, or by the council as a municipal enterprise, will be investigated. (Sept., pg. 665).

Montreal and Southern Counties Ry.—The St. Lambert, Que., town council has approved of a by-law granting the company a franchise to operate a car line up St. Denis St., to and along Glen, Victoria, Green, Notre Dame, Desaulniers and Victoria streets, to the subway under the G.T.R. tracks, and to the southern boundaries of the town limits, subject to certain terms. Upon the acceptance of the terms by the company the by-law will be submitted to a vote of the ratepayers for final ratification. (Oct., pg. 737).

Niagara-Welland Power Co.—Application will be made next session of the Dominion Parliament for an act granting an extension of time within which the company may complete its authorized works, which include an electric railway.

Ontario and West Shore Electric Ry.—Thirty teams are reported to have been at work on this line north and south of Port Albert, Ont., during Oct., and considerable progress has been made with the grading. (Oct., pg. 737).

Ottawa Electric Co.—The contract for the concrete work and filling for the widening of the Somerset St. bridge for the street railway is being carried out by T. McLaughlin, Ottawa, and the steel superstructure will be erected by the Dominion Bridge Co. The new work will give an additional width to the bridge of 16 ft., and will cost about \$14,000. (Oct., pg. 737).

Quebec and Orleans Ry.—The organization of this company, which was incorporated by an act of the Quebec Legislature passed in 1907, has been completed. The officers and directors being: President, Hon. C. E. Dubord; Vice-President, Judge Brochu; Secretary, P. Corriveau; other directors: A. Laberge, Woonsocket, R.I.; J. I. Auger, Providence, R.I.; L. Menard, Central Falls, R.I.; F. Turcotte, J. A. Lefebvre. With the exceptions named all the officers and directors reside in Quebec. It is said to have been decided to start the preliminary work at once, and engineers have been appointed to lay out the route, so that it will be possible to start grading in the spring. The proposition is to run a line from Quebec

to Montmorency on the north side of the turnpike road, thence as far as Chateau Richer, where a bridge will be built to join the mainland with the Island of Orleans, and from the island end of the bridge to construct a belt line around the island. (Nov., 1907, pg. 841).

Toronto.—The Toronto Board of Control has passed a resolution authorizing the preparation of specifications for the construction of some proposed new street railway lines in the northwestern section of the city, and has also authorized the issuance of a call for tenders for laying down and operating the same, the Toronto Ry. Co. having refused to build the lines in question.

In connection with the proposal to secure a new entrance with street railway connection to the exhibition grounds, estimates have been presented by the City Engineer as to the cost of bridges. The City Engineer in his report says there is much less engineering difficulty in entering by way of Tecumseth St., but the advantages of the suggested Bathurst St. entrance are that it is the most direct route, and also provides a street railway line to the Island if one should be required. The cost of the bridges would be: Bathurst St. route, \$107,000; Tecumseth St., \$136,000; Strachan Ave., \$160,000. These figures are exclusive of land damages. The City Engineer added that he was informed by the General Manager of the Toronto Ry., that the company was not prepared to consider the Tecumseth St. route. (Sept., pg. 665).

Toronto and York Radial Ry.—The work of reducing the gradient on the line southerly from St. Clair Ave., on the Metropolitan Division, has been completed. Hitherto the gradient was 4 ft. in 300 yards, and it has now been reduced to 9 ins. The patrol boxes and telephone lines formerly in use by the Toronto city police have been acquired by the company and will be installed on the Metropolitan division between Eglinton and Newmarket for operating purposes. A contract has been let to I. Rose, Newmarket, Ont., to erect stations at Jackson's Point and Sutton, Ont. (Oct., pg. 739).

Winnipeg Electric Ry.—The City Engineer is conferring with the company's officials with a view of securing the laying of tracks on Lilac St., to connect with the lines on Wardlow and Corydon streets. This will complete the Fort Rouge lines which were ordered about two years ago. (Oct., pg. 739).

Electric Ry. Finance, Meetings, Etc.

British Columbia Electric Ry.—Gross earnings for Aug., \$180,945; expenses, \$93,485; net earnings, \$87,460; less renewal funds, \$14,962; other income, \$13,550; net income, \$86,048, against \$152,426 gross earnings; \$80,518 expenses; \$71,908 net earnings; \$10,470 renewal funds; \$61,438 net earnings; \$11,036 other income; \$72,474 net income for Aug., 1907. Total gross earnings for 2 months ended Aug. 31, \$355,355; net earnings, including estimated income from investments, \$168,020; against \$303,766 gross and \$145,942 net for same period 1907.

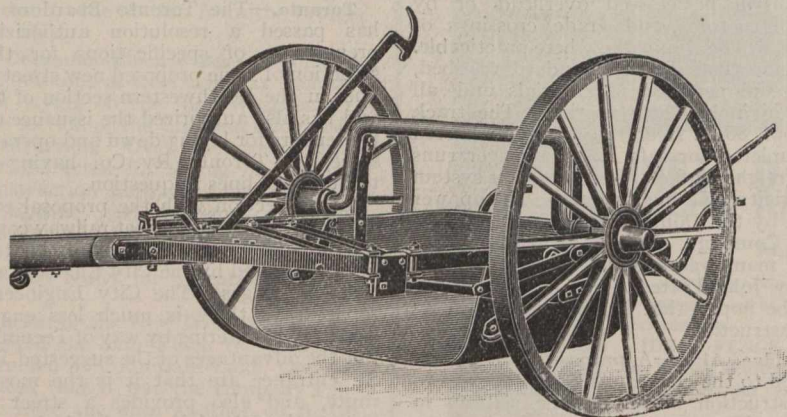
Halifax Electric Tramway Co.—Receipts for Sept., \$21,084.64, against \$18,125.18 for Sept., 1907. Total for 9 months ended Sept. 30, \$140,902.90, against \$133,387.69 for same period 1907. Receipts for 3 weeks ended Oct. 21, \$10,057.65, against \$10,543.22 for same period 1907.

International Ry. of Buffalo.—The gross operating revenue for the year ended June 30 was \$4,702,850; operating expenses, \$2,751,335; net operating revenue, \$1,951,515; taxes, \$244,682; operating income, \$1,706,833; other income, \$26,065; total income, \$1,732,898; fixed charges, \$894,-

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397; net corporate income, \$838,501. Following are the officers and directors for the current year: President, T. Penney, Buffalo, N.Y.; Vice-President, T. E. Mitten, Chicago, Ill.; other directors, G. L. Boissevain, O. H. Payne, H. J. Pierce, N. Robinson, New York City; M. Cohn, jr., Niagara Falls, N.Y.; T. de Witt Cuyler, Philadelphia, Pa.; R. L. Fryer, O. P. Letchworth, P. Norton, G. I. Seney, H. M. Watson, H. C. Zeller, Buffalo, N.Y.; E. B. Osler, Toronto, Ont.; A. M. Robinson, J. C. Russell, Louisville, Ky.; Comptroller, J. W. Crawford; Treasurer, J. F. Slocum; Auditor, D. M. Deininger; General Manager, T. W. Wilson.

London St. Ry.—Gross earnings for Aug., \$25,690.22; expenses, \$15,176.44; net earnings, \$10,513.78, against \$22,452.12 gross earnings; \$15,370.08 expenses; \$7,082.04 net earnings for Aug., 1907. Total gross earnings for 8 months ended Aug. 31, \$154,744.27; expenses, \$110,792.70; net earnings, \$43,951.57, against \$153,156.55 gross earnings; \$112,055.70 expenses; \$41,100.85 net earnings for same period 1907.

Montreal St. Ry.—The directors have declared a dividend of 2½% for the quarter ended Sept. 30, payable Nov. 4 to shareholders of record Oct. 14.

Quebec Ry., Light and Power Co.—A dividend at the rate of 7% for the year ended Oct. 31, on the preferred stock, was announced to be paid Nov. 1.

Toronto Ry.—Car earnings for Sept., \$353,695.42, against \$331,495.87 for Sept., 1907. Total earnings for 9 months ended Sept. 30, \$2,625,622.00, against \$2,528,164.41 for same period 1907.

Montreal Street Railway.

Following is a preliminary comparative statement of the earnings, expenses, etc., for the years ended Sept. 30, 1908 and 1907:

	1908	1907
Gross earnings.....	\$3,677,432.45	\$3,503,643.43
Operating expenses.....	2,158,394.09	2,104,653.42
Net earnings from operation.....	\$1,519,038.36	\$1,398,990.01
Interest from Montreal Park & Island Ry..	72,011.00	55,101.44
Total income.....	\$1,591,049.36	\$1,454,091.45
Fixed charges—		
City percentage on earnings.....	\$ 242,431.15	\$ 214,840.36
Interest on bonds and loans.....	207,187.17	195,833.64
Rental leased lines....	5,019.72	3,059.64
Total.....	\$ 454,638.04	\$ 413,733.64
Net income.....	\$1,136,411.32	\$1,040,357.81
Dividend 10%.....	900,724.51	768,100.00
Surplus.....	\$ 235,686.81	\$ 272,257.81
From which has been appropriated—		
Contingent account....	\$ 175,000.00	\$ 171,517.04
Insurance fund.....	25,000.00	25,000.00
Transferred to surplus account.....	35,686.81	75,740.77

Electric Railway Notes.

P. A. Freeman, Chief Engineer Halifax Electric Tramway Co., who underwent a serious operation in Sept., is convalescent.

The question of the Sunday operation of street cars in London, Ont., will, it is said, be dealt with at the municipal elections on Jan. 1, 1909.

The Toronto and York Radial Ry. has equipped some of its work cars on the Metropolitan division with Westinghouse automatic brakes.

W. T. Woodroffe, heretofore Assistant to the General Superintendent, B. C. Electric Ry., has been appointed, temporarily, General Superintendent, succeeding J. C. Milne, recently convicted of frauds on the company.

The Ontario Railway and Municipal Board held sittings at Toronto, Oct. 27 and 28, and had before it the questions of the neces-

sity for additional street railway lines, and of the height of car steps in Toronto, West Toronto and London.

Press reports are busy with rumors of the contemplated absorption of the Dominion Power and Transmission Co., of Hamilton, Ont., by the Mackenzie, Mann & Co. interests, which control the Electrical Development Co. and the Niagara, St. Catharines and Toronto Ry.

A press report states that an agreement has been concluded between the Chatham, Wallaceburg and Lake Erie Electric Ry., and the Chatham Gas Co., whereby the latter company will supply from its power house the necessary electric power for the operation of the entire system between Wallaceburg and Lake Erie.

The Toronto Ry. Co. was indicted at the Toronto Assizes, Oct. 21, on a charge of neglect to use reasonable precaution to avoid danger to human life, in connection with the collision between one of its cars and a G.T.R. train at Front and John Sts. crossing, Toronto, recently, whereby a passenger on the T.R. Co.'s car lost her life.

The Brantford and Hamilton Electric Ry. Co.'s standard passenger tariff, C.R.C. 1, on the maximum basis of 3c. a mile, has been approved by the Board of Railway Commissioners. The Board's order 5195, dated Aug. 18, published in our Oct. issue, approved of the tariff as filed with the exceptions that the fare between stations 5 and 11 be 5c. instead of 10c., and between stations 5 and 13, 10c. instead of 15c.

Following on the resignation by Col. J. M. Gibson of the Presidency of the Dominion Power and Transmission Co., Hamilton, on his appointment as Lieutenant-Governor of Ontario, J. R. Moodie, heretofore Treasurer of the Company, was recently appointed President; J. Dixon and G. B. Blanchard, Vice-Presidents; W. C. Hawkins, Secretary and General Manager, and J. Knox, Treasurer. It has since been announced that G. B. Blanchard has resigned the Vice-Presidency, and newspaper reports give currency to the statement that the resignation was due to a difference respecting the company's policy.

At a meeting of the Commission appointed to operate the Fort William and Port Arthur street railways jointly, held Oct. 8, at Port Arthur, Ont., it was decided to notify the present treasurer that he would be held responsible to the Commission for all monies received by him on account of the street railway on and after Oct. 16, and that no money be paid without authority from the Board. Notices were also served on all employees, to terminate their engagements Oct. 31, those wishing to continue in the railway service to make written application by Oct. 20. The temporary Secretary, E. S. Rutledge, was also instructed to advertise for a Manager and Secretary-Treasurer, whose duties were to commence Nov. 1.

The application of the Toronto Ry. Co. for leave to appeal from the Ontario Railway and Municipal Board's order directing it to run its cars from Humberside Ave. to Keele St., West Toronto, was dismissed by the Court of Appeal Oct. 2. For the company it was contended that the powers conferred on the Board were equal to those enjoyed by the Superior Courts, and that as such powers could only be conferred by the Dominion Government, the powers so conferred by the Ontario Government were unconstitutional, and that the Board had no jurisdiction. The court decided that the Board had jurisdiction, and that the order was a proper one for it to make. On the question relating to the powers conferred on the Board, the Court held that the company had not raised this at the appropriate time, and refused to go into it.

Grain Elevator Notes.

The Northern Elevator Co. is moving its elevator from Sidney, Man., to Foam Lake, Sask.

The Port Arthur Elevator Co., Ltd., has increased its capital from \$100,000 to \$500,000.

The Saskatchewan Elevator Co. is reported to have secured a site at Rosthern, Sask., for the erection of an elevator this fall.

The Winnipeg Elevator Co.'s elevator at Macdonald, Man., was destroyed by fire, together with about 5,000 bush. of grain, Oct. 16.

The Dominion Elevator Co.'s elevator at Rosebank, Man., collapsed recently, necessitating the immediate removal of the grain stored, which was shipped east.

The grain traffic for St. John, N.B., during the winter is expected to be heavy, and steps are being taken for the accommodation and rapid handling of about 14,000,000 bush.

The Lorne Elevator Co., Ltd., has been incorporated under the Manitoba Companies Act, with a capital of \$5,000 and offices at Altamont, to carry on a general elevator business there.

The G.T.R. is reported to have communicated to the Montreal Harbor Commissioners its willingness to materially increase its elevator capacity there, if suitable arrangements can be made.

The Farmers' Elevator Co.'s elevator at Rosebank, Man., was destroyed by fire recently, together with 30,000 bushels of new wheat. The elevator was insured for \$4,000, and the contents for \$25,000.

W. MacLachlan, who was in charge of the work of installing the electrical machinery in the Government elevator at Port Colborne, Ont., for the Canadian Westinghouse Co., is reported to have been appointed electrical superintendent of the elevator.

J. E. Dalrymple, Assistant Freight Traffic Manager G.T. Pacific Ry., on his recent return to Winnipeg from a trip over the line westward, is reported to have said that there are now 25 elevators along the G.T.P.R. completed and receiving grain.

It is reported from Winnipeg that the inspections of wheat for Sept. was 9,841 cars, against 2,140 for Sept., 1907. Elevators in all parts are reported full, and with the amount still to come forward, a heavy movement is anticipated during Nov.

The Mowbray Farmers' Elevator Co., Ltd., has been incorporated under the Manitoba Companies Act, with a capital of \$5,000 and office at Mowbray, for the purpose of building and operating elevators and grain warehouses. The provisional directors are: R. Johnston, J. H. Johnston, J. Deason, R. Jackson, E. D. Garrett, of Mowbray, Man.

The Port Colborne elevator received its first cargo Oct. 7, the Midland Prince unloading 315,000 bush. there, this being the largest cargo yet landed at a Canadian inland port. J. A. Jamieson, Montreal, the engineer and designer of the elevator, superintended the unloading operations, and the machinery makers interested also had representatives there.

Godwin, Murray, Barnhart, Ltd., has been incorporated with a capital of \$18,000, and office at Montreal, with power among other things to deal in grain, flour, etc., and to lease, erect and operate the necessary mills, elevators and machinery. The provisional directors are: C. B. Godwin, E. D. Murray, A. C. Barnhart, W. O. H. Dodds, and H. Mackay, Montreal.

The Goderich Elevator and Transit Co., between the opening of navigation and Sept. 30, handled at its elevator at Goderich, Ont., 3,635,000 bushels of grain, from 51 steamships. A number of vessels simply dis-

charged a sufficient quantity of grain to enable them to go through the Welland Canal. During the same period, 3,600 cars of grain were shipped out of the elevator.

The 500,000 bush. elevator at Richford, Vt., owned jointly by the C.P.R. and the Boston and Maine Rd., exploded and took fire Oct. 7. The whole structure was completely destroyed, together with 75 freight cars. The loss is estimated at \$400,000. The number of men employed in the building was 21, of whom 11 lost their lives, as also did two women who were near the building at the time.

The Montreal Corn Exchange Association Committee on the Harbor Commissioners' recent letter respecting elevator facilities at that port, has reported in favor of the provision of an additional marine leg to the Commissioners' elevator before the opening of navigation in 1909, the construction of another elevator, and the desirability of fitting the present one to meet the requirements of the local trade as far as possible.

Complaint has been made to the Grain Standards Board at Winnipeg, that owing to the multiplicity of grades of grain presented for storage at Fort William and Port Arthur, and the necessity of reserving bins for small quantities of some particular qualities of off-grade grains, though the elevators were only partially filled, the handling facilities at these terminals were being tied up. A committee was appointed, Oct. 7, to investigate the matter and report to the board.

Considerable alterations and improvements have been made to the C.P.R. elevators at Fort William, Ont., for this season's work. Elevator A, which was built in 1884, has been re-timbered; B and C have been thoroughly overhauled and various improvements made, and a new working house has been erected at elevator D, equipped with four tracks, where cars can be loaded or unloaded simultaneously. The elevator has an unloading and elevating capacity of 256,000 bush. in 10 hours.

The recent negotiations between the Minister of Public Works and the C.P.R., and the Allan Steamship Line, for the provision of further facilities in St. John, N.B., harbor, for the handling of grain, have resulted in the C.P.R. making arrangements for the removal of a modern floating elevator from Montreal. The elevator will be towed to St. John by the C.P.R. tug Cruiser. The Minister has, it is said, agreed that the elevator will be taken over by the Government when the St. John Harbor Commission is appointed or the cost will be noted for consideration at the next session, with a view to the payment of the amount out of the city's appropriation.

A meeting of the Grain Growers' Co.'s executive was held recently at Winnipeg, to consider complaints from country points as to the alleged arbitrary methods adopted by elevator companies in refusing to accept special binned grain, etc., and also to discuss the question of Government ownership of elevators. A deputation waited on W. B. Lanigan, C.P.R. Assistant Freight Traffic Manager, in reference to the charges of 1c. per 100 lbs. freight, and \$3 each bulkhead in bulkhead cars on grain. The deputation demanded the halving of the first charge, and the reduction of the second to \$2. Steps are being taken to arrange a convention of the Premiers of Manitoba, Saskatchewan and Alberta with the object of devising a scheme for the Government control of the elevators of the three provinces.

The shipbuilding output of British Colonial yards for 1907 is quoted at 193 vessels aggregating 33,680 tons. Canada ranks fourth in point of numbers, but first in tonnage, with 34 vessels of a total of 17,484 tons.

C.P.R. LANDS

THE CANADIAN PACIFIC RAILWAY COMPANY have 9,000,000 acres of selected lands for sale in Manitoba, Saskatchewan and Alberta.

Maps, as enumerated below, showing these lands in detail, will be sent free on application.

Map No. 1—Winnipeg to Second Meridian	.....	\$ 8.00 to \$15.00 per acre.
Map No. 2—South-Eastern Saskatchewan, 2nd to 3rd Meridians	.....	10.00 to 25.00 per acre.
Map No. 3—Main Line, 3rd Meridian to Range 10 W., 4th Meridian (generally)	.....	8.00
Map No. 5—South-Western Alberta	.....	8.00 to 15.00 per acre.
Map No. 6—Part of Alberta—Edmonton, Battle and Saskatchewan Rivers Districts—4th Meridian to Range 7, West 5th Meridian	.....	10.00 to 25.00 per acre.
Map No. 7—Part of Western Saskatchewan, 3rd to 4th Meridians	10.00 to 25.00 per acre.

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TERMS OF PAYMENT

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

160 Acres at \$ 8.00 per acre, cash payment	\$191.70	first year's interest	\$65.28	and nine instalments of	\$160.00
" " 9.00 " " " "	215.70	" " " "	73.46	" " " "	180.00
" " 10.00 " " " "	239.70	" " " "	81.62	" " " "	200.00
" " 11.00 " " " "	263.60	" " " "	89.78	" " " "	220.00
" " 12.00 " " " "	287.60	" " " "	97.96	" " " "	240.00
" " 13.00 " " " "	311.55	" " " "	106.10	" " " "	260.00
" " 14.00 " " " "	335.60	" " " "	114.32	" " " "	280.00
" " 15.00 " " " "	359.50	" " " "	122.44	" " " "	300.00

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

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

F. T. GRIFFIN, Land Commissioner, Winnipeg.

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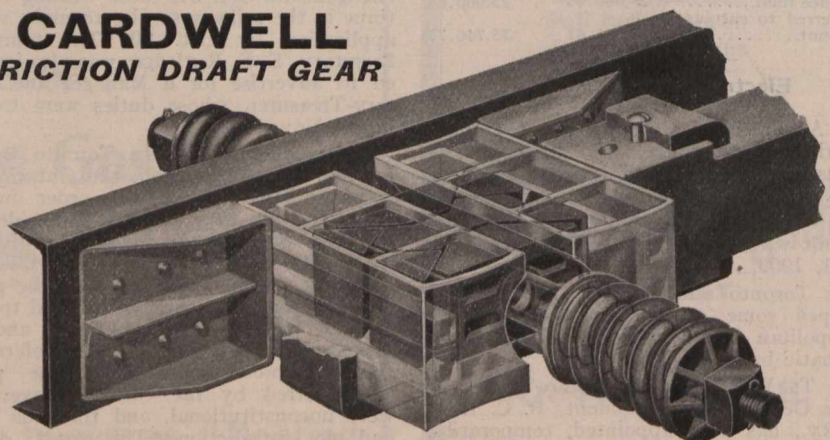
International Railway (trolleys), connecting with Niagara Navigation Co. steamers at Queenston, to or from Toronto, pass the door.

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MARINE DEPARTMENT.

Notices to Mariners.

The following have been issued by the Dominion Department of Marine:

No. 87. Sept. 24.—220. Nova Scotia, south coast, Little Hope Islet, new tower, change in character of light.

No. 88. Sept. 25.—221. New Brunswick, Bay of Fundy, Quaco Ledge, bell buoy replaced by gas and whistling buoy. 222. New Brunswick, east coast, Miramichi Bay, Portage Island, range light established.

No. 89. Sept. 28.—223. Ontario, Lake Ontario, east end, Pigeon Island, new lighthouse under construction, light obscured, to the southwestward, caution. 224. Ontario, Detroit River, Elliott Point range lights, color of daymarks. 225. United States of America, Lake St. Clair, Anchor Bay, Clinton River entrance, range lights established. 226. United States of America, Lake Superior, Eagle River light station, light to be discontinued.

No. 90. Sept. 30.—227. Quebec, Gulf of St. Lawrence, Magdalen Islands, Entry Island, change in character of light. 228. Quebec, Gulf of St. Lawrence, Magdalen Islands, off Entry Island, whistling buoy established. 229. Quebec, Gulf of St. Lawrence, Magdalen Islands, Alright Reef, bell buoy established.

No. 91. Oct. 2.—230. Quebec, River St. Lawrence, below Quebec, Traverse of St. Roch, lower end, lightship placed.

No. 92. Oct. 5.—231. British Columbia, Chatham Sound, Prince Rupert harbor, Ellinor Rock, gas buoy withdrawn. 232. British Columbia, Chatham Sound, Prince Rupert harbor, Casey Point, gas buoy established. 233. British Columbia, Brown Passage, western entrance, Stenhouse shoal, gas and whistling buoy established.

No. 93. Oct. 6.—234. Ontario, River St. Clair, Stag Island shoal, light mast replaced by tower. 235. United States of America, Lake Superior, Marquette, change in light, new structure, fog bell established. 236. United States of America, Lake Superior, Two Harbors light station, intended change in characteristic of light.

No. 94. Oct. 7.—237. New Brunswick, Bay of Fundy, White Head Island, Prangle Point, bell buoy established. 238. Newfoundland, west coast, Gulf of St. Lawrence, Rich Point, temporary light. 239. Newfoundland, south coast, eastern entrance to Fortune Bay, Green Island, light and fog alarm station.

No. 95. Oct. 8.—240. Ontario, Lake Huron, Manitoulin Island, west end, Mississagi Strait, light improved. 241. United States of America, Lake Superior, Isle Royale, west coast, Rock of Ages, light and fog alarm established.

No. 96. Oct. 12.—242. Ontario, Detroit River, construction of tunnel between Detroit and Windsor, caution.

No. 97.—Oct. 15.—243. British Columbia, Vancouver Island, west coast, Estevan, change in duration of fog alarm blast. 244. British Columbia, Grenville Channel, Lowe Inlet, Day beacon, cannery. 245. British Columbia, northern waters, Burke Channel, Bela Kula anchorage, hydrographic notes. 246. British Columbia, northern waters, Graham Reach, Swanson Bay, Khutze Arm, hydrographic notes.

No. 98. Oct. 22.—247. New Brunswick, Northumberland Strait, Baie Verte, Fort Moncton, lighthouse established. 248. Newfoundland, southwest coast, Cape Ray, temporary light.

No. 99. Oct. 23.—249. Ontario Lighthouse Division, Quebec, Lake St. Louis, Ottawa River mouth, Ile Perrot, changes in range

lights. 250. Ontario, Lake Huron, off Great Duck Island, Jennie Graham shoal, bell buoy not in position. 251. United States of America, Lake Superior, Grand Island harbor, South Bay, Munising, range lights to be established.

The U.S. Hydrographic Office has issued the following:

No. 39. Sept. 26.—1688. St. Mary's River, West Neebish Channel, lights and gas buoys established. 1691. Lake Huron, Lake Huron light vessel, obstruction to northward. 1694. Lake Ontario, southern shore, Charlotte harbor, wreck. 1698. St. Lawrence River, Red Islet bank, hydrographic information.

Blue Book of American Shipping.—The 13th annual directory of marine and statistics of shipping and shipbuilding of America, issued by the Penton Publishing Co., Cleveland, O., gives complete lists of shipowners, builders, marine architects, engineers, masters and members of the various marine organizations of the U.S. In addition, a considerable amount of information is given relating to shipping matters in Europe. In the Canadian section are lists of Canadian steam and sailing vessels operating on the Great Lakes, dry docks, Government graving docks, canals, and list of Canadian shipping officers. A summary of Canadian vessels is also given, showing tonnage constructed and added to the register during the past fiscal year. The book is well got up, and contains a number of illustrations.

Atlantic and Pacific Ocean Marine.

W. J. Davey, a partner in Elder, Dempster and Co., died in Liverpool, Eng., recently, aged 55.

The s.s. *Hesperian*, scheduled to sail from Montreal Nov. 21, will be the last of the Allan Line vessels to sail from Montreal this season.

The Allan Line s.s. *Sicilian*, which sailed from Montreal Oct. 10, has been chartered by the British Government to transport troops to Bermuda.

The Allan Line s.s. *Corinthian*, which recently collided with the Head Line s.s. *Malin Head*, has been repaired at Quebec, and sailed Oct. 11 for London and Havre.

The s.s. *Sangstad* from Middlesbrough, Eng., to Wabana, put in at St. John's, Nfld., Sept. 29, having broken her rudder post during a storm, about 500 miles east of that port.

The C.P.R. has applied for the same berths in St. John, N.B., harbor as it occupied last year, viz.: 1, 2 and 3. The Donaldson Line has applied for no. 4, and press reports state that the Allan Line, not having applied for its customary berths, intends reducing its sailings from that port.

A press dispatch from London, Eng., dated Oct. 12, states that a recent meeting of the Mayo, Ireland, County Council, after discussing the question of levying a rate of 3d. in the pound sterling in connection with the proposed railway to be constructed as a part of the Blacksod Bay scheme of the "all-red" route, broke up in confusion.

The Allan Line s.s. *Sarmatian* has been sold for breaking up, the price realized being £7,000. She was built at Greenock, Scotland, in 1871, and was fitted with triple-expansion engines, with cylinders 25, 42 and 68½ ins. diam. by 48 in. stroke, of 325 h.p. Her dimensions were: Length, 370.9 ft.; breadth, 42.2 ft.; depth, 35.6 ft.

The captain and crew of the schooner *Grenada* arrived in Halifax, N.S., recently from Rotterdam, Holland, where they were landed by the Manchester Liners' s.s. *Man-*

chester Spinner, after a rescue in the open sea. The *Grenada*, which sailed from Campbellton, N.B., Aug. 26, for New York, and met with bad weather, was finally abandoned. She was built at Horton, N.S., in 1888, her dimensions were: Length, 161 ft.; breadth, 34.6 ft.; depth, 15.1 ft.; tonnage, 635 register.

A London, Eng., paper states that a company is being formed in Norway with a capital of 10,000,000 kroner (\$2,750,000), to inaugurate a direct line of steamships between Norway and Canada. It also states that the line will commence with two vessels of 8,000 to 10,000 tons register, having a speed of 17 knots, equipped for both passengers and freight, which will cover "the distance between Bergen and New York in eight days." It is to be hoped the main portion of the paper information is more correct than its geography, which treats New York as a Canadian port.

The large crane barge no. 379, recently built at Barrow-in-Furness, Eng., for the Montreal Harbor Commissioners, and which left Barrow for Montreal early in Sept., in tow of the steam tug *Oceana*, was discovered about Sept. 20 by steam trawlers, drifting about in the north Irish Sea, in close proximity to the rocky coast of Scotland. The barge was taken in tow by them and reached Stornoway Sept. 24. The *Oceana* had been compelled to abandon the barge, owing to damage sustained in a storm, and made for Londonderry, Ireland, where after undergoing repairs, she was to have gone in search of it.

Sir Christopher Furness, head of the shipbuilding firm of Furness, Withy & Co., and of the Furness Steamship Lines, West Hartlepool, Eng., recently invited delegates from the various trades unions connected with the trade to a conference, and laid before them certain proposals regarding relations between capital and labor. The proposals in brief are: that strikes must cease or the works would be closed; if it was considered that the trades unions could carry on the business, the firm was willing to sell out to them at a price to be fixed by assessors; if the trades unions were not willing to do this, the firm was willing to admit the workers to a profit-sharing scheme; and lastly that a council must be formed to settle all disputes or to refer them to accredited arbitrators.

In speaking at a dinner tendered him by the Victoria, B.C., Board of Trade, Oct. 22, Sir Thos. G. Shaughnessy, in referring to the C.P.R. proposals as to the betterment of the Pacific service, said: "The establishment of our Atlantic steamship lines has demonstrated the fact that no route between Europe and America—between Great Britain and this continent, at any rate—can in any way compare or compete with the Canadian. With the *Empress of Britain* arriving at Quebec at 3.45 this (Thursday) afternoon, and its passengers landed in Chicago at 10 o'clock to-morrow (Friday) night, we have beaten the record of any steamer which ever sailed from Liverpool to New York. I make this statement because the *Empress of Britain* and the *Empress of Ireland* will probably be visitors of yours at no very distant date, and I want you to appreciate them when they come."

Maritime Provinces and Newfoundland.

Capt. W. Folker has been appointed Port Warden at Windsor, N.S.

J. Moynagh has been appointed Measuring Surveyor of Shipping at Souris, P.E.I.

J. Dickson has been appointed Commissioner for the pilotage district of Louisburg, N.S.

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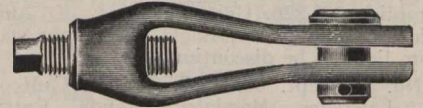
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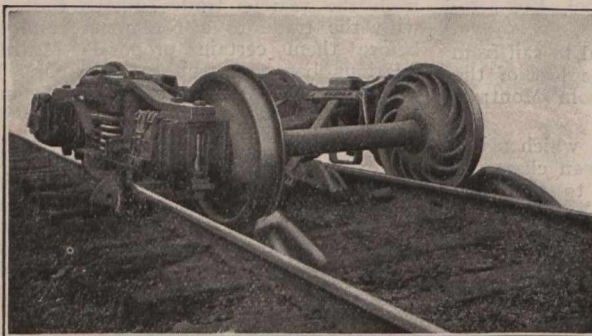
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41 KING ST. EAST, TORONTO.

T. Stinson has been appointed temporary Measuring Surveyor of Shipping at St. Andrews, N.B.

The N.B. Public Works Department is inviting tenders for the construction of a wharf at Gunter's Landing, Gagetown, and also one at Brown's Flats, Greenwich.

A schooner named Frank D. Cook was launched at Lunenburg, N.S., recently, for W. C. Smith and Co. Her dimensions are: Length over all, 120 ft.; keel, 90 ft.; breadth, 26 ft.; depth of hold, 11 ft.; tonnage, about 98 register.

Tenders will be received by the Public Works Department, Nov. 12, for the construction of wharves to be built at The Range, Burton, Newcastle, Barker's, McAllisters, Young's Cove, Ironbound Cove, Scotchtown, and Lower Jemseg, N.B.

Reports have been received by the Minister of Marine from Capt. Bernier, of the Dominion Government s.s. Arctic, to the effect that he arrived at Etah, on the Labrador coast, Sept. 19, and sailed on the following day north to Lancaster Sound.

The salvage operations on the s.s. Turret Bell, which was wrecked near St. Peter's, P.E.I., about two years ago, are proceeding satisfactorily. The vessel has been moved a considerable distance, and it is expected that she will be successfully floated shortly.

A recent press despatch from England states that the Bay of Islands Syndicate has in the Scottish Courts obtained judgment, with £3,000 damages, against the Reid Newfoundland Co., for alleged breach of contract regarding an option to purchase a piece of land known as Carters.

G. J. Desbarats, Acting Deputy Minister of Marine, who was in St. John, N.B., recently, was reported to be negotiating for a site there, for the construction of wharf and dock facilities for the Government steamers, buoy and carbide storage, and repairs to the various aids to navigation along the coast.

A steel three-deck tank steamer, under construction for Bowring & Co., of Liverpool, Eng., and St. John's, Nfld., was launched at Wallsend-on-Tyne, Eng., recently. Her dimensions are: Length, 396.5 ft.; breadth, 50.6 ft.; depth, moulded, 31.10 ft. She is being equipped with triple-expansion engines with cylinders 26, 43 and 72 ins. diam., by 48 ins. stroke, supplied with steam, at 180 lbs. pressure, by three boilers. The oil capacity is 6,900 tons.

Province of Quebec Marine.

The grain conveyors installed by the Montreal Harbor Commissioners are now in full operation, the work having been completed Oct. 16.

A press report states that F. W. Cowie, Chief Engineer Montreal Harbor Commissioners, is engaged in arranging a scheme of improvements to the harbor, to be extended over a period of 25 years.

The Quebec and Levis Ferry Co.'s ferry steamboat Henry R. James has been docked to receive iron sheathing in preparation for the winter season, when she is to be used to convey railway cars between Quebec and Levis.

The Quebec Harbor Commissioners have issued a notice, calling attention to the regulation requiring that all vessels and small craft navigating the harbor at night carry lights, and intimate that infringements will be strictly prosecuted.

The Montreal Harbor revenue for Sept. was \$50,004, against \$49,079 for Sept., 1907. The amounts are made up as follows: imports, \$27,000; exports, \$14,000; local traffic, \$9,004; compared with \$29,000

imports; \$13,000 exports; \$7,079 local traffic in 1907. From the opening of navigation to Sept. 30, the revenue amounted to \$234,846, against \$231,830 for the same period 1907. The number of ocean-going vessels arriving during the period from the opening of navigation to Sept. 30, is 579, with a total tonnage of 1,514,829, an increase of 8 vessels and 35,471 tonnage over the figures for the same period 1907.

Ontario and the Great Lakes.

W. C. Simmons has been appointed Government wharfinger at Bracebridge, Ont.

W. McAvoy, for many years associated with the lake marine, died at St. Catharines, Oct. 2, aged 60.

The steambarge Kitchen, which ran aground on the Jackass Shoal, near Morrisburg, Oct. 5, was released after removing cargo.

The Richelieu and Ontario Navigation Co. has under consideration the question of building another vessel for service on the St. Lawrence route.

The Marine Department is installing vapor lamps at Bois Blanc lighthouse, and at Colchester, Pelee Island, and Middle Ground, Lake Erie.

The Western Steamship Co.'s s.s. J. A. McKee arrived at Toronto, Oct. 12, and subsequently proceeded to Fort William on her maiden lake trip.

The Montreal and Cornwall Navigation Co.'s s.s. Britannic has been docked at Montreal for a general overhauling before being berthed for the winter.

The contract for trimming the slopes of the Cornwall Canal has been awarded by the Department of Railways and Canals to J. J. and V. S. Fallon, Cornwall.

The Montreal Transportation Co.'s s.s. Kinmount arrived at Port Arthur Oct. 12 with steel rails, on her maiden lake trip. A description of her was given in our Oct. issue.

The Algoma Central Steamship Co.'s s.s. King Edward has completed repairs at Collingwood, and has returned to Sault Ste. Marie, where it is said she has been berthed for the winter.

A scow owned by the Reid Wrecking Co., Sarnia, while engaged in salvage operations on the s.s. Monarch, at Isle Royale, overturned, Oct. 5, and two men employed on her were drowned.

The salvage operations on the Northern Navigation Co.'s s.s. Monarch, which was wrecked on Isle Royale late in 1906, have been completed. Everything has been removed but a few planks.

Capt. Roys, of the s.s. Aletha, was fined \$175 at Belleville recently for carrying an excursion party without a proper certificate. Three other charges of overloading were made, but dismissed.

The Midland Navigation Co.'s s.s. Midland Prince, while upbound Oct. 12, struck an obstruction in the Neebish channel, piercing a hole in her hull and filling the forward compartments with water.

The Warton schooner John T. Mott was destroyed by fire at Warton, Oct. 8. She was built at Oswego, N.Y., in 1869, her dimensions were: Length, 137 ft.; breadth, 26 ft.; depth, 11 ft.; tonnage, 309 register.

The Inland Navigation Co., Ltd., a company incorporated under the Dominion Companies Act, has been licensed to carry on its business in Ontario, and A. B. Mackay, Hamilton, has been appointed its attorney.

The improvements in the Sault Ste. Marie canal, past the Vidal shoal above the Canadian lock, have been completed, and

the improved channel was opened for traffic Oct. 12. Temporary range lights have been established north of the present range.

The ferry steamboat Ariel, running between Walkerville and Detroit, was struck by the s.s. Energy, Oct. 14, during a fog. The bow of the latter struck the Ariel near the ladies' cabin, one passenger being cut by falling glass. The Energy has been laid up for repairs.

A press report states that shots were exchanged between Canadian fisheries protection officers and some U.S. fishermen, opposite Whitefish Point in Lake Superior, Oct. 8. It is alleged that the U.S. vessel has been poaching in Canadian waters; no capture was, however, made.

The lighthouse erected by the Dominion Department of Marine on Stag Island, in the St. Clair River, was put into operation Oct. 17. It is the intention of the Department to establish range lights at Sailors' Encampment, for the reopening of navigation, to replace the small beacon lights now there.

The water of the Ottawa River at the foot of the lock registered its lowest stage, Oct. 11, since the construction of the lock. The depth registered was 4 ft. 10 ins. The Ottawa Forwarding Co.'s steamboats Hebron and Scotsman had to be unloaded recently before they could be taken over the lowest sill of the lock.

The G.T.R. has purchased the car ferry Manistique, and will operate her between Grand Haven and Milwaukee. She was built at Cleveland, O., in 1903, her dimensions are: Length, 338 ft.; breadth, 56 ft.; depth, 19 ft.; tonnage, 2,933 gross, 1,775 net, and has capacity for 32 freight cars. It is stated that she will be renamed Milwaukee.

The St. Lawrence and Chicago Navigation Co.'s s.s. E. B. Osler ran aground on Gravel Island, Oct. 20, and was released after lightering about 1,000 tons of coal. Her bottom was considerably damaged, and she has been taken to the U.S. for repairs, there being, it is said, no dry dock of sufficient capacity on this side of the border.

Capt. Wm. Peace, one of the few remaining pioneers of shipping on the Great Lakes, died at Hamilton Oct. 10, aged 80. One of the vessels commanded by him was the Sweepstake, for the saving of which from the Chicago fire he was presented with a gold watch by the owners. He was a member of the local naval brigade at the time of the Fenian raid.

The body of Capt. J. H. Scott, of the Rideau Lakes Navigation Co.'s s.s. Rideau King was taken from the slip on the east side of Swift's wharf, Kingston, Oct. 5. It is presumed that in returning to the vessel on the previous evening, he was attacked by faintness. He was 69 years of age, and had been associated with marine life for over 50 years.

The Turbine Steamship Co., in its action against the owners of the Knapp roller boat for damages sustained by the s.s. Turbinia, caused by a collision with the roller boat, which broke loose from its moorings in Toronto harbor some time ago, obtained a verdict for \$250. The defence was that the roller boat was not a ship within the meaning of the Act.

The Northern Navigation Co. has awarded a contract for the construction of another vessel. Her dimensions will be: Length, 135 ft.; breadth, 25 ft.; depth of hold, 9 ft.; and she will be capable of a speed of 15 miles an hour with twin screws. She will be built at Collingwood, and it is intended to have her completed by May 15, when she will be operated between Penetanguishene, Parry Sound, and Point au Baril. The

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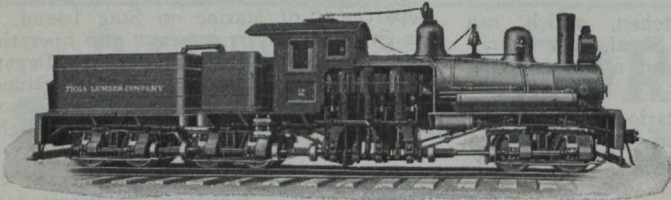
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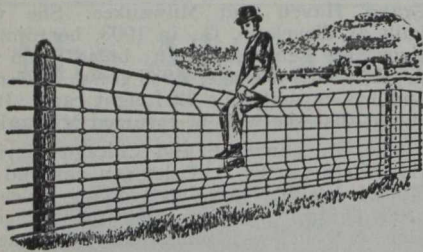
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vessel will be provided with a lunch counter, dining room and about eight staterooms.

The Dominion Public Works Department's steam dredge Sir Wilfrid, which was sunk near Port Hope about 4 years ago, and raised last fall, has been practically rebuilt at the Polson Iron Works, Toronto, and recently underwent preliminary trials there, prior to her being handed over to the Government. Her dimensions are: Length, 106.9 ft.; breadth, 36.8 ft.; depth, forward, 18.6 ft.; aft, 9.6 ft. It is understood that this dredge will be utilized on the work at the Toronto eastern gap, and that in the spring she will be sent to the Maritime Provinces.

The Northern Navigation Co. has sold its s.s. City of Toronto to Mrs. Oliver Gillespie, Cornwall, Ont. It is intended to operate the vessel between Cornwall and Montreal, under the management of Capt. O. Gillespie, in opposition to the Britannic, also recently sold by the Northern Navigation Co. to the Montreal and Cornwall Navigation Co. The City of Toronto was built at Owen Sound, Ont., in 1895, and is a paddle-wheel steamboat, with engine of 34 n.h.p. Her dimensions are: Length, 150 ft.; breadth, 24 ft.; depth, 9.2 ft.; tonnage, 782 gross, 492 register.

Manitoba, Saskatchewan, Alberta, Etc.

A press report from Winnipeg states that relatives of those who met their death in the Premier disaster at Warren's Landing on Lake Winnipeg, have entered actions against the Dominion Fish Co., the operators of the

vessel, for damages, and also that the owners of the boat have entered a claim for \$60,000.

The work on the St. Andrew's lock and dam is progressing rapidly. The temporary dam at St. Andrew's rapids has been completed. A dredge is being utilized below this dam clearing the ground for the construction of the permanent dam. A portion of the canal cut still remains to be done. A push is being made to complete as much as possible of the whole work before winter, and extra men will be put on as they can be secured.

W. Robinson, President Dominion Fish Co., on his recent return to Winnipeg after a visit to Chicago, in connection with the failure of A. Booth & Co., stated that the Booth Co. would probably be reorganized and started on a firmer basis than before, but in any case the Dominion Fish Co., which is an entirely separate organization, would continue to do business, and the only effect the failure would have would be by reflection. Later reports state that the reorganization scheme has fallen through, and that a decision has been reached to sell the Booth company's property. The Bank of Nova Scotia has entered an action against the Booth Co. for the recovery of \$10,041.67 alleged to be due on promissory notes.

B.C. and Pacific Coast Marine.

H.M.S. Algerine is undergoing repairs at Esquimalt, after a cruise in Behring Sea.

Sloan and McDonell, of Port Essington, are reported to have purchased a small river steamboat to run on the Skeena River.

The Victoria barkentine Everett G. Griggs has been chartered to carry wheat from San Francisco to Great Britain or continental ports.

The last steamship of the season carrying all classes of mail matter for Dawson and other points north of White Horse, left Vancouver Oct. 1.

The monument erected to the memory of Simon Fraser, the discoverer of the Fraser River, in Vancouver, was unveiled by the B.C. Premier Sept. 30.

The Norwegian s.s. Thordis, which ran aground off Cape Mudge during Sept., is being repaired at Esquimalt. A number of frames and plates have to be replaced.

An effort is being made to secure a steamboat service connecting with Masset. H. Edenshaw, of that town, was in Vancouver and Victoria recently negotiating with that object.

The sternwheel steamboat Strathcona has been placed in service between Vancouver and the Fraser Valley, New Westminster, Chilliwack and way landings, making two trips weekly.

Sir Thos. G. Shaughnessy announced at Victoria, Oct. 22, that beginning with Nov. the passenger rates between Victoria and Vancouver on the C.P.R. boats would be reduced 20%.

The Union Steamship Co.'s s.s. Caribou is reported to have been sold, and that she will be re-named Courchan. She was built on the Clyde, Scotland, in 1907, her dimensions being: Length, 157 ft.; breadth, 32 ft.; depth, 13 ft.

LIST OF STEAM VESSELS REGISTERED IN CANADA DURING SEPT., 1908.

Table with columns: Name, No., Where and When Built, Engines, etc., Length, B'dth., Depth, Gross tons, Reg. tons, Port of Registry, Owners. Lists various steam vessels like C. R. Lamb, City of Vernon, and Vera S. Fry.

LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA DURING SEPT., 1908.

Table with columns: Name, No., Where and When Built, Rig, Length, B'dth., Depth, Gross Tons, Reg. tons, Port of Registry, Owners. Lists sailing vessels and barges like Albert J. Lutz, Helen Glen, and Trenton.

*Formerly Affezione.

The steamboat Craigflower, a stern-wheeler, has been overhauled at Victoria, and new engines supplied, and, it is stated, will be run from Port Essington up the Skeena River, carrying supplies to G.T.P.R. construction camps.

The longshoremen at Victoria and Vancouver and other B.C. ports have decided to form a union for the advancement and protection of their interests, and will amalgamate with similar unions on the Pacific coast south of the boundary.

Announcement was made at New Westminster recently that the Dominion Public Works Department had let the contract for the construction of a dredge to be used in the cutting of a 30 ft. channel in the Fraser River, from New Westminster to the gulf.

The Virginia Dredging Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$50,000, for the purposes, among other things, of undertaking dredging leases, etc., and to construct and operate ships, vessels and other works for the company's business.

Vancouver reports revive the rumor that the G.T. Pacific Ry. is about to enter the steamship business, and say it "on good authority" that plans have been submitted by Clyde shipbuilders for the construction of two vessels to ply between Vancouver, Victoria and Prince Rupert.

Petitions have been forwarded to the Marine Department, asking for the establishment of a lighthouse and diaphone fog alarm at Sherringham Point, the alteration of the fog alarm at Race Rocks to a diaphone, and the establishment of a diaphone fog alarm at Harrison Island, near Macaulay Point.

The C.P.R. s.s. Princess Victoria, and the U.S. steam schooner Ida May, collided near Apple Tree Point during a fog, Sept. 29. The Ida May was almost cut in two, and after the collision remained fast to the Princess Victoria, to which she was lashed. The wreck was subsequently beached and the crew returned to Seattle.

The C.P.R. s.s. Princess Charlotte, recently built on the Clyde, Scotland, for the Victoria, Vancouver and Seattle route, made an average of a little over 20 knots an hour for the six hours of her speed trials. It is stated that she will sail for Vancouver early in Nov. A full description of this vessel was given in our Aug. issue.

Changes in the dry docks regulations have recently been announced at Victoria, as follows: Vessels of 430 to 450 ft., to pay \$550 for the first day instead of \$400; those of 450 to 480 ft., \$700 instead of \$400 for the first day; subsequent days to be charged at the rate of 4c. a ton for 2,000 tons, and 2c. for each additional ton. Repairs must be commenced within five days of entering, or the vessels must leave.

A Vancouver press report states that the surveys made by H.M.S. Egeria last summer, show that Brown Passage between Dundas and Stephen Islands, the most direct route to Prince Rupert, is so studded with dangerous reefs as to make safe navigation impossible, and that should the route to the northward of Upper Dundas Island, and thence southerly down Chatham Sound, be adopted, the distance between Prince Rupert and the open sea will be increased by about 70 miles.

The steamboat Port Simpson, which was damaged in passing through the Kitselas canyon, on the Skeena River, arrived at Port Essington under her own steam. The chief damage is to the wheel and steering gear, caused by the repeated striking of her stern and bow alternately on each bank, as she came down stream practically broadside on. It appears to be customary to take the swift current stern foremost,

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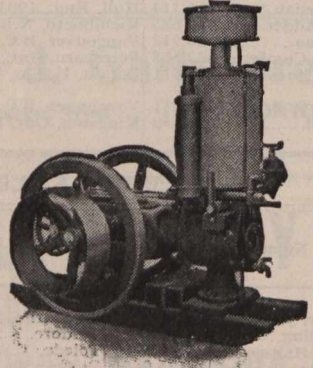
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but in this case she started bow first, and her stern was swung inshore.

Greer, Courtney & Skene, Ltd., which has recently been incorporated with offices at Vancouver, Victoria and Prince Rupert, B.C., has, as its principal stockholders, B. W. and J. H. Greer, G. L. Courtney, and J. L. Skene. B. W. Greer was until recently Assistant General Freight Agent C.P.R. at Vancouver, and G. L. Courtney was District Passenger Agent C.P.R. at Victoria. The company has the management of the Queen City Trading and Transportation Co., Ltd., owning the tugs Queen and Stetson; the Pacific Towing and Light-erage Co., Ltd., owning tug Albion, hulk Alexander and scows Gog and Magog; and the Marion Tugboat Co., Ltd., owning tug Owen. The company is agent for tugs Achates, Boyden, McCulloch, Senator, and steamboats Trader and Ophir, and for the French Steamship line Chargeurs Reunis, as well as for the German Alliance Insurance Corporation and the St. Paul Fire and Marine Insurance Co.

The Steamboat Premier Disaster.

Commander O. G. V. Spain, R.N., delivered judgment in this case at Winnipeg, Oct. 16, as follows:

In the matter of a formal investigation into the causes which led to the burning of the steamboat Premier on Aug. 6, 1908, at Warren's Landing, at the head of Lake Winnipeg, by which casualty 8 lives were lost; held at Winnipeg, before Commander O. G. V. Spain, Wreck Commissioner for Canada, and Commissioner Perry, of the Royal Northwest Mounted Police. The Court having made a most thorough and exhaustive enquiry into all the circumstances attending the above-mentioned casualty, and having carefully reviewed the whole of the evidence that it was possible to obtain from the officers and crews of the vessel herself and other vessels in the vicinity, and also having heard the evidence of passengers and interested parties, finds as follows:

The s.s. Premier is a wooden vessel, built in 1896 at Selkirk, Man., 126 ft. long, 22 ft. 9 in. beam; 8 ft. 9 in. depth of hold; 414 gross tonnage, and owned by the Dominion Fish Co., Ltd., of Winnipeg, and commanded by Capt. Stevens, who holds a certificate of competency in the minor inland waters. On her last voyage she left Selkirk on Aug. 3, bound to Warren's Landing, laden with a cargo of mixed merchandise and empty fish

boxes; the vessel was then tight, staunch, and strong, manned by a proper crew, the officers having the proper certificates and at that time she was fit in every way to perform the proposed voyage. She arrived at Warren's Landing about 7 p.m. on Aug. 5, made fast to the dock and was loaded with fish, furs, and other freight, to be transported to Selkirk, for which port it was intended she should leave at 4 o'clock the following morning. However, shortly after midnight, the ship caught fire, drifted away from the dock, stranded on a shoal in the vicinity, and was burnt to the water's edge; There were 38 people all told on board, and of these, all escaped with the exception of 8; these, in the opinion of the Court, were undoubtedly killed by burning or suffocation.

The object of the enquiry is to bring out clearly, and as far as possible, the facts of the case in regard to the burning of the vessel; this Court has no criminal jurisdiction and the taking of criminal action will be considered by the proper authorities. In regard to the origin of the fire, the evidence is most conflicting, but the Court considers that the probabilities are that it started in the fire hold, more especially as there had been an incipient fire in the same place earlier in the evening, which had been put out; there is no doubt that the fire hold was not cleaned up properly and was left in a dirty condition, with chips and bark lying round in all directions, which could very easily indeed have caught fire. The fire was not caused by the electric wiring, and although sec. 612 of part 7, of chap. 113, of the Revised Statutes of Canada, 1906, was not carried out in that a certificate in writing from a competent electrical engineer had not been procured, still, the Court considers from all the evidence that the electrical gear on board this ship for all practical purposes was safe. The fire, in the opinion of the Court, did not start in the linen room, as by the evidence it was impossible for sparks to get in through the window of this room, as it had never been open during the trip.

As to the conduct of the officers and crew, and the question of responsibility as to the cause of the fire, although Capt. Stevens and Chief Engineer Cornish held the necessary certificates, it was brought out in the evidence that Capt. Stevens had never been in charge of a passenger vessel before, and although very possibly a good seaman, he did not fully appreciate the responsibility of having numbers of passengers under his charge, he held as before mentioned, the

necessary certificate required by law, and this being the case, the Court does not attach blame to the company for placing him in the position of master. He gave his evidence in a slow but straightforward manner, and evidently did not understand the grave responsibility resting upon him as master of this vessel. From the moment he was first aroused from his cabin, he did nothing whatever; he had time, after he knew the ship was on fire, to partly dress himself, but he made no attempt to give any alarm, or to communicate with the engine room, but simply went into the wheel house and remained there till he went down to the main deck, and then proceeded to get over the bow on to the anchor chains, from which position he was rescued by a skiff. The Court frees him from any charge of cowardice, but considers that at the time of this terrible catastrophe he lost his head and was absolutely useless as master of the vessel, and therefore, considers that, for this reason, he is not a fit person to be in charge of a passenger steamer. The Court gives every credit to Mate Forrest; he kept his head, and did everything it was possible to do after the fire started, and the lives of at least four females were saved. He took the place of the captain, and endeavored to do everything that the master of the vessel should have done. In regard to the Chief Engineer, the conduct of this officer bears, in the opinion of the Court, a marked contrast to the conduct of the mate. On the first alarm of fire, this man seems to have left his cabin and proceeded to look after himself by getting on board the tug Idell, which was alongside, with the greatest promptitude, doing practically nothing to assist in saving life, and leaving the Premier when he must have known that one woman at least was in her stateroom.

The electric lighting of the vessel was under the control of the chief engineer, and during the time the dynamo was running, an engineer should have been on watch, and the chief engineer is responsible, though not holding him as responsible as the master, for the discipline of the ship; still, he was an officer of the vessel, and as such, should have assisted as far as he possibly could in looking after the passengers, and therefore the Court considers that he is not a fit person to be chief engineer of a passenger steamer. On the night in question there was only one person, a youth of 18, who could by any chance be supposed to be on duty; he was a fireman, and his instructions were to look after the engines and fires, but instead of attending to his duties he was in a cabin talking with two other men; the Court considers that if this man had been keeping a proper watch, the fire, in all probability would not have occurred, or at any rate, it would have been extinguished in the same way as the small fire was earlier in the evening, before any material damage was done. The fireman, Anderson, is guilty of misconduct, and an offence under section 358 of the act.

There were two tugs, the Frederick and Idell, in close proximity to the burning ship, and the court considers that something more than was done could have been done by these vessels, especially in the case of a man who was left to burn to death although the people on board the Idell heard him shouting from his cabin and made no effort to save him, also some time before the tug Frederick moved away, he was known to be in one of the stern cabins on the Premier and was heard shouting for help.

There was no fire drill or boat drill of any kind carried out on board the Premier, and the fact of having heavy cordwood piled up to the height of 3 ft. in front of the stairway on the main deck, is most improper, and on account of this it would no doubt have been difficult for any person coming down the

SAULT STE. MARIE CANALS TRAFFIC.

The following commerce passed through the Sault Ste. Marie canals in September:

ARTICLES.	CANADIAN CANAL	U.S. CANAL	TOTAL
Copper..... Eastbound..... Net tons	926	12,076	13,002
Grain..... "..... Bushels	1,895,418	2,770,362	4,665,780
Building stone..... "..... Net tons	282,600	412,260	694,860
Flour..... "..... Barrels	1,548,834	2,810,397	4,359,231
Iron ore..... "..... Net tons	1,982	1,982	3,964
Pig iron..... "..... ".....	4,019	63,196	67,215
Lumber..... "..... M. ft. B.M.	5,868,091	8,677,494	14,545,585
Wheat..... "..... Bushels	1,252	11,582	12,834
General merchandise..... "..... Net tons	1,969	1,879	3,848
Passengers..... "..... Number			
Coal, hard..... Westbound..... Net tons	13,545	56,208	69,753
Coal, soft..... "..... ".....	246,697	900,383	1,147,080
Flour..... "..... Barrels	100	100	200
Grain..... "..... Bushels	16,813	16,815	33,628
Manufactured iron..... "..... Net tons	4,431	63,017	67,448
Iron ore..... "..... ".....	37,533	49,627	87,160
Salt..... "..... Barrels	1,938	1,288	3,226
General merchandise..... "..... Net tons			
Passengers..... "..... Number			
Vessel passages..... Number	711	1,523	2,234
Registered tonnage..... Net	1,456,076	3,494,588	4,950,664
Freight—Eastbound..... Net tons	1,807,672	3,297,969	5,105,641
Westbound..... ".....	315,231	1,032,486	1,347,717
Total freight..... ".....	2,122,903	4,330,455	6,453,358

stairs to have escaped that way, the piling of cordwood in this position, the Court considers to be the fault of the officers of the ship, as the manager of the company had given most distinct instructions that it was not to be placed there, and these instructions had been disobeyed. There were no proper ship's articles kept on board, and the discipline, or rather the want of discipline, on board a vessel allowed to carry a large number of passengers, was most deplorable. After careful enquiry the Court is satisfied that the disaster is in no way attributable to want of sobriety by any person on board the Premier.

The work done by Constable Woods of the R.N.W.M.P. in endeavoring to assist in every possible way, when the buildings on the deck were on fire, is most commendable, more especially in having the presence of mind to carry a keg of gunpowder out of a building in close proximity to the fire and burying it in a safe place is considered by the Court to be highly creditable. The behavior of Mr. Humphrey, who was a passenger on board the ill-fated steamer, is commended upon very favorably by the Court, in that he went from the port to the starboard side of the vessel to rooms 10 and 12 through the smoke to endeavor to be of assistance to his fellow-passengers. The highly creditable conduct of the mate will be brought to the attention of the Minister of Marine, and the great presence of mind displayed by Constable Woods will be brought to his commanding officer's attention.

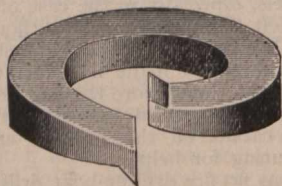
The certificates held by Capt. Stevens, master of the Premier, and Mr. Cornish, chief engineer of the vessel, are cancelled, as the Court considers that the hopeless want of discipline, and the lack of knowledge, or it may be carelessness in the way most important matters were attended to on board this vessel, is in a great measure the cause of the disaster.

At the close of the reading of the judgment, Commander Spain said that should Capt. Stevens apply for a certificate for a tug boat, his application would be favorably considered.

Vessels Removed from the Register.—The following vessels were removed from the Canadian register during Sept., for the reasons assigned: Steam—Dolphin, Yarmouth, N.S., 3 tons, stranded; Premier, Winnipeg, 282 tons, burnt. Sailing—Ada Mildred, Pictou, N.S., 99 tons, stranded; Alice Maud, St. John, N.B., 120 tons, wrecked; Clorinthe, Quebec, 22 tons, out of existence; Corinto, Parrsboro, N.S., 97 tons, wrecked; Dido, Guysboro, N.S., 59 tons, lost; Dominion, Lunenburg, N.S., 96 tons, burnt; Ecossaise, Quebec, 23 tons, out of existence; Fanny, Charlottetown, 26 tons, broken up; Hermine, 20 tons, La Sorcière, 44 tons, Marie Emma, 30 tons; Marie Joseph, 43 tons, Ste. Anne, 54 tons; Seven Brothers, 28 tons; Virginie, 49 tons, all of Quebec, out of existence; Our Hope, Charlottetown, P.E.I., 53 tons, broken up.

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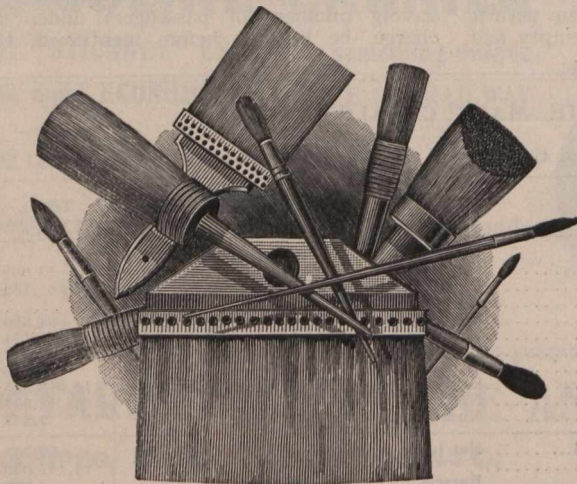
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Lake Grain Rates.

F. King, Secretary of the Dominion Marine Association, has sent the following letter to the Minister of Customs:

In view of many recent newspaper articles designed to create a public opinion that the Dominion Marine Association is involved in some sort of "combine" to maintain high rates for the carriage of grain, the result of which is to divert much of the export trade through United States ports, it is thought advisable that a brief statement of the facts should be made on the part of this Association, and I take the liberty of addressing this letter to you and of writing a similar one to the Minister of Marine, as the press has now undertaken to mention your names in connection with the proposal to break the alleged combine by admitting U.S. vessels to enter in the coasting trade of Canada. I would therefore say:

That this Association comprises in its membership practically all the vessels engaged on the inland waters of Canada, and whether carrying freight or passengers or both; and that the Association never did, and in fact could not, attempt to fix or enforce any rates for the carriage of any freight, any more than it could attempt to interfere in the cost of carriage of passengers.

Two or three years ago, and at a time when a scarcity of cargoes had led vessel owners to carry grain at an actual loss rather than take their boats out of commission, an arrangement was made by the owners of Canadian grain-carrying boats (who were naturally members of the Association named), that they would not carry at rates below certain minimums then agreed upon; the minimums varying with the seasons and general trade conditions and being fixed from time to time with a view to maintaining a rate that would give nothing more than a fair and reasonable profit. At times, shippers paid very much higher rates than the minimum, according to supply and demand, and this minimum was, I believe, always kept low enough so that it was no obstacle to grain being exported by this route.

From first to last, however, one governing principle has dominated the whole arrangement; it has always been agreed that the minimum from Lake Superior ports to Georgian Bay should be lowered or abandoned at once, so that it may never exceed the rates prevailing to Buffalo. From time to time a committee had power to take prompt action so that a Canadian rate could never exceed the corresponding rate in the United States; and at times the minimum was abandoned completely rather than incur any risk of forcing cargoes away from Canadian channels.

On June 2 last, long before the present newspaper discussion arose, the agreement was rescinded, and since that date there has been no limit or arrangement whatever regarding a minimum rate.

In any event, the rate charged by the lake vessel is only one factor in governing the route to be taken by grain on the way from the west to British or continental ports. The ocean rate is not mentioned by those who now accuse Canadian lake vessels of forcing the grain into U.S. channels. But the fact is that the excess in the ocean rate from Montreal over that from Atlantic ports, and also the additional insurance rate payable for the St. Lawrence River constitute very important factors in deciding the route for the grain. Another important feature is that any grain sent via the St. Lawrence must be exported before the close of navigation, as there is practically no outlet for grain in store east of Georgian Bay ports. It may be true that the cost of operating, the short season, and the addi-

tional risk justify this excess in the cost of export via Montreal, but it does not follow that the lake vessel is entirely at fault for any deviation of grain to the southern route.

I am further directed to say that members of the Executive Committee of this Association and members thoroughly conversant with the grain trade will be pleased to attend in Ottawa and give all the information possible, whenever I am notified that you would like to take the question up with them.

The following interview with a lake vessel owner appeared in the Toronto Globe recently: "We are being blamed for what should be laid to the charge of the ocean carriers. The rate per quarter for wheat from Montreal to Liverpool quoted to-day is 2s. 3d., or about 7c. per bushel. The rate from New York to Liverpool is 1s. 4d., or about 4c. per bushel. Is it any wonder that 5,000,000 bushels of our wheat is now being contracted for by way of Buffalo and New York?"

"Is the New York rate a paying one?"

"That is not the question at all. I suppose that any price obtained by the ocean liners may be regarded as a paying price, because the liners have to run, and would in many cases have to take in ballast if they could not get grain. The liners that go out of the St. Lawrence have more freight, relatively, and a greater variety offering, and, therefore, companies under the same management can quote prices on the St. Lawrence almost double those they accept via New York. Of course, insurance is said to be 3/4c. per bushel more by the St. Lawrence, but terminal charges are the same in each case.

"Now, contrast these figures with our lake rates. We are getting an all-water rate of 6 to 7c. from Fort William to Montreal. The combined lake and rail to New York is, 13/8c. Port Arthur to Buffalo, 5 1/2c. rail Buffalo to New York, or 6 7/8c. in all, practically the same as the all-water to Montreal. The combined lake and rail rate from Fort William to Montreal, via Georgian Bay, is 6 1/4c., of which the railway gets 5c. It, therefore, works out thus: Canadian wheat from Fort William to Liverpool, via Buffalo and New York, 10 7/8c. per bushel; Canadian wheat from Fort William to Liverpool by Georgian Bay and rail to Montreal, 13 1/4c. As there will probably be 35,000,000 bushels moved out before the end of navigation, it is absolutely necessary that the ocean rates be equalized or the business will not be done through our own channels."

The "All-Red" Route.

In connection with the proposed Great Britain-Australasian service via Canada, the Hon. R. Lemieux, Postmaster-General, said recently: A few days ago an order-in-council was passed appointing Dr. Coulter, Deputy Postmaster-General, a special delegate to discuss with the Australian Government what should be the contribution of the Australian colonies towards the establishment of the proposed service. Not to speak of the immense saving of time which will take place in the delivery of mails, it is difficult to realize the enormous strategical advantage which Great Britain and her colonies, especially Canada, would derive from the All-Red Line. A close study of the scheme forces on the mind the conviction that this new Imperial route will prove itself to be a gigantic step in the direction of bringing together the scattered portions of the Empire. Canada will become the central point of the Empire, and the carrier of all the traffic between the Australian colonies and the mother country. She, in addition, will pour the contents of her granaries into Great Britain at the minimum of expense and of loss of time. The Australian colonies

will also benefit, as the All-Red Line will bring them nearer to us in point of time. There cannot be two opinions as to the national necessity for this scheme. It is of vital importance to Great Britain and her colonies. As regards Canada, any national expenditure necessary to insure the success of this enterprise will be repaid a hundredfold, as she is bound to become the great carrier of the Empire and the granary of the world.

Among the Express Companies.

The Canadian Ex. Co.'s service is now in force on the recently opened portions of the G.T. Pacific Ry.

The Canadian Northern Ex. Co. has opened offices at Sudbury Jct., Ont.; Lena and Lorette, Man., and Aylesbury, Sask.

The American Ex. Co. has extended its service on the Duluth, Rainy Lake and Winnipeg Ry. to Fort Frances, Ont., and has opened an office there.

The Alaska Pacific Ex. Co.'s office at Prince Rupert, B.C., was wrecked recently, as the result of blasting operations during the construction of the G.T. Pacific Ry.

G. W. Waistell, heretofore cashier Dominion Ex. Co., Nelson, B.C., has been appointed agent at Rossland, B.C., and is succeeded by J. A. Lanigan, from the Calgary, Alta., office.

The Canadian Northern Ex. Co. has closed the following summer offices for the winter: Bala, Beaumaris, Hamill's Point, Morinus House, Port Cockburn, Port Sandfield, Rosseau, and Windermere, Ont.

The N.Y. State Public Service Commission had before it, Oct. 10, a complaint by residents of northern New York, alleging that they are compelled to pay exorbitant rates for packages sent short distances by the Canadian Ex. Co., operating over the G.T.R., and the American Ex. Co., operating over its connection, the Rome, Watertown and Ogdensburg division of the New York Central and Hudson River Rd. The establishment of a joint rate is asked for.

W. P. Stericker, whose appointment as Claims Agent, Canadian Ex. Co., at Montreal, was announced in our Oct. issue, was born at Whitby, Ont., June 6, 1866. He entered the Canadian Ex. Co.'s service there, Aug., 1881, since when he has been, to Sept., 1884, driver and clerk; Sept., 1884, to May, 1888, messenger; May, 1888, to Feb. 1, 1889, clerk in audit office, Montreal; Feb. 1, 1889, to Nov. 22, 1891, agent at Whitby, Ont., and also U.S. Consul for that district; Nov. 22, 1891, to Sept., 1895, agent at Oshawa, Ont., also G.T.R. outside ticket agent, G.N.W. telegraph agent, and U.S. Consular agent; Sept. 1, 1895, to Jan. 15, 1902, agent Oshawa Ry., Oshawa, Ont.; Jan. 15 to Dec. 31, 1902, assistant depot agent, Canadian, American and National Ex. Cos., Montreal; Jan. 1, 1903, to May 25, 1908, depot agent same companies, Montreal; May 25 to Oct. 1, 1908, assisting in general offices, Montreal.

Canadian Express Building, Montreal.

This building was illustrated in our March issue, and briefly described in our June number. Following is a more complete description:

It has a frontage on three streets, St. Paul, Place d'Youville and McGill, with the principal façade on McGill St., on which street it has a frontage of 113 ft., with a depth of about 80 ft. on the other two streets. It is 10 stories high above the basement and is of skeleton steel construction, faced on the three fronts with grey canyon Ohio sandstone, and with concrete floors and roof, making a thoroughly fireproof building. The style of architecture is modified French renaissance.

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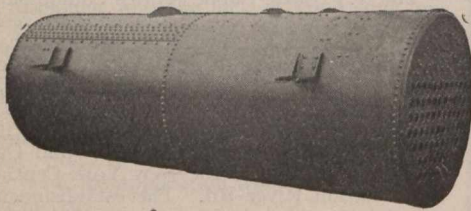
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WINNIPEG—251 Notre Dame Avenue.
NELSON—Josephine Street.

TORONTO—810 Traders Bank Building.
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Subscriptions are based on the service furnished, and are available only by reputable wholesale, jobbing and manufacturing concerns, and by responsible and worthy financial, fiduciary and business corporations. Specific terms may be obtained by addressing the Company at any of its offices.

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Montreal, Que.	Ottawa, Ont.	Quebec, Que.
St. John, N.B.	Toronto, Ont.	Vancouver, B.C.
Calgary, Alta.		Winnipeg, Man.

THOS. C. IRVING,

Gen. Man. Western Canada, Toronto.

WILLIAM ABBOTT

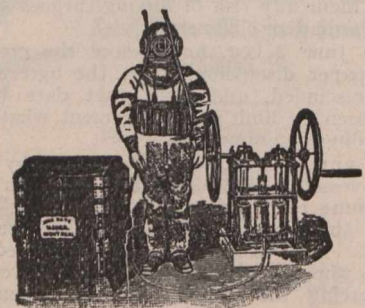
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The first two floors and part of the third and the basement are occupied by the Canadian Express Co., the money order and shipping departments being on the ground floor, each department having a separate entrance from McGill St. The main entrance, which also gives an additional entrance to the money and shipping departments, as well as to the offices in the upper floors, is in the centre of the McGill St. front. Immediately opposite the main entrance are two high-speed hydraulic passenger elevators and a staircase leading to the several floors.

The entrance hall is finished from floor to ceiling in marble, the lower 10 feet being in a strongly veined Skyros marble, the upper four feet is Sienna inlaid with light colored Skyros. The floor is tiled in light grey Phillipsburg marble. The ceiling of this hall is richly decorated in plaster work and finished old silver. The stairs throughout have marble treads supported upon iron carriages and the sides of the stairs from the first to the second floor are finished with a dado of Skyros marble and the walls of the staircases in all the other floors with a dado of blue Vermont marble. The elevator, halls and corridors in the second and third floors also have dados of blue Vermont marble and floors of terrazzo with marble borders. The doors and finish throughout the building are of quartered white oak.

In rear of the Express Co.'s money order and shipping departments a driveway is carried from St. Paul St. to Place d'Youville, from which all express goods are received and delivered. The heating is by low pressure steam which is supplied from the G.T.R. office building on the opposite side of McGill St., the pipes being carried across below the street in a concrete tunnel. The light for the inside rooms of the building is obtained from a large light well, which is faced with enamelled white bricks, and in this well is placed a fire escape, access to which is had from the north and south half of the building on each floor. The toilet rooms are situated in rear of the elevators and open off the landings of the stairs between each floor. The fittings for the Express Co. on the ground floor are of very simple character, the fronts of the several

counters and walls being lined with strongly marked Phillipsburg marble; marble from the same quarries has been used in all the lavatories. Hutchison & Wood, Montreal, were the architects.

The 4th, 5th, 6th, and part of the 7th floors are being rented to tenants, a number of the offices having already been taken. On the 7th floor are several G.T.R. officials and their staffs, including the Customs Agent, Auditor of Passenger Accounts and Freight Claims Agent. The 8th floor is entirely devoted to the Auditor of Passenger Accounts Department. On the 9th floor are the G.T.R. Pension, Medical, General Purchasing, and Telegraph Departments, the Canada Atlantic Transit Co., and Ontario Car Ferry Co., and the telephone exchange. The 10th floor is reserved for the G.T.P. Telegraph Co.

Telegraph and Cable Matters.

C.N.R. telegraph offices have been opened at Lavelle, Ont.; Lena, Myrtle and Vassar, Man.; and Borden and Russell, Sask.

T. Fitzgerald, local manager, C.P.R. telegraph department, Calgary, Alta., was married recently to Miss M. Wetmore, Lancaster Heights.

R. Coombes, local manager, C.P.R. telegraph department, Nelson, B.C., and formerly Western Union Telegraph Co.'s operator at Halifax, N.S., was accidentally drowned at Nelson, B.C., recently.

The G.T. Pacific Telegraph Co. is operating a commercial telegraph service, serving the new towns which have sprung up on the route of the G.T.P.R. between Winnipeg, Man., and the present terminus at Wainwright, Sask.

The C.N.R. telegraph service has been placed in operation between Winnipeg and Regina. Test messages were dispatched Oct. 10 and the wires opened for business Oct. 12. Scott Griffin, Manager C.N. Telegraph Co., on his return to Toronto from his western tour, stated that further extensions would be made as soon as wires could be strung.

C.P.R. telegraph offices have been opened at Val Morin, Que.; Embro Village, Utopia, and Walkerton, Ont.; Kelloe, Schwitzer Jct.,

Stockton and Treesbank, Man.; Boharm, Brownlee, Eyebrow, Lajard, Osage, Tugaske, Tuxford and Waldeck, Sask. The offices at Cheltenham, Embro Station, Pelton and Thamesville, Ont., and Balmoral, Man., have been closed.


G. Marconi announced recently that the plant at Glace Bay, N.S., and Clifden, Ireland, was being duplicated, so that there would be no interruption of service in the event of a breakdown. It is anticipated that the work will be completed by the end of the year. He also stated that when the Atlantic stations are fully equipped, attention would be directed to the Pacific service.

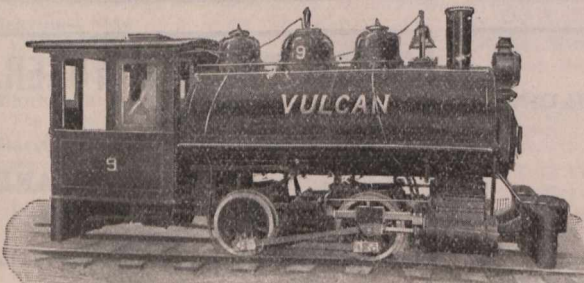
The Great Northwestern Telegraph Co.'s annual meeting of shareholders was held in Toronto Sept. 30. Following are the officers and directors for the current year: President, H. P. Dwight, Toronto; Vice-President, A. Brown, Hamilton; Vice-President and General Manager, I. McMichael, Toronto; Directors, H. N. Baird, J. Hedley, Hon. J. K. Kerr, W. C. Mathews, Toronto; R. C. Clowry, J. B. Van Every, New York; Secretary-Treasurer, G. D. Perry; Auditor, A. C. McConnell.

The Dominion Department of Marine is about to erect four additional wireless telegraph stations on the Pacific coast. Col. Anderson, Chief Engineer of the Marine Department, has recently visited the coast, with a view to the selection of sites for that purpose. It is announced that one of the stations will be erected at Prince Rupert, one between Prince Rupert and Vancouver, and two on Queen Charlotte Islands. It has been announced that these extensions will not be undertaken this year.

Sir Samuel Canning, who died in England, Sept. 24, aged 85, was in early life engaged on the engineering staff of the Great Western Ry. there, and subsequently engaged in the construction of cable lines. In 1856 he was connected with the laying of the cable between Cape Breton and Newfoundland, and in 1857 was one of the chief assistant engineers in charge of the laying of the Atlantic cable. In 1865 he became connected with the Telegraph Construction and Maintenance Co., remaining with it for a number of years.

Following are the officers of the Old Time Telegraphers' and Historical Association,

<p>E. B. LEIGH, Pres. & Gen. Mgr.</p> <p>GENERAL OFFICES : 46th, ROBEY AND LINCOLN STS.</p> <p>General Sales Office, Fisher Building, CHICAGO, - - ILLINOIS</p>	<p>CHICAGO RAILWAY EQUIPMENT CO.</p> <p>Manufacturers of</p>  <p>FOR ALL CLASSES OF PASSENGER AND FREIGHT CARS AND LOCOMOTIVE TENDERS.</p> <p>DIAMOND, CRECO, KEWANEE and all types of solid brake beams More than 5,000,000 now in use MONITOR BOLSTERS AND "CRECO" ROLLER SIDE BEARINGS "CRECO SLACK ADJUSTERS"</p>	<p>CANADIAN OFFICE :</p> <p>22 St. John Street MONTREAL, - QUEBEC</p> <p>I. A. YOUNG, AGENT</p>
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JAMES PLAYFAIR, Pres. & Gen'l Mgr. **D. L. WHITE, Vice-President.** **J. W. BENSON, Sec'y-Treas.**

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First-Class Tugs for Wrecking, Raft Towing, etc. Steam Pumps, Divers, Jacks, Hawsers and Lighters

elected at the recent annual reunion at Niagara Falls, N.Y.: President, E. B. Saylor, Superintendent Western Union Telegraph Co., Pittsburg, Pa.; Vice-President, C. E. Bagley, Superintendent Postal Telegraph Cable Co., Pittsburg, Pa.; Second Vice-President, W. J. Camp, Electrical Engineer, C.P.R.

Telegraphs, Montreal; Secretary-Treasurer, F. J. Scherrer, Secretary to the President, Western Union Telegraph Co. Among those from Canada at the meetings were: I. McMichael, Vice-President and General Manager Great Northwestern Telegraph Co., Toronto, and wife; W. J. Camp, Electrical Engineer,

SPECIAL TO RAILWAY CONTRACTORS



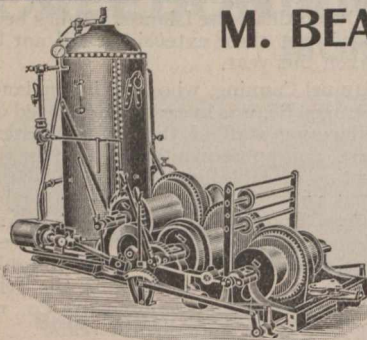
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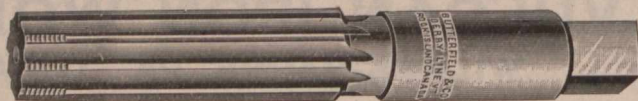
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Electric Light Line Wire, Incandescent and Flexible Cords,

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Cables for Aerial and Underground Use.

REAMERS ALL KINDS OF REAMERS FOR RAILROAD SHOPS AND BRIDGE BUILDING



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HAND, MACHINE AND TAPPER TAPS, STAY BOLT TAPS, BOILER AND PATCH BOLT TAPS. QUALITY UNSURPASSED.

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James Hutton & Co., Montreal.

C.P.R. Telegraphs, Montreal, and wife; L. B. McFarlane and wife, Montreal; L. H. Humes and wife, Montreal; and P. W. Snider, Superintendent C.P.R. Telegraphs, and wife, St. John, N.B.

Hon. R. Lemieux, Postmaster-General, in a recent speech, in referring to the Pacific cable, said, after the laying of the Pacific cable, its effect on the rates for messages between Great Britain, and between the U.S., and Australia, were at once manifest. The rate between Great Britain and Australia was reduced from 4s. 9d. a word to 3s. a word, and from something like 6s. a word between the U.S. and Australia to about 2s. 6d. a word. But Canada, though the chief promoter of the scheme and a five-eighteenth contributor to its maintenance, has had nothing from it but the satisfaction of promoting Imperial interests. It is true that the Canadian rate to Australia was reduced to 2s. a word, but the business remains insignificant, and the rate between Canada and Great Britain was not affected by the Pacific cable. Speaking for myself, and myself only, I believe that the time has come when cheaper rates should be possible between Great Britain and Canada. I am an advocate of a ten-words cablegram for a shilling, and with the tremendously large amount of business which exists between Canada and Great Britain, such a reduction should soon be made possible.

Pacific Cable Board.

The report for the year ended Mar. 31 shows total receipts of £172,522 12s. 4d., and a deficiency of £62,362, 10s. 0d., which is recoverable as follows: From Great Britain, £17,322 18s. 4d.; Canada, £17,322, 18s. 4d.; Australia, £20,787 10s. 0d.; New Zealand, £6,929 3s. 4d. Compared with the previous year there was a decrease of £2,852 15s. 2d. in gross receipts, and an increase of £4,082 13s. 0d. in expenditure; of this, £2,027 16s. 0d. being due to insurance on the cable ship, a portion of which may eventually be recovered. Expenditure on maintenance and operation, including £32,000 carried to renewal account, and £1,511 3s. 8d. contributed to the provident fund, amounted to £94,977 14s. 4d., or £15,182 8s. 0d. less than the net revenue earned. The total contributions to the renewal fund, including interest, now amount to £198,836 12s. 11d., of which sum £12,500 is represented by spare cable. The estimated deficit for the current year is placed at £69,566.

The land lines in Australia and New Zealand have been well maintained by the governments concerned. The Atlantic companies have afforded uninterrupted cable communication throughout the year, and a rapid and efficient service. In Canada the C.P.R. lines in Vancouver Island and elsewhere suffered

considerable interruption, first from bush fires and unusual electrical disturbances in July, Aug. and Sept., and later from severe storms in Nov. and Dec. In the latter month, a gale occurred in Vancouver Island which is said to have been the worst on record in that region, and caused an interruption of over 70 hrs., all the wires having been thrown down. In Aug., moreover, the traffic, more especially that to the States, was considerably disorganized by reason of the strike of telegraph operators in Chicago, and the sympathy it excited among those employed by the C.P.R.

The health of the staff has been satisfactory throughout the year, and the service rendered by them has continued to be maintained on the high level of efficiency and zeal which has characterized it in previous years. Throughout the year the cable has worked without interruption, and no repairs have been called for. The buildings, electrical apparatus, and plant, at all stations, have been maintained in good order. No damage has occurred to the repairing vessel Iris, and the discipline and efficiency of the ship's company have continued to be thoroughly satisfactory. The wharf and shed, which the New Zealand Government undertook to provide for her use at Auckland were completed in Jan. last, and permanent moorings for the vessel are being supplied.

The Purchasing Agents' Guide

To the Manufacturers of & Dealers in Steam & Electric Railway, Marine, Grain Elevator, Express, Telegraph, Telephone and Contractors' Supplies, &c.

Accident Insurance

Canadian Ry. Accident Ins. Co.Ottawa, Ont.

Aerated Waters

E. L. DrewryWinnipeg.

Air Brakes and Fittings

Canada Foundry Co.Toronto.
Canadian Westinghouse Co.Hamilton, Ont.

Ales

E. L. DrewryWinnipeg.

Alloys

Goldschmidt Thermit Co.Toronto.

Angle Bars

Hamilton Steel & Iron Co.Hamilton, Ont.

Anti Rail Creepers

Belle City Malleable Iron Co.Racine, Wis.

Automobiles

Polson Iron Works, Ltd.Toronto.

Axes

James Smart Mfg. Co.Brockville, Ont.

Axe Steel

Montreal Steel Works.Montreal.

Axles

James Hutton & Co.Montreal.
Jas. W. Pyke & Co.Montreal.
Rhodes, Curry & Co.Amherst, N.S.

Badges

R. Woodman Mfg. & Supply Co.Boston, Mass.

Baggage Checks

R. Woodman Mfg. & Supply Co.Boston, Mass.

Beacons

International Marine Signal Co.Ottawa.

Bearings, Side

Cardwell Mfg. Co.Chicago, Ill.
Chicago Railway Equipment Co.Chicago, Ill.
Dominion Car and Foundry Co.Montreal.

Blankets and Bedding

The Hudson's Bay Co.

Blasting Powder

Standard Explosives Limited.Montreal.

Boilers

Babcock & Wilcox (Ltd.)Montreal.
Canada Foundry Co.Toronto.
Jno. McDougall, Caledonian Iron Works Co. Montreal
Polson Iron Works.Toronto.
Robb Engineering Co., Ltd.Amherst, N.S.

Boilers, Portable

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Falls Hollow Staybolt Co. .Cuyahoga Falls, Ohio.

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Boilers, Water Tube

Babcock & Wilcox (Ltd.)Montreal.
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Boilers, Tubes

Jas. W. Pyke & Co.Montreal.

Bolsters

Dominion Car and Foundry Co.Montreal.

Bolts, Bridge

Toronto Bolt and Forging Co.Toronto.

Bolts, Carriage and Machine

Toronto Bolt and Forging Co.Toronto.

Bolts, Track

Toronto Bolt and Forging Co.Toronto.

Box Car Loaders

Mussens Limited.Montreal.

Brake Beams

Chicago Railway Equipment Co.Chicago, Ill.
Dominion Car and Foundry Co.Montreal.

Brake Shoes

American Brake Shoe & F'dry Co. Mahwah, N.J.
Canadian Iron and Foundry Co.Montreal.
N. J. Holden Co., Ltd.Montreal.
Railway Materials Co.New York City.

Brass and Copper Cloth

The B. Greening Co.Hamilton, Ont.

Bridge Numbers

Acton Burrows Limited.Toronto.

Bridges

Canada Foundry Co.Toronto.
Canadian Bridge Co.Walkerville, Ont.
Dominion Bridge Co.Montreal.

Buckets, Coal, Ore and Concrete

Canadian Fairbanks Co., Ltd.Montreal.

Bumping Posts

McCord & Co.Chicago, Ill.

Buoy Lighting

Safety Car Heating and Lighting Co.New York.

Buoys

International Marine Signal Co.Ottawa.

Cables, Electric and Feeder

E. F. Phillips Electrical Works, Ltd.Montreal.
The Wire and Cable Co.Montreal.

Caps

W. H. CoddingtonHamilton, Ont.

Car Castings

American Brake Shoe & F'dry Co. Mahwah, N.J.
Canadian Iron and Foundry Co.Montreal.

Car Cleaner

Modoc Soap Co.Philadelphia, Pa.

Car Closets

Duner Co.Chicago, Ill.

Car Curtains and Fixtures

N. J. Holden Co., Ltd.Montreal.

Car Heating

Wm. C. Baker Heating & Supply Co. .New York.
Canadian Gold Car Heating & Light'g Co. Montreal.
Safety Car Heating and Lighting Co. .New York.

Car Lighting

Canadian Cold Car Heating & Light'g Co. Montreal.
Safety Car Heating and Lighting Co. .New York.

Car Movers

Canadian Fairbanks Co., Ltd.Montreal.
F. H. Hopkins & Co.Montreal.
Mussens Limited.Montreal.
R. Woodman Mfg. & Supply Co. . .Boston, Mass.

Car Replacers

Alexander Car Replacer Mfg. Co. . . .Scranton, Pa.
N. J. Holden Co., Ltd.Montreal.
F. H. Hopkins & Co.Montreal.

Car Seals

R. Woodman Mfg. & Supply Co.Boston, Mass.

Car Wash Brushes

Wolfe Brush Co.Pittsburg, Pa.

Cars

American Car and Equipment Co.Chicago, Ill.
Canada Car Co. (Ltd.)Montreal.
Canadian Fairbanks Co. Ltd.Montreal.
Crossen Car Mfg. Co.Cobourg, Ont.
Dominion Car and Foundry Co.Montreal.
Hart-Otis Car Co. (Ltd.)Montreal.
Hotchkiss, Blue & Co.Chicago, Ill.
Ottawa Car Co., Ltd.Ottawa.
Preston Car and Coach Co., Ltd. . . .Preston, Ont.
Rhodes, Curry & Co.Amherst, N.S.

Car Windows

O. M. EdwardsSyracuse, N.Y.

Castings

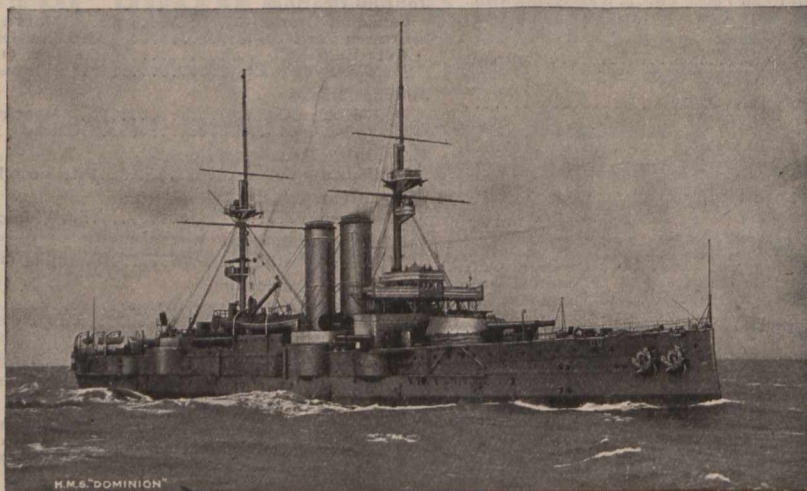
Crossen Car Mfg. Co.Cobourg, Ont.
Standard Steel Works Co.Philadelphia, Pa.

Castings, Brass

Canadian Bronze Co.Montreal.
Canadian Iron and Foundry Co.Montreal.
Kerr Engine Co.Walkerville, Ont.

- Castings, Iron**
Canada Car Co., Ltd. Montreal.
Canadian Iron and Foundry Co. Montreal.
Kerr Engine Co. Walkerville, Ont.
- Castings, Iron and Steel**
American Brake Shoe & F'dry Co.—Mahwah, N.J.
- Castings, Malleable**
Taylor & Arnold. Montreal.
- Castings, Steel**
Canadian Iron and Foundry Co. Montreal.
Montreal Steel Works. Montreal.
Rhodes, Curry & Co. Amherst N.S.
- Cast-Steel Hammers**
American Brake Shoe & F'dry Co. . Mahwah, N.J.
- Cast Steel Track Tools**
American Brake Shoe & F'dry Co. . Mahwah, N.J.
- Cast Steel Wrenches**
American Brake Shoe & F'dry Co. . Mahwah, N.J.
- Cement Machinery**
Jas. W. Pyke & Co. Montreal.
- Chains**
B. J. Coghlin & Co. Montreal.
- Charcoal Iron Staybolt Bars**
Falls Hollow Staybolt Co. . Cuyahoga Falls, Ohio.
- Clevis Nuts**
Cleveland City Forge & Iron Co. . . Cleveland, O.
- Coal Haulage Ropes**
The B. Greening Co. Hamilton, Ont.
- Compressors, Air**
Canadian Rand Co. Montreal.
- Concrete Mixers and Rock Crushers**
Canadian Fairbanks Co., Ltd. Montreal.
F. H. Hopkins & Co. Montreal.
Mussens Limited. Montreal.
Toronto Pressed Steel Co. Toronto.
- Contractors' Machinery and Plant**
American Car and Equipment Co. . . Chicago, Ill.
American Hoist and Derrick Co. . . St. Paul, Minn.
M. Beatty & Sons. Welland, Ont.
Canadian Fairbanks Co., Ltd. . . . Montreal.
F. H. Hopkins & Co. Montreal.
Mussens Limited. Montreal.
Toronto Pressed Steel Co. Toronto.
- Contractors' Supplies**
F. H. Hopkins & Co. Montreal.
Rice Lewis & Son. Toronto.
Toronto Pressed Steel Co. Toronto.
- Conveyors, Coal and Ash**
Babcock & Wilcox (Ltd.) Montreal.
- Copying Presses**
James Smart Mfg. Co. Brockville, Ont.
- Corrugated Furnaces**
Continental Iron Works. Brooklyn, N.Y.
- Counter Dusters**
Wolfe Brush Co. Pittsburg, Pa.
- Couplers, Car and Locomotive**
Acme Railway Equipment Co. . Philadelphia, Pa.
Dominion Car and Foundry Co. . . Montreal.
Latrobe Steel & Coupler Co. . . Philadelphia, Pa.
McConway & Torley Co. Pittsburg, Pa.
National Malleable Castings Co. . Cleveland, Ohio.
Taylor & Arnold. Montreal.
Washburn Steel Castings & Coupler Co. Minneapolis, Minn.
- Cranes**
Canadian Fairbanks Co., Ltd. Montreal.
- Cranes, Electric**
Babcock & Wilcox. Montreal.
Canada Foundry Co. Toronto.
Dominion Bridge Co. Montreal.
Mussens Limited. Montreal.
- Cranes, Locomotive**
American Hoist and Derrick Co. . . St. Paul, Minn.
- Cross Arms, Top Pins and Side Blocks**
Canadian General Electric Co. Toronto.
- Cross Arm Braces**
Canadian General Electric Co. Toronto.
Toronto Bolt and Forging Co. Toronto.
- Crossing Gates**
The N. L. Piper Railway Supply Co. . . Toronto.
- Crowbars**
B. J. Coghlin & Co. Montreal.
Toronto Bolt and Forging Co. Toronto.
- Culvert Pipe (Cast Iron)**
Gartshore-Thompson Pipe & F'dry Co. . Hamilton.
- Cuts**
Acton Burrows Limited. Toronto.
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Hayes Track Appliance Co. Geneva, N.Y.
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Mussens Limited. Montreal.
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Butterfield & Co. Rock Island Que.
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John Date. Montreal.
Mussens Limited. Montreal.
- Doors (Ex-Platform Trap)**
O. M. Edwards. Syracuse, N.Y.
- Door Signs**
Acton Burrows Limited. Toronto.
- Draft Gear**
Cardwell Mfg. Co. Chicago, Ill.
Farlow Draft Gear Co. Baltimore, Md.
McCord & Co. Chicago, Ill.
Standard Coupler Co. New York City.
- Drawing Materials**
James Foster. Toronto.
- Dredges**
M. Beatty & Sons. Welland, Ont.
- Drills**
W. Abbott. Montreal.
- Drills, Air**
Canadian Rand Co. Montreal.
- Dry Goods**
The Hudson's Bay Co.
- Dump Cars (Contractors')**
Canadian Fairbanks Co., Ltd. Montreal.
F. H. Hopkins & Co. Montreal.
Toronto Pressed Steel Co. Toronto.
- Dynamo and Electric Castings**
American Brake Shoe & F'dry Co. . Mahwah, N.J.
- Economizers**
Babcock & Wilcox (Ltd.) Montreal.
- Electric Car Route Signs**
Acton Burrows Limited. Toronto.
- Electric Ry. Brake Shoes**
American Brake Shoe & F'dry Co. . Mahwah, N.J.
- Electrical Fuses**
Standard Explosives Limited. Montreal.
- Enameled Iron Signs**
Acton Burrows Limited. Toronto.
- Engines, Automatic**
Robb Engineering Co., Limited. . . Amherst, N.S.
- Engines, Corliss**
Robb Engineering Co., Limited. . . Amherst, N.S.
- Engines, Gasoline**
Canadian Fairbanks Co. Montreal.
Ontario Wind Engine and Pump Co. . . Toronto.
- Engines, Hoisting**
American Hoist and Derrick Co. . . St. Paul, Minn.
M. Beatty & Sons. Welland, Ont.
Canadian Fairbanks Co., Ltd. . . . Montreal.
- Engines, Stationary and Marine**
Polson Iron Works. Toronto.
Robb Engineering Co., Limited. . . Amherst, N.S.
- Explosives**
Standard Explosives Limited. Montreal.
- Express Office Signs**
Acton Burrows Limited. Toronto.
- Feedwater Heaters**
Robb Engineering Co., Limited. . . Amherst, N.S.
- Fencing**
Canada Foundry Co. Toronto.
McGregor Banwell Fence Co. . . Walkerville, Ont.
Owen Sound Wire Fence Co. . Owen Sound, Ont.
- Fire Brick**
Mussens Limited. Montreal.
- Flags**
The Hudson's Bay Co.
- Flour**
The Hudson's Bay Co.
- Fog Signals**
International Marine Signal Co. Ottawa.
- Forgings**
Canada Car Co., Limited. Montreal.
Cleveland City Forge & Iron Co. . . Cleveland, O.
Crossen Car Mfg. Co. Cobourg, Ont.
Hamilton Steel & Iron Co., Ltd. . Hamilton, Ont.
Standard Steel Works Co. . . Philadelphia, Pa.
- Foundry Appliances**
Goldschmidt Thermit Co. Toronto.
- Fuse Batteries**
Standard Explosives Limited. Montreal.
- Fuse Detonators**
Standard Explosives Limited. Montreal.
- Gaskets**
McCord & Co. Chicago, Ill.
- Gas Pipe (Cast Iron)**
Gartshore-Thompson Pipe & F'dry Co. . Hamilton.
- Gates**
Canada Foundry Co. Toronto.
McGregor Banwell Fence Co. . . Walkerville, Ont.
Owen Sound Wire Fence Co. . Owen Sound, Ont.
- Glue Brushes**
Wolfe Brush Co. Pittsburg, Pa.
- Grain Elevators**
John S. Metcalfe Co. Chicago, Ill.
- Groceries**
The Hudson's Bay Company.
- Hammers**
James Smart Mfg. Co. Brockville, Ont.
- Handcars**
Canadian Fairbanks Co., Ltd. Montreal.
Crossen Car Mfg. Co. Cobourg, Ont.
F. H. Hopkins & Co. Montreal.
Mussens Limited. Montreal.
Rice Lewis & Son. Toronto.
Toronto Pressed Steel C. Toronto.
- Hardware**
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Pyle National Electric Headlight Co. . Chicago, Ill.
- Headlinings**
Crossen Car Mfg. Co. Cobourg, Ont.
- Hoisting Machinery**
American Hoist and Derrick Co. . . St. Paul, Minn.
Brown Hoisting Machinery Co. . Cleveland, Ohio.
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- Hoists, Electric**
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F. H. Hopkins & Co. Montreal.
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- Locomotive Cranes**
American Hoist and Derrick Co. . . St. Paul, Minn.
- Locomotive Driver Brake Shoe**
American Brake & Shoe F'dry Co. . Mahwah, N.J.
Canadian Iron and Foundry Co. . . Montreal.
- Locomotive Gauges**
Taylor & Arnold. Montreal.
- Locomotive Lagging and Covering**
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