

THE Railway and Marine World

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The Railway and Shipping World, Established 1890

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Telephone and Contractors' interests

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See page 905.

Efficient Freight Service.

By Alfred Price, General Superintendent,
Western Division, C.P.R.

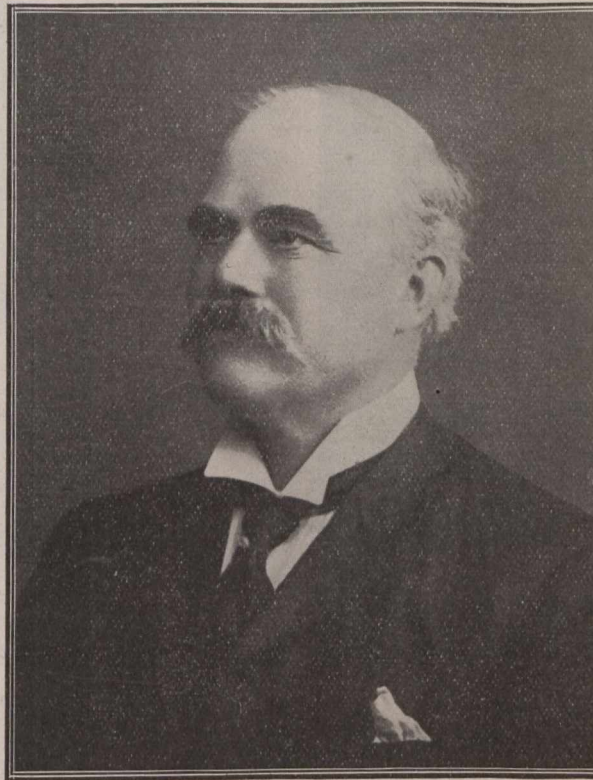
In the securing of freight, competition in rates has ceased to be a factor, but in order that a transportation company may obtain and hold its fair share of the traffic available, it must be in a position to successfully compete with its rivals in the matter of time. Time is the all important element. In recognition of this fact, circuitous routes are being altered and short-cut diversions constructed; stronger and speedier locomotives and heavier and larger capacity cars are being built, the tracks and bridges are being strengthened, block signal systems installed, and extensions and improvements made in connection with terminal facilities.

What is needed to improve the average time of freight is not so much a higher speed of trains as the elimination of unnecessary delays at terminal and divisional stations. Fast freight trains should be run on schedules, which can be made under normal conditions. Some sacrifice of tonnage will be found to be necessary, but a continuous moderate speed movement is much more desirable than fast time between stops, and numerous delays at stations, including unnecessary dead time at terminals.

Terminal yards should be constructed with a view to passing cars through them in the least possible time. They should be sufficiently large to provide adequate accommodation for the maximum traffic handled during any period of the year. The larger terminals, where trains have to be broken up in order that the cars may be classified according to their destinations, should have separate receiving, classification and departure yards, and the switching should be done by passing the cars over a hump or by poling them. In designing a yard consideration should be given to the location of the engine house, stores, coaling plant, sand tower, ash pit, water tank, ice house, track scales and yard office. There should be ample track accommodation near the engine house for incoming and outgoing engines; tracks separate from the switching leads should, if possible, be provided for engines travelling between the yards and the engine house; repair tracks should be located convenient to the classification yard, and the departure yard should be air-piped for the testing of the brakes, so as to avoid the delay which takes place when the road engine has to do it.

Cars containing long distance freight should, as far as practicable, be kept separate from purely local loads. It is

well to assemble all cars going into certain territories at a point where two or more lines converge—each territory to be restricted to the area to which an average of a train load per day moves—least, beyond the initial divisional station of the section to which they are consigned, and any cars of fast or long distance freight originating at intermediate stations, should be worked to the first divisional point, and there attached to the outgoing caboose of the fast train prior to the train's arrival. When, in order



J. CHRISTOPHER

Master Mechanic Toronto, Hamilton and Buffalo Ry.

table schedules the greatest distance possible without re-classifying them. No cars for stations between divisional points should be handled on these trains, and run such cars in solid trains on time to provide sufficient tonnage, it is necessary to attach local cars to a fast freight train, they should be placed next to the locomotive, and the through cars kept en bloc immediately ahead of the caboose. This will facilitate switching at terminals, and when reducing is necessary, local, instead of through cars will be dropped off.

The importance of the prompt and careful handling of less than car load freight is sometimes not fully recognized.

There are but few cars of l.c.l. freight that do not contain some consignment which is urgently wanted at its destination. Each car should therefore be considered as a fast freight load and treated accordingly. It should also be remembered that those cars contain freight for a great number of consignees, and should a delay take place many persons would be inconvenienced and feel annoyed, whereas, in most cases of car load freight only one consignee being interested only one would have cause for complaint.

Where there is sufficient l.c.l. business to warrant the building of separate sheds for incoming and outgoing freight, the latter should be not more than from 35 to 40 ft. wide. All the outbound shipments should be trucked direct from the drays to the cars through the shed, as the shorter the distance to be trucked the faster can it be done. Storage room in this shed is unnecessary, as no outgoing freight should be held on hand over night, but all should be shipped out on the day on which it is delivered at the shed. The freight should be stowed in cars in the order in which the consignments for the various destinations will be unloaded, and the shed plan should be so arranged as to provide for all freight for an intermediate station loaded during the day to go forward in one car. The stower should know from which side of the car the freight will be unloaded at its destination, and be governed accordingly. In order to ensure consignments being loaded in the right cars, one of the up-to-date systems in vogue for checking the work of the men should be adopted. Under these systems the freight checker, who is an experienced man, can be held solely responsible for the correct loading of cars, even when working with new and inexperienced truckers, and when any freight is loaded into the wrong car the mistake is discoverable before the car leaves the shed, and the checker responsible can be identified.

At certain terminals, preferably where lines converge or diverge, a transfer platform with tracks on either side should be provided, and freight arriving from the various lines grouped and classified according to destination and character. All shipments for the different stations and sections should be consolidated and loaded into separate cars so as to reduce to the minimum the number of cars to be handled by train crews over the way-freighting sections. When loaded the cars should be attached to fast trains and handled on such to the initial terminal of the section to which the freight is consigned.

On sections where there is sufficient freight to warrant it, way-freight trains

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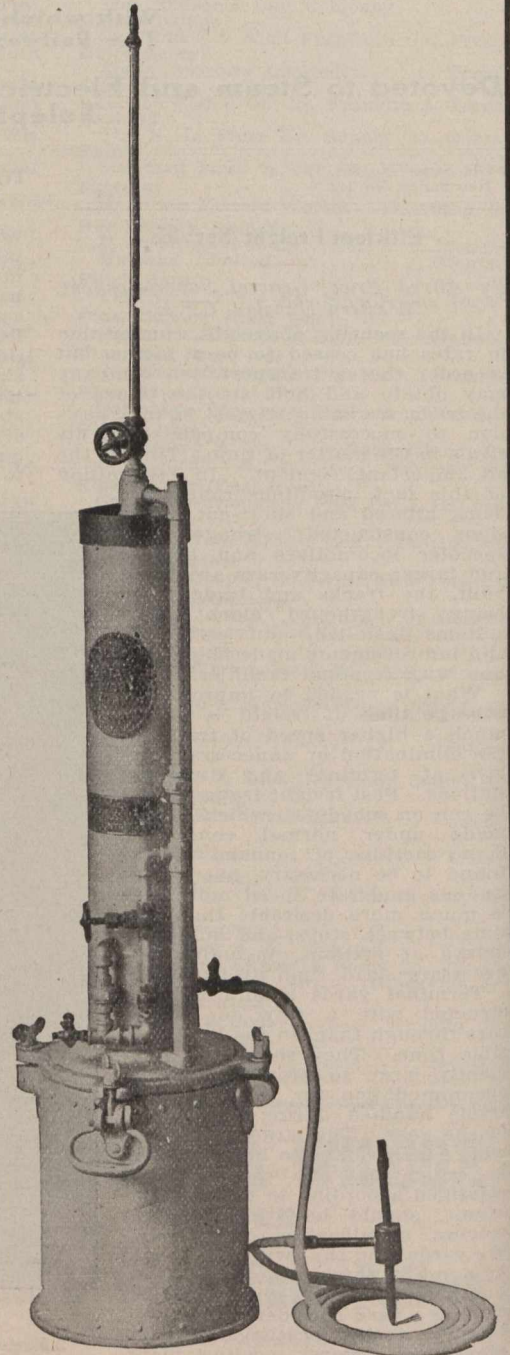


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should be run six days per week in both directions, and the best practice is to assign crews with small engines to the service, running them on ratings sufficiently reduced to ensure, if possible, getting them over the sections in daylight.

Conductors of all freight trains should at the end of their trip be required to furnish the yard office with a list of all cars they take into the terminal, showing contents, destination, etc., so as to save delay on the part of the yard staff in beginning switching operations.

The prompt placing of cars at destination is important. The consignee should be promptly advised of the arrival of his goods, and when it is in order to make delivery, the car should be listed to the yard staff and the freight agent should then be held responsible to see that there is no unnecessary delay in having the car placed.

A common cause for the slow movement of freight at certain seasons of the year, is shortage of locomotive power. There is very little doubt that during recent years, when there was such an outcry throughout Canada and the United States because of a shortage of cars, the real difficulty in many cases was not that the railway companies did not have the cars, but rather that they did not have the power with which to move them. The building of additional cars, therefore, was not a remedy, but where the increases in such equipment were made the serious condition was intensified rather than relieved. It is not at all times possible to preserve an even balance between locomotives and cars, but a simple fact worth remembering and one which should be emphasized is, that, if either are to remain idle waiting upon the other, it is infinitely better that engines should always be available for cars, than that cars should be delayed for the want of power with which to move them. Apart from the necessity of promptly handling the freight which the cars contain, and many considerations of less importance, the relative amount of money invested in the engine and a train of say 50 cars should be taken into account when one or the other is forced to remain idle. There can be no doubt that the cry for more power is a chronic complaint, for very often an appeal is made when a little quicker movement at terminal and turn-around points would make such an appeal unnecessary. One having to do with the distribution of power might very well be reminded of the old negro in a protracted religious meeting who prayed fervently and lustily, "O Lor! send down more power!" "O Lor! send down more power!" when a nearby worshipper shouted, "Say brudder, 'tain't more power you need, its ideas!"

In order that the very best results in the movement of traffic may be secured it is of paramount importance that there exist between the transportation officers and the men under them the most perfect confidence. The superintendent should be the operating unit, and he should be held responsible not only for the movement of the traffic of his district, but as well for the maintenance of the track and bridges over which it is to run and the upkeep of locomotives that are to haul it. His staff of subordinate officers should be practical men, able to lead and to direct the operating forces. They must all be made to appreciate the fact that the railway company is doing a transportation business, and that its customers are the travelling and shipping public. They have to do with the quality of the goods the company has to sell. It is their part of the work to see that the traffic the company charges for handling is safely, speedily, and economically moved from its origin to its destination.

Inasmuch as the greatest delays to traffic occur in the terminal yards, the

position of yardmaster is an important one. Someone has very aptly and truly said that yardmasters, like poets, are born and not made, and those who have had much experience in transportation matters will appreciate the statement that if freight is to be handled with any kind of system and dispatch through a large terminal, and disorganization, congestion, and sometimes profanity avoided a yardmaster of the heaven-born type, must be in command.

In this western country the railway officer is often hampered by the scarcity

An Australian Tribute

Thomas Tait, Chairman of the Victorian State Railway Commission, is well known in Canada, on account of his service with the C.P.R., in which he rose to one of the highest positions. As the chief official of the Victorian railway service, he has achieved marked success in his six years' work, having stopped the yearly deficits which previously occurred and turned the system into a paying one, which is now yielding a good rate of interest on the State's investment. He has been a subscriber to the Railway and Marine World ever since its inception, and we therefore highly appreciate the following letter from him to our Managing Director:—

Victorian Railway Commissioner's Office,
Melbourne, Australia,
August, 1909.

Dear Mr. Burrows,—

I look forward always to receiving your journal, and highly appreciate it, for it contains so much news and information about Canadian railway affairs and men, and generally about transportation matters in the Dominion.

Indeed, I do not know of any railway journal that gives so much information of the kind in respect of Canada or any other country.

You are to be complimented and congratulated on the Railway and Marine World and I hope that you are meeting with the financial success with it that it merits.

Yours faithfully,

THOS. TAIT.

Mr. Tait's opinion, coincides with that of our other subscribers, hundreds of whom have expressed in writing or verbally, the value they place on our paper, and their appreciation of the accuracy and the comprehensiveness of its information on every branch of transportation service. The thoroughness with which our paper is edited, and the great care exercised to ensure accuracy, has secured a circulation throughout the whole of Canada and Newfoundland of which we are extremely proud, and we have no hesitation in saying that no other transportation paper in the world has as subscribers so large a percentage of all the transportation officials in its particular field.

of experienced men. The demand for men of all kinds is so great that frequent changes take place, and it is a most difficult matter to secure and retain competent staffs. The opinion also prevails that there is not much to learn about railroad operation. W. F. Allen, the efficient Secretary of the American Railway Association, in referring to this fact, and in illustration of it tells of a farmer's son in Illinois who conceived a desire to shine as a legal light. Accordingly, he went to Springfield, where he

accepted employment at a small sum from a fairly well known attorney. At the end of three days study he returned to the farm. "Well, Bill, howd 'ye like the law?" asked his father. "It ain't what it is cracked up to be," responded Bill gloomily. "I'm sorry I learned it."

There are many difficulties of a like nature to be encountered and overcome by the transportation officer. In these, however, the patron of the railway company is not interested. What he wants is an adequate service, and the officer who possesses the requisite qualifications will be able to provide this in spite of the difficulties which are inseparable from his position.

The foregoing paper was read before the Western Canada Railway Club recently.

G.T.R. Semi-Annual Meeting.

The semi-annual meeting was held in London, Eng., Oct. 21, when the report for the half-year ended June 30, was presented. The following summary shows a comparison of the revenue for that period with that for the corresponding half-year, 1908:—

	1908.	1909.
£2,854,787	Gross receipts	£2,866,468 8 7
	<i>Deduct—</i>	
2,069,144	Working expenses, being at the rate of 72.54%, as compared with 72.47% in 1908	2,079,196 14 10
785,643	Net traffic receipts ...	787,271 13 9
Dr. 3,738	Balance of income from rentals, outside operations and car mileage	Cr. 58,092 7 0
781,905	Total net revenue	845,364 0 9
	<i>Add—</i>	
16,013	Amount received from the International Bridge Co. ...	16,012 16 7
6,507	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 the issue of G. T. 4% debenture stock. ...	60,320 17 9
40,936	Balance of general interest account	33,997 2 4
£905,671	Net revenue receipts ..	£962,201 11 8

Following are the net revenue charges, compared with the corresponding period:

	1908.	1909.
£77,603	Rents (leased lines)	£77,603 0 9
494,441	Interest on debenture stocks and bonds	503,481 1 8
37,667	Interest on debenture stock and bonds of lines consolidated with the G. T. R.	34,332 5 11
68,892	Canada Atlantic Ry. deficiency	41,103 5 5
46,574	D. G. H. & M. Ry. deficiency	25,749 4 10

725,177		682,268 18 7
180,494	Leaving a surplus of	279,932 13 1

£905,671
Adding the balance, £12,226, 7s. 9d. at the credit of net revenue account, Dec. 31, 1908, to the above surplus of £279,932 13 s. 1 d., the total amount available for dividend is £292,159 0s. 10d., from which the directors recommend the payment of the following dividends, viz.:
Half-year on the 4% guaranteed stock. £196,800 4 3
Half-year on the first preference stock 85,420 15 0

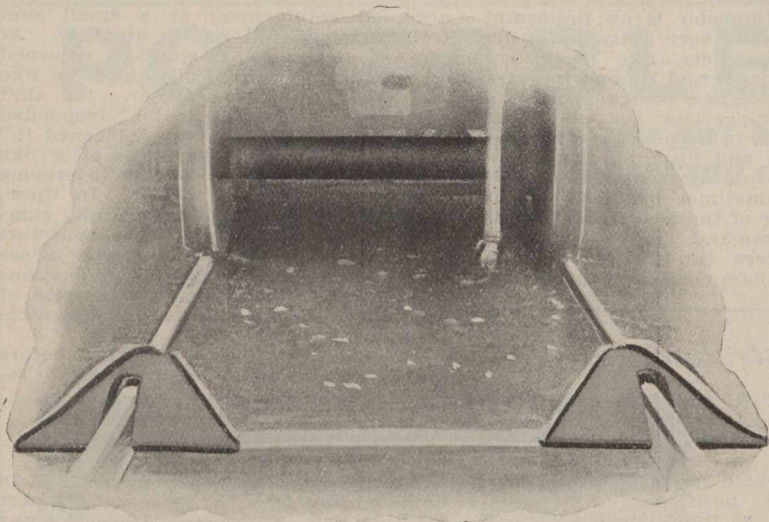
£282,220 19 3
leaving a balance of £9,938 1s. 7d. to be carried forward to next half-year's account.

The actual expenditure on capital account, was as follows:

	£	s.	d.
New works	215,432	13	5
Double track	22,922	0	8
Land purchased	123,888	8	2
	£367,243	2	3

This amount of £367,243 2s. 3d. was reduced by £85 15s. 10d., representing the premium on 4% debenture stock sold less accrued interest, thus making the total charges to the capital account, £367,157 6s. 5d.

During the half-year the cost of 15



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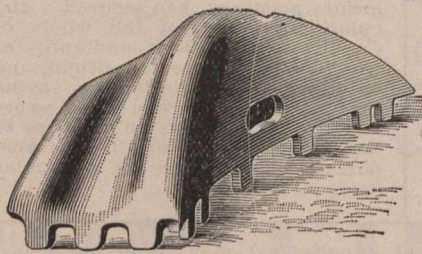
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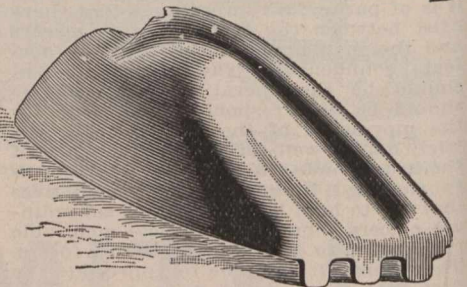
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baggage cars, £5,175 17s. 6d., has been debited to the engine and car renewal suspense account, and £92,117 3s. 2d. has been charged to revenue in reduction, leaving the balance £457,208 5s. 1d., of which £204,931 5s. 6d. was in respect of engines, and £252,276 19s. 7d. in respect of cars. No additions to rolling stock on capital account were made.

Following table is a comparison of the receipts for the half-years ended June 30, 1909 and 1908:

Description of receipts.	1909.		1908.		Increase.	Decrease.
	1909.	1908.	1909.	1908.		
Passengers	£789,162	£810,846	£789,162	£810,846	.....	£21,684
Mails and express	134,823	136,684	134,823	136,684	.....	1,761
Freight and live stock	1,861,785	1,836,838	1,861,785	1,836,838	.....	£24,947
Other receipts	80,698	70,519	80,698	70,519	.....	10,179
	£2,866,468	£2,854,787	£2,866,468	£2,854,787	.....	£11,681

TRAFFIC STATISTICS

Description of receipts.	1909.		1908.		Increase.	Decrease.
	1909.	1908.	1909.	1908.		
Passengers carried	4,817,156	4,800,036	4,817,156	4,800,036	17,120	.....
Average fare per passenger	39.32d.	40.54d.	39.32d.	40.54d.	.....	1.22d.
Tons of freight and live stock	7,506,806	7,223,000	7,506,806	7,223,000	283,806	.....
Average rate per ton	59.52d.	61.03d.	59.52d.	61.03d.	.....	1.51d.
Tons carried one mile	1,374,618,422	1,299,205,632	1,374,618,422	1,299,205,632	75,412,800	.....
Earnings per train mile	75.77d.	72.42d.	75.77d.	72.42d.	3,350d.	.....

The average rate per ton per mile on the entire freight business was 0.66c., compared with 0.69c. in the corresponding half-year.

The working expenses, excluding taxes, amounted to £2,037,014 or 71.06% of the gross receipts, as compared with £2,027,910 or 71.03%; an increase in amount of £9,104, and in the proportion to the gross receipts of 0.03%.

Description of expenditure.	1909.		1908.		Increase.	Decrease.
	1909.	1908.	1909.	1908.		
Maintenance of way, and structures	£272,176	£240,608	£272,176	£240,608	£31,568	.....
Maintenance of equipment	449,110	380,453	449,110	380,453	68,657	.....
Traffic expenses	91,407	86,343	91,407	86,343	5,064	.....
Conducting transportation	1,135,172	1,236,121	1,135,172	1,236,121	£100,949	.....
General expenses	89,160	84,324	89,160	84,324	4,826	.....
Taxes	42,182	41,235	42,182	41,235	947	.....
Total	£2,079,197	£2,068,144	£2,079,197	£2,068,144	10,053	.....
Percentage of gross receipts	72.54	72.47	72.54	72.47	0.07	.....
Expenditure per train-mile	54.96d.	52.49d.	54.96d.	52.49d.	2.47d.	.....

The train mileage compares with that for the half year ended June 30, 1908, as follows:

Description of mileage.	1909.		1908.		Increase.	Decrease.
	1909.	1908.	1909.	1908.		
Passenger	4,086,109	4,304,802	4,086,109	4,304,802	218,793	.....
Freight	4,752,765	4,929,803	4,752,765	4,929,803	177,038	.....
Mixed trains	240,528	226,051	240,528	226,051	14,477	.....
Total	9,079,402	9,460,756	9,079,402	9,460,756	381,354	.....

CANADA ATLANTIC RAILWAY.
The following shows the results of the half-year's working of the Canada Atlantic Ry., compared with the corresponding period of 1908:

1908.		1909.	
£163,054	Gross receipts	£163,073	
175,834	Working expenses	161,482	
Dr. 12,780	Net traffic receipts	6,591	
5,991	Balance of income from rentals, outside operations and car mileage	12,419	
Dr. £6,789	Total net revenue	£19,010	

The interest charges for the half-year were £60,113, against £62,103, so that there was a net revenue deficiency of £41,103, compared with £68,892 in 1908.

GRAND TRUNK WESTERN RAILWAY.
The following summary shows the results of the half-year's working of the G.T. Western Ry., compared with the corresponding period of 1908:

1908.		1909.	
£514,793	Gross receipts	£553,847	
423,437	Working expenses	440,093	
91,356	Net traffic receipts	113,754	
Dr. 55,423	Balance of income from rentals, outside operations and car mileage	Dr. 39,996	
£35,933	Total net revenue	£73,753	

The net revenue charges for the half-year were £95,860, reduced by credits for rentals in Chicago to £87,641, so that there was a net revenue deficiency of £13,883 for the half-year, as compared with a deficiency of £2,846 for the corresponding half-year of 1908. Deducting this deficiency from the surplus for the half-year ended Dec. 31, 1908, of £24,323, there remains a surplus for the year to June 30, of £10,440, and adding to this amount the balance of £7,539 carried forward June 30, 1908, the net revenue balance amounts to £17,979 which will admit of the payment of the full interest on the second mortgage income bonds for the year, and leave a balance of £5,650.

DETROIT, GRAND HAVEN, AND MILWAUKEE RY.
The following summary shows the results of the half-year's working of the D.G.H. and M. Ry., compared with the corresponding period of 1908:

1908.		1909.	
£143,586	Gross receipts	£160,223	
143,215	Working expenses	136,955	
371	Net traffic receipts	23,268	
Dr. 8,443	Balance of income from rentals, outside operations and car mileage	Dr. 12,072	
Dr. £8,072	Total net revenue	£11,196	

The net revenue charges for the half-year were £36,945, against £38,502 in 1908, so that there was a net revenue deficiency of £25,749, as compared with £46,574 for the corresponding period of 1908.

GRAND TRUNK PACIFIC RAILWAY.
The present condition of construction work on the Western Division is as follows:—Of the total distance of 916 miles from Winnipeg to Wolf Creek (the Prairie Section), 793 miles between Winnipeg and Edmonton are completed and ready for operation, and it is expected that the remaining 123 miles west of Edmonton to Wolf Creek will be completed by the end of the present season. Of the remainder of the line west of Wolf Creek to Prince Rupert (the Mountain Section), the 100 miles from Prince Rupert east to Copper River will be completed early next year, and contracts have been let, and the work will be put in hand at once, for 135 miles east of Copper River and 179 miles west of Wolf Creek, leaving only about 425 miles still to be contracted for.

The Board regrets that owing to the backward condition of the work on the Government Section of 245 miles from Winnipeg to Lake Superior Jct., it is unable to report the completion of the connection between the Lake Superior

Branch (which has been completed some time) and the Prairie Section at Winnipeg.

The President having intimated his intention of resigning his position at the end of the year, the Board has taken advantage of the opportunity to make an alteration which will bring the company into line with other Canadian and American railways. Mr. Hays, as the Chief Executive Officer, has hitherto held the title of Second Vice President and General Manager; the duties he has performed are those to which the title of President is now attached by Canadian and American railway companies, his subordinates being designated as First, Second, Third, Fourth, and Fifth Vice Presidents. The Board feels it is in the interests of the company and due to Mr. Hays that the Chief Executive Officer in Canada should have the same rank as is accorded to the similar office on other railways, and it therefore proposes to give him the title of President. In order to carry out this arrangement he has been elected a director of the company in place of M. G. C. Glyn, who has resigned his seat. The Board will continue to have the same control as before over the administration of the company, and will in future elect a Chairman and Vice Chairman, who will exercise the powers and perform the duties hitherto discharged by the President and Vice President. The necessary by-laws have been passed.

The Board has decided, on the retirement of Sir C. Rivers Wilson, to elect the present Vice President, A. W. Smithers, to be Chairman of the Board. He has been a director of the company for over 14 years, and Vice President for five years.

The resignation of Sir Charles Rivers Wilson requires more than a passing notice from his colleagues. He was elected to his present office in 1895, and his administration has been one of the most remarkable in the history of the company. During this period an immense improvement has taken place in the value of the property and in the service rendered by the railway in Canada. In addition, the great extension to the Pacific coast has been commenced, following the incorporation of the Grand Trunk Pacific Railway Company, and some 1,100 miles of the new road have been built. The directors consider it is only fitting that the great services rendered by Sir C. Rivers Wilson should be recognized in a material way, and a resolution asking the proprietors to sanction an allowance of £1,500 a year to him on his retirement will be submitted to the meeting.

REPORTS OF OFFICIALS.
The Chief Engineer, H. G. Kelley, states that the expenditure for maintenance was \$153,334.19 more than during the corresponding half-year, 1908.

The Superintendent of Motive Power, W. D. Robb, reports expenditure, mileage, etc., as follows:

Half-year-ended	Total expenditure.	Train mileage.
June, 1909	\$4,150,751	9,079,402
June, 1908	4,337,989	9,460,756

Half-year-ended	Rate of expense per mile.		
ended	Train.	Engine.	Car.
June, 1909	45.72c.	35.91c.	2.83c.
June, 1908	45.85c.	35.65c.	2.94c.

A decrease in expenditure of \$187,238 or 4.32%, compared with a decrease in train miles of 381,354 or 4.03%.

	Passenger trains.	Freight trains.	Mixed trains.
The average number of cars moved per train was	4.5	26.7	6.8
And for the corresponding period	4.3	25.8	6.6

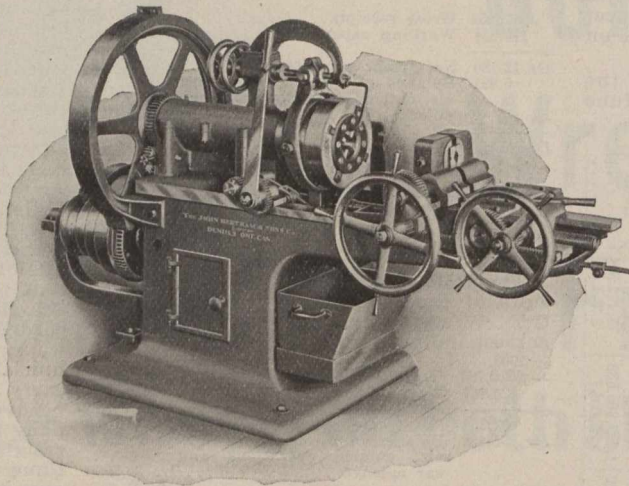
During the half-year, four locomotives were scrapped, leaving 49 old light capacity locomotives set aside to be scrapped. The actual stock at June 30, was 875 locomotives, against the official figure of 803.



BERTRAM MACHINE TOOLS

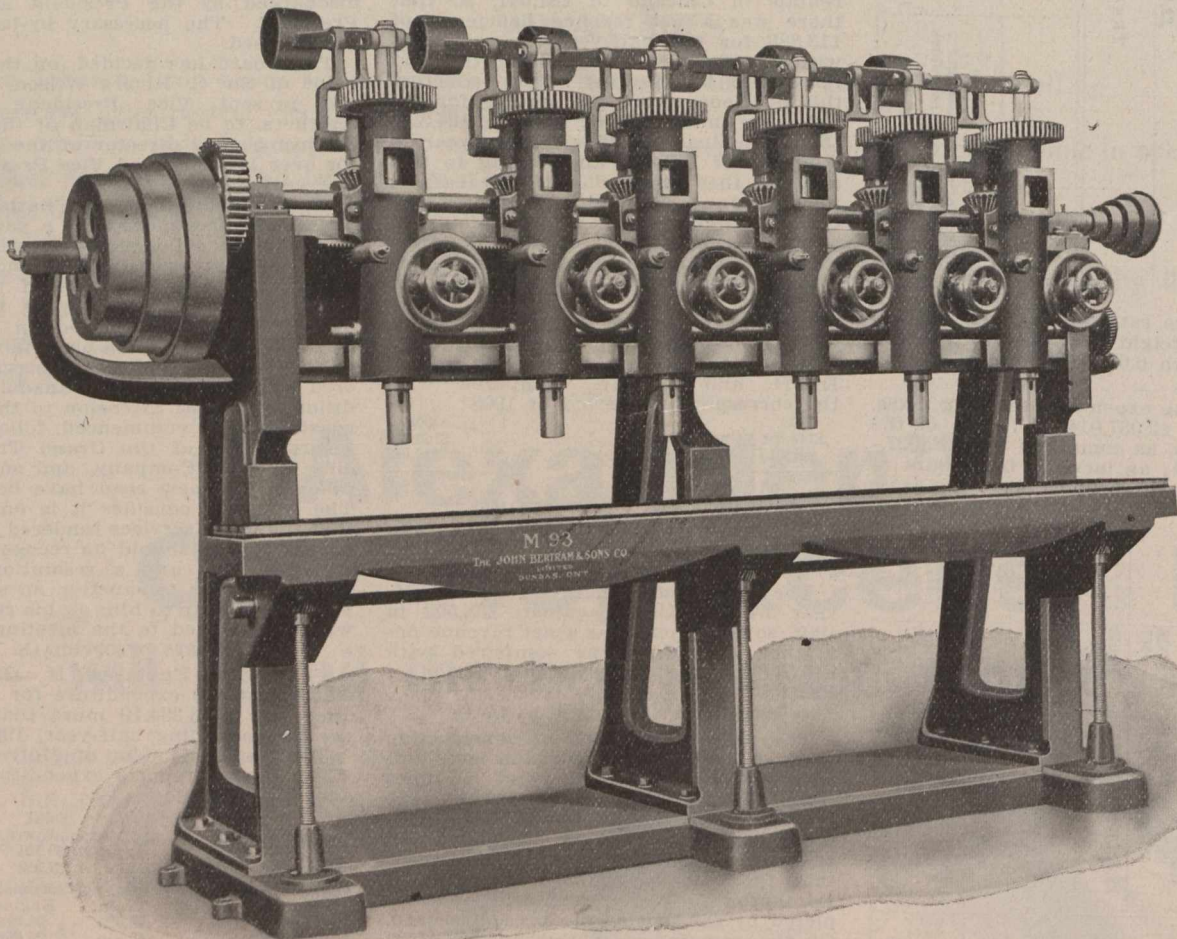


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The comparative cost of repairs per train, engine and car mile was:

All repairing charges, including shop, machinery, tools, and marine equipment, &c.	1909		1908	
	Cents	Per cent	Cents	Per cent
Repairs and renewals of locomotives	11.37	7.85	12.98	8.66
Train	8.94	6.11	10.19	6.66
Engine	0.70	0.50	0.80	0.71
Car				

An increase in expenditure of \$200,726, or 24.08%.

With a decrease in car miles of 891,390, or 0.60%.

The revenue account for the half-year, is as follows:

RECEIPTS.	£	s.	d.
Freight	1,944,511	11	8
Cartage, etc.	46,256	7	10
International Bridge tolls.	13,847	14	0
St. Clair Tunnel tolls	22,621	19	0
Passenger	796,062	10	5
International Bridge tolls.	816	7	4
St. Clair Tunnel tolls	6,083	16	8
Mail and express	789,162	6	5
Other revenue from transportation	134,822	12	5
Revenue from operations, other than transportation.	52,532	17	2
	28,115	2	7
Total	2,866,468	8	7

EXPENDITURE.	£	s.	d.
Maintenance of way and structures	272,175	13	8
Maintenance of equipment	449,109	15	2
Traffic expenses	91,407	5	8
Conducting transportation	1,135,171	16	0
General expenses	89,149	14	8
Total operating expenses	2,037,014	10	2
Taxes	42,182	4	8
Total	2,079,196	14	10
Cr. Net income from rentals	57,956	17	11
Total	2,021,239	16	11
Dr. Dining car service balance	1,794	2	4
Total	2,023,033	19	3
Cr. Hire of equipment balance	1,929	11	5
Total	2,021,164	1	10

Balance to net income account ... 845,364 0 9
£2,866,468 8 7

In moving the adoption of the report, the President said:

"The effects of the serious commercial depression during 1908 extended over into the first half of 1909, and therefore, you will not be surprised if the results of the working of last half-year show no great advantage over those of the corresponding half-year in 1908; but, as I ventured to predict upon the occasion of our meeting in April, the crisis has been of comparatively short duration, as compared with other cases of American business convulsions. The clouds have already lifted; there has been a great improvement in business. Since the beginning of the present half-year—up to the 14th of this month, that is for three and a-half months—the receipts of our company have increased by no less than £234,000, and there seems every expectation that the result of the year's working will prove to be satisfactory to the shareholders. Before coming to an examination of the accounts, I must point out that some modifications have been made in the form in which they have been usually presented, caused by the necessity of bringing them into agreement with the classification adopted by the Board of Railway Commissioners of Canada. The chief alterations are the elimination from the general receipts of the rentals received from other companies for the use of portions of our line and stations, and from the working expenses of the amount paid for the hire of equipment and car mileage, and the debit balance of the cost of the dining-car service, and the inclusion of those items specially in the income account. The figures of the corresponding period have been revised in the same way for the purpose of comparison. There are other minor alterations in the classification to which it is not necessary specially to refer. The gross receipts—which are now included under the heads of freight, passenger, mail and express, other revenue from transportation—amounted to £2,866,468, compared with £2,854,787, an increase of only £11,681. The receipts from freight traffic amounted to £1,861,785, compared with £1,836,838, an increase of £24,947. The tonnage moved was 7,506,806 tons, compared with 7,223,000 tons in 1908, an increase of 283,806 tons, but the average receipt per ton declined by about 1½d. a ton, or 2.47%. The average rate per ton per mile shows a reduction of 4.35%, and the disparity between the reduction in the rate per ton moved and the rate per ton per mile is owing to the fact that of the increased tonnage moved 206,000 tons was in through traffic, which is more competitive, and is hauled longer distances at somewhat lower proportionate rates. The ton mileage of the through traffic was 41% of the total ton mileage, as compared with only 36% in the corresponding period, and this, naturally, has the effect of reducing the rate per ton per mile. The receipts from passengers amounted to £789,162, compared with £810,846, a decrease of £21,684, although the number of passengers carried increased from 4,800,036 in 1908 to 4,817,156 in 1909. The falling off in receipts was due to the shorter average fare received, a decrease of 1.22d. per passenger. The receipts from mails and express freight showed a slight reduction of £1,761. The receipts from other revenue from transportation, which include the receipts from parlor and chair cars, excess baggage, milk traffic, special trains, and other passenger train revenue, previously, to a considerable extent, included under passenger traffic, amounted to £52,583, compared with £38,264, an increase of £14,319, and the revenue from operations other than transportation, previously included under

miscellaneous receipts, amounted to £28,115, compared with £32,204, a decrease of £4,139. The classification of the working expenses has also been slightly modified, the principal alteration in addition to the diminution before referred to of the hire of equipment, being the inclusion under a separate heading as, traffic expenses, of certain items which were previously included under the head of conducting transportation. The total working expenses, including taxes, amounted to £2,079,197, compared with £2,069,144 in 1908, an increase of £10,053, the ratio of expenses to receipts being practically the same in both periods. There was an increased expenditure under the head of maintenance of way and structures, and maintenance of equipment, but it must be borne in mind that in 1908, owing to the great falling off in receipts, the expenditure under these heads had to be greatly reduced, or postponed, and the expenditure during the past half-year, although showing increases, can only be considered as of a normal character. The amount expended on maintenance of way and structures amounted to £272,176, compared with £240,668 in 1908, an increase of £31,508. The charges on account of maintenance of equipment amounted to £449,110, of which £236,608 was in respect of the locomotive department, and £212,502 in respect of the car department, and showed an increase of £68,657. The amount actually expended during the half-year was £23,460 less than in the corresponding period, but there was included in this account, £92,117 in reduction of the engine and car renewal suspense account, for which no charge was made in the corresponding period of 1908: I explained fully at the meeting in April, the position of that account, and the reasons for it, as also the advantages which the company had obtained in consequence of the renewal in advance of engines and cars, and I also stated that although, owing to circumstances at the time, we were unable to make any charge to revenue in respect of that account in 1908, it would be liquidated within the period originally intended, namely, the end of 1910, and the amount of £92,000 is the proportion chargeable in the June half-year in order to carry out that object. The items now included under traffic expenses show an increase of £5,064. The principal increase is £8,916, under outside agencies, and there were other small increases. There were decreases of about £1,600 for superintendence, and about £6,000 in respect of fast freight lines. I now come to what I consider the most satisfactory feature in the accounts, and that is the expenditure under conducting transportation. That expenditure, more than one-half of the total, showed a reduction of £100,949, having been £1,135,172, compared with £1,236,121 in 1908, and even this reduction would have been considerably increased had the accounts been made up under the old classification, as under that classification the expenditure on account of the balance of car mileage and hire of equipment was included under conducting transportation, whereas it is now included specially in the income account, and that item shows a credit of £1,929, compared with a debit of £51,804 in 1908, a saving of £53,733, or a total decrease of £154,682 in the cost of handling the business, and this notwithstanding that the tons carried one mile increased by 75½ millions, or practically 6%. The principal decrease is in fuel for road locomotives, which amounted to £354,731, against £411,088, a saving of £56,357. Of this saving about £16,000 is due to the lower price at which we were able to obtain our supplies, and the remainder, £40,000, to a decrease in fuel actually used, which showed a decrease of over 80,000 tons, notwithstanding the increase in the tonnage moved.

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GUARANTEE COST per thousand miles for from one to five years, when conditions warrant it.

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Is pure water white in color; high fire test; low cold test, and splendid gravity.

Please write to home office for further particulars.

CHARLES MILLER,

PRESIDENT

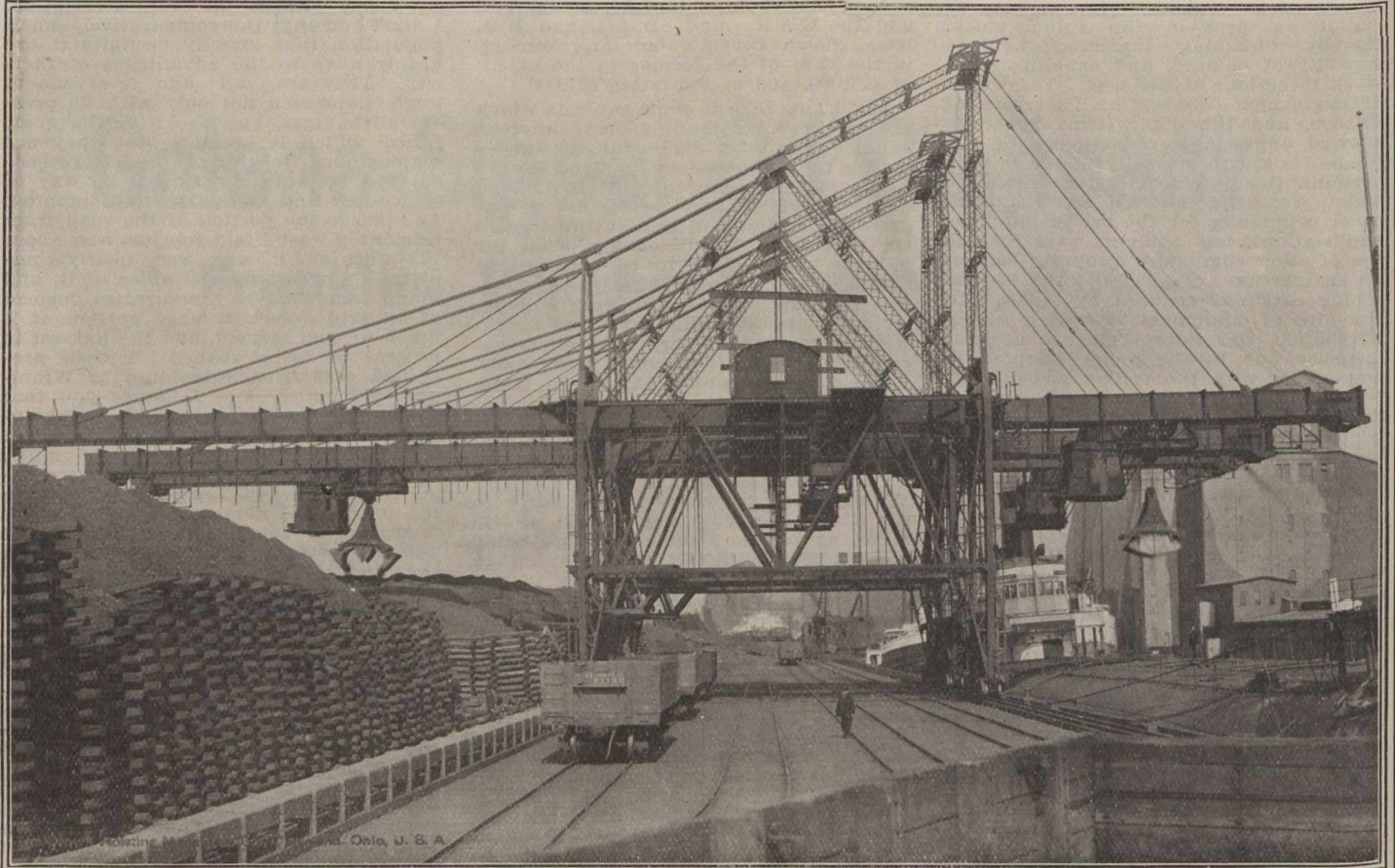
This decrease in fuel is one of the direct results of the policy of renewing as rapidly as possible the rolling stock, thereby obtaining increased haulage capacity of engines, and enabling more work to be done at less cost. The wages of enginemen showed a decrease of £12,300, and the other items generally showed appreciable reductions. Of the items dealt with specially in the income account, the net income from rentals—which was the amount received from other companies for the use of our lines and stations, less amounts paid for the use of other companies' property—showed an increase of £6,900; the loss on dining cars was reduced by £1,200, and the hire of equipment showed a saving of £53,700, this latter being in a great measure due to the policy adopted in connection with the rolling stock. The result of the operations was a balance of £845,364 to be carried to the net income account, compared with £781,904 in 1908, an increase of £63,460, although the gross receipts only showed an increase of £11,681. The net revenue credits amounted to £116,837, bringing the amount of net revenue to £962,201, and the net revenue charges were £615,416, leaving a surplus on the working of the G.T.R. proper of £346,785. From this there have to be deducted the deficiencies on the C.A.R. and D.G.H. and M.R. of £41,103 and £25,749 respectively, together £66,852, which was about £50,000 less than for the corresponding period, and leaving a balance of £279,932, compared with £180,494 in 1908, an improvement of practically £100,000. Adding the balance brought forward from the previous half-year, we arrive at a sum of £292,159 available for dividend, and a resolution will be submitted authorising the payment of dividends for the half-year on the 4% guaranteed stock and first preference stock, which will absorb £282,221, and leave £9,938 to be carried forward to the current half-year. The net expenditure on capital account was £367,157. The principal item was £189,310 for the new elevator at Tiffin. For some time past the elevator accommodation at our Georgian Bay ports has been inadequate for the storage and efficient handling of the large quantity of grain passing through them, and in view of the great increase in the traffic which will follow the opening of the G.T.P.R., it was necessary that increased accommodation should be provided, and it was decided to erect an elevator of 2,000,000 bush capacity on the company's property at Tiffin, adjoining Midland, the company's principal port on Georgian Bay. The elevator has been completed, and is now working, and has already proved of great service, which will be greatly increased when the G.T.P.R. is opened to Lake Superior. The only other items of importance are those in respect of the purchase of the site and the erection of the new building in Cockspur st. It had long been felt that, as regards the traffic department, the company had been inadequately represented in London, and the construction of the G.T.P.R. rendered it imperative that the company should be placed in a position equal to that of its competitors. I may say that it is not intended to occupy the whole of the building for the purposes of the company. The lower portion will be so occupied, and the upper portion will be let in apartments or chambers or for offices, and the receipts will go largely in diminution of the interest on capital raised for the erection of this building. I dare say many of you have already passed before the building, or have, perhaps, visited it, and if you have done so I think you will agree with me that it is in every respect an admirable building, doing the greatest possible credit to the architect who designed it.

With regard to the subsidiary lines,

the G.T. Western Ry., as usual, has earned the whole of its interest charges, and the C.A.R. and D.G.H. and M.R. have shown considerable improvement, in the case of the former to the extent of £27,000, and of the latter £21,000.

I will now turn to some subjects which are, perhaps, of more general interest, and I should like, first of all, to convey to you the impressions which I have formed from my recent visit to Canada of the progress and prospects of our great undertaking in the Northwest. In the first place, I will tell you what the mileage covered, or to be covered, by the railroad is. In the first place, starting from Lake Superior to Fort William, we have already built 188 miles northwest to join on to the National Transcontinental Ry., together with an additional 12 miles which have been taken over by the Canadian Government, making altogether about 200 miles. That constitutes the Lake Superior branch. I pass over the interval of 245 miles which separates the junction point with Winnipeg, as to which I shall have to say a few words by and by. Those 245 miles, as you may remember, are being constructed on behalf of the Canadian Government. Going thence on to our own line again at Winnipeg, we have completed the whole of the 793 miles between that city and Edmonton, and I cannot speak too highly of the manner in which it has been constructed. Passing west from Edmonton, the first contract of 123 miles is nearly completed; it will probably be ready for operation at the end of the present year. Then there has been let west of Wolf's Creek, which is the termination of that 123 miles and also the termination of the Prairie section, a further 179 miles. Then comes an interval through the mountains of 425 miles, the contracts for which have not yet been given out. At the end of that interval of 425 miles we again pick up a portion let under contract recently of 135 miles. Then we complete the Mountain section by the 100 miles from Copper River to Prince Rupert, which are practically constructed, and which will be ready for operation early next year. Now I will begin from the western portion of the road, and I will take you to Prince Rupert, which is the terminus of our new railroad. You have read and heard, I have no doubt, a great deal of this site and of the advantages which it presents. Well, I can assure you that nothing that has been said or written upon the subject can adequately describe its great advantages. It has been chosen with excellent judgment, and I may say it has been the greatest piece of good luck that it has fallen into our own hands and not into the hands of any of our possible competitors. Already the land has been cleared; it has been laid out in what I may call a most artistic manner. It has got already a population—it may appear to you to be a very small thing, but it is the beginning of big things—of 3,000 inhabitants. City lots have been sold at prices far exceeding what was expected, and altogether there is no doubt that this city of Prince Rupert is destined to be one of the great Pacific cities of the future. I could dilate for a long time upon the natural beauties of the situation, of the magnificent appearance which is presented when you approach Prince Rupert from the sea, of the picturesque appearance of the harbor, of the extensive accommodation which it possesses; I could also refer to the beauties of the Skeena River, the mouth of which is close to Prince Rupert. We ascended the river for 120 miles, and it is impossible to exaggerate the beauties of the scenery. The land in the immediate vicinity of Prince Rupert is not, at the present time, very well adapted for agricultural occupation, but it is sur-

rounded by magnificent forests, and the sea teems with fish of every description. I must add that the comparatively small population that already occupies it are keenly alive to the advantages of their city. They are, all and everyone of them, impressed not only with its present advantages, but also with the great future which it presents, and they are zealous hard-working people. I proceeded then from Prince Rupert by way of Vancouver and Calgary to Edmonton. As regards the portion of the road from Edmonton west I told you just now about 123 miles of it are very nearly completed. I went over 60 miles of it, and found somewhat to my surprise, instead of an arid desert, a large portion of it taken up and farmed, and the harvest in process of being reaped. I then proceeded east from Edmonton to Winnipeg—793 miles—and I assure you that words fail me to express the magnificence of the country through which our road passes. For hundreds of miles, hundreds of thousands of acres were under harvest when I passed through in the month of September. The whole landscape is dotted already with farms and homesteads, and when you think that about only two years ago this land was an arid desert, I think you will agree with me that the transformation is something miraculous. There is, however, one unfortunate blot upon that otherwise happy state of things, which particularly affects our railway construction, and that is, the absence of labor. At the present we are under an obligation to complete our road through to Prince Rupert by Dec. 1, 1911. In consequence of the want of labor I am afraid there is very little chance of that being accomplished. When I was in British Columbia I had the advantage of an interview on this subject with the Premier, and I tried to impress upon him the desirability, under the peculiar circumstances of the case, of allowing us to introduce a certain amount of Oriental labor, but unfortunately I touched on a very delicate point, and I found little sympathy and little chance of assistance in that quarter. I tried to impress upon him the great advantage it would be to his province to see this road completed as speedily as possible. I pointed out to him that the introduction of a few thousand Japanese or Chinese would be no danger to the province if we would enter, as we were prepared to enter, into a bond to return these men to their own country at the termination of their work. I promised him that no single white man should be displaced from his labor, and that every white man should have priority over the colored man. Unfortunately, this is such a strong party question that I fear it would be difficult for any Government to give the permission which I asked for. Now, if as at the present time our road is being built chiefly by Italians and Scandinavians, you may ask, as I asked, where is the British navy? Why is he not out there working, not only for the good of the province, but for his own advantage? Here is an opportunity for the capable and honest unemployed laborer of this country to go out there and earn his 10s. or 12s. a day. I saw foreigners of every sort and description, but somehow or other the Englishman was conspicuous by his absence. I think there is something wrong in this, and I think it is a matter which might fairly be taken up between the two Governments or by some of those benevolent and excellent institutions which are established for the benefit of the unemployed. There is work waiting for the laborer, but the laborer does not present himself, and I cannot help thinking that some strong efforts ought to be made in this country to point out to the unemployed laboring man the great advantages which emigration offers in that favored country.



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I need say no more, I think, about that wonderful land which constitutes the Prairie section. I will return to our Lake Superior branch. I went over that branch, and I was pleased to find that the road itself was as well built and as well equipped as the best portion of the road through the prairie. I cannot say that the country through which the road passes affords the same advantages as the road to which I have alluded, but I am bound to say that I was rather agreeably disappointed in what I saw. For some distance out from Fort William the land is already taken up and being farmed. Further on there is little occupation, and I doubt very much whether it will ever maintain much of a population. On the other hand, there are prospectors at work all through the country, and there is every expectation that considerable deposits of minerals will be found. Now I come to what is an unpleasant matter to speak of, and that is, that while we have built the Winnipeg line on the one hand, and the Lake Superior junction on the other, there remains an unfortunate link of no less than 245 miles to complete the junction. I told you on previous occasions that there was little doubt that that link would be completed this autumn, and that we should be able to carry the grain from the prairies down to Lake Superior so as to ship it across to our Georgian Bay ports, to the great advantage of the Grand Trunk System. I told you that, and I told you it upon information I had received from the other side. I am sorry to say I misled you, but if I misled you I was grossly misled myself, and I may say more than that, the Government of Canada were also misled in its expectations that the road would be so completed. I tried to find out what were the reasons for this extraordinary delay in the completion of this portion of the road, and I am bound to say that the excuses and explanations offered me were altogether unsatisfactory. It is not for me to probe the real reasons for these laches.

But there the matter remains. During three or four years, while we have built some 1,200 miles of road—some portion of which was at least as difficult of construction as that which I have spoken of—these 245 miles remain unfinished. I have some delicacy in speaking of this subject, because I do not wish to imply for one single moment that there has been any laches on the part of the Canadian Government. I saw the Premier on the subject, and took the liberty of saying that he had been badly served. That is absolutely the case. The Dominion Government has done all it possibly could. It put pressure upon the contractors, but the contractors did not do their duty, and, as I have said, the work is uncompleted, and we are the sufferers. I have been asked whether the road will be completed next year. I am very chary of making a prediction on the subject after what has taken place, but I should surmise, after all the pressure which has been put upon the contractors, that it will be finished next summer. I wish to be perfectly frank with you. I am sorry I have misled you, but it is no fault of my own. I received the strongest possible assurances that the road would be completed. It has not been completed, and we have to bear the loss, subject to any claim we may be able hereafter to establish against the Canadian Government. I should like also to mention this. Of course, our object is to link up the West with our eastern system. That will be done during the summer by the road going down to Lake Superior, which will enable us to communicate by water with our Georgian Bay ports, and during the winter, when navigation is closed, by the road the Government is building from Lake Superior Jct. to Cochrane, 540 miles, where we

shall obtain communication with North Bay, and be brought in touch with our own Ontario road. That we are within measurable distance of communication by Lake Superior there is no doubt whatever. As regards the completion of the road, the 540 miles to Cochrane, I am afraid we shall have to wait for some time. I am afraid that there again there is not that activity and anxiety to progress which ought to characterise the contractors who are working under the Government.

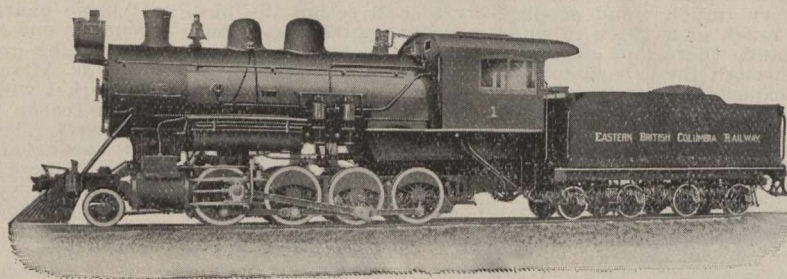
This is the last occasion on which I shall have the pleasure of addressing you as President of this company. At the end of the year I shall resign the position to which you did me the great honor of electing me 14 or 15 years ago. It has been to me a period full of interest, not without frequent moments of anxiety, no doubt, but much has been achieved, and in resigning my trust into your hands I have the satisfaction of reflecting that the company to-day stands, as regards the material condition of the property, its financial position, its credit, and its future, on a far higher level and on a very much firmer basis than it did in 1895. With your permission, I will in a short retrospect, summarise some of the work which has been accomplished; and first of all let me say that the road itself has been, so to speak, entirely rebuilt and re-equipped. Beginning with our double track, in 1895, 404 miles of double track had been completed. To that we have added since, 636 miles, making 1,040 miles. You have now a magnificent straight road of double track running from Ste. Rosalie, 32 miles east of Montreal to Chicago, no less than 880 miles, and which I believe is the longest double track in the world. As regards bridges, a question which has been frequently brought under your notice, we have spent no less than £1,600,000 since we have been in office in strengthening, improving and reconstructing the bridges. You will remember that we have entirely rebuilt the superstructure of the Victoria Bridge and double tracked it; we have rebuilt the International Bridge across the Niagara River to Buffalo. That fine single-arch bridge on the Niagara River has been built, and all the bridges, in fact, have been rebuilt or strengthened, so that at the present time engines of the highest capacity and drawing the heaviest load can run direct from Portland to Chicago, 1,140 miles. We have added enormously to our yard accommodation at Toronto and Montreal. We have built shops up to date and well equipped at London, Stratford, and Battle Creek. When I come to the rolling stock you will see that the improvement has been almost greater. I find that in 1895 the number of our locomotives was 1,036. We have only added 75, making the total 1,111; but the haulage capacity in 1895 was only 1,947,000 tons, whereas it is now 3,577,000 tons, an increase of 1,630,000 tons, or 33%; and that has been done without any charge to capital. As regards cars, we have increased the number by 6,500. The number in 1895 was 25,515; it is now 33,019; but the tonnage capacity of those cars in 1895 was only 473,000 tons, and it is now 896,000 tons, an increase of 422,000 tons, or about 89%, and the average capacity per car, which in 1895 was about 18½ tons, is now 28 tons, an increase of 9.43 tons, or 50%.

I should like to say a word also upon what has been done with some of our subsidiary companies. In 1899 the Central Vermont Ry. was in considerable difficulty. It was greatly in debt to our company, and in a very bad condition. It was one of the first operations of our general manager, Mr. Hays, when he took hold of the situation, to reconstruct that company. We received valuable bonds for its indebtedness, it was placed in an excellent financial position, the road

was put into good condition, and it continues to be one of our best connections. Then, you have not forgotten what took place in 1900 with regard to the reorganisation of the old Grand Trunk and Chicago line. At that time the mortgage expired, and a new mortgage was contracted, by which not only were we relieved from the heavy burden to which we had been subject three or four years previously, but sufficient money was obtained for rebuilding the road and double tracking it. The G. T. Western not only now pays, but has a considerable surplus, which has enabled it to build at a cost of \$900,000 the new Battle Creek shops. It is no charge upon the G.T.R., and it remains one of the most important feeders of the system. With regard to the Canada Atlantic Ry., which we acquired in 1904, I will only say that we had very good reason for the acquisition of that property. It has already proved, and will prove hereafter, to be a most valuable adjunct to our system, and I may say that it was as much for strategical as for financial reasons that we found it necessary to acquire that road. We have had to put a good deal of money into it since we acquired it, but the expenditure is nearly completed, and every year is showing an advance. With regard to the G.T.P.R., I need say no more than what you are acquainted with. As proprietors, I hope you are satisfied with what has been done, and with the physical situation of the company's property.

I will now appeal to you as shareholders rather than as proprietors, and here, too, I think, you will say that our record is not an unsatisfactory one. In 1895, when the present board came into office, as you will remember, the company was on the verge of bankruptcy. A sum of very nearly £200,000 had been advanced to meet the fixed charges. We came into office in May, 1895, and it was not until the end of 1897 that we emerged from that condition of insolvency, and were able to begin to pay our way. In 1898, for the first time, we resumed the payment of dividends, and in that year the whole interest on the 4% guaranteed stock was paid, and also 3% upon the first preference. Since then we have had a continued progression of prosperity, with an occasional set-back, no doubt, until we have arrived at what I may consider our present flourishing condition. Beginning with 1898, when we resumed the payment of dividends, I find that we have paid up to the present time in dividends no less than £6,672,000, and we have also distributed in fixed charges, in interest, upon our bonds, £14,750,000, that is to say we have emerged from a state of absolute insolvency since 1898, and have distributed amongst the proprietors a sum of over £21,000,000. I should like, going back to that period, to recall to you that it was proposed, and was strongly urged upon me, that we should take advantage of the depression of the company and of the feeling of disappointment amongst the proprietors to reconstruct the capital, the result of which would have been to sacrifice to a large extent the interest of the holders of the senior securities. The proposal, no doubt, had its attractions, and I believe that at the moment, the shareholders having trust and confidence in the board they had just called into office—I believe it is possible that the shareholders might have accepted that proposal. I was strongly opposed to it. I thought it was our duty to try and extricate the company from its difficulties without having resort to what I may call a policy of despair. I thought we were in honor bound to take that course, and I had that faith in its recuperative powers to make me believe that the thing was unnecessary. I was supported by my colleagues in that view, I am happy to say, and I think we are thoroughly justified in the result, and at the termination of

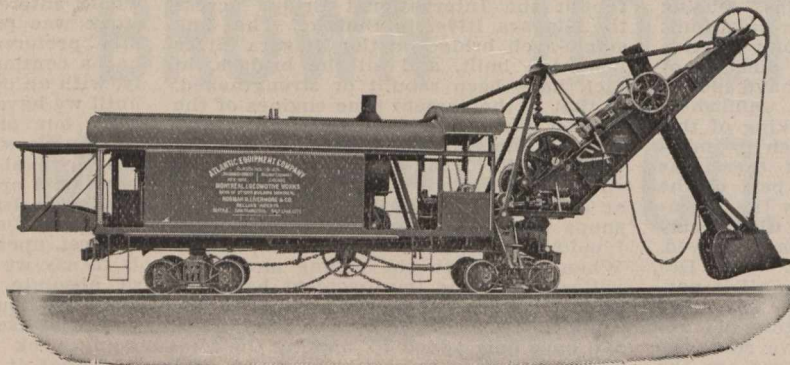
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BANK OF OTTAWA BUILDING, MONTREAL, CANADA

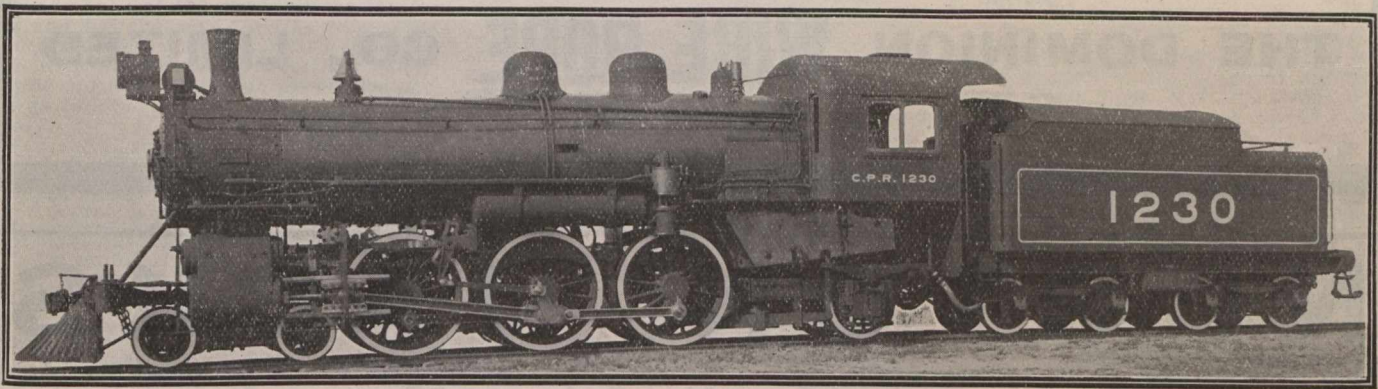
my period of office I should look back with deep regret had I accepted such a policy as was pressed upon me at the time. Of course, these improvements to the property have not been carried out without a considerable expenditure of money. The improvements and developments, however, have been carried out with the greatest possible regard to economy, but you will not be surprised that some increase to the capital has been made. Our capital has been increased to the extent of about £7,500,000. But here again, I may mark a note of satisfaction, there has been practically no increase whatever on our fixed charges, and I only ask you in the future to keep your eye strictly and severely upon that question of capital expenditure, and see to it that we are not likely to fall into such a position as that which we occupied in 1895. As regards the receipts, which indicate in a very striking manner the progress of the company. I find that the gross receipts in 1895 amounted to £4,417,000. In 1907, which was, of course, a very good year, the gross receipts were £9,224,000, and in last year, which was a bad year, they were £8,106,000. The proportion of fixed charges to gross receipts in 1895 was 27.57%. In the bad year of 1908 they were 16.49%, and in the good year of 1907 they were 14.32%. I may also mention that, taking the present market prices, which are lower than they were

dian railways. Mr. Hays is so well known and so much appreciated throughout the railway world on the other side of the Atlantic, that it may not appear to be a matter of very great consequence what his designation may be; but at the same time, we think that it is due to him, and it is only fair that he should be placed upon the same status as all his brother chief executive officers; and, therefore, we think it is only right that he should, like all those officers, have the title of President. My successor will be known by the more familiar title in this country of Chairman of the Board, and you will understand that in making these titular changes no change whatever is contemplated in the relative responsibilities, either of the executive officer or of the board. The executive officer will not have greater power or authority or responsibility, and the board will not have less authority and control than at present.

I shall lay down my work with regret, but the regret will be softened and diminished if I may be allowed to indulge the hope that I may sometimes be remembered as having taken part in the regeneration and development of your company—and especially as an earnest promoter of that great undertaking now rapidly approaching completion which will have so great an influence upon the future of our company, and will at the

C. P. R. Pacific Type Locomotives.

The C.P.R. has received recently from the Montreal Locomotive Works 30 Pacific type (462 class) locomotives of the railway company's G-2d class. They are equipped with the Vaughan-Horsey superheater and Walschaert valve gear. The boiler is of the extended wagon top type, 67 1/8" outside diameter at the front end. The barrel is built with three rings, the second of which is tapered, with the dome on the third ring. The horizontal seams are butt jointed, sextuple riveted with welt strips inside and outside. The circumferential seams are double riveted. The fire box has a sloping throat and back head and is radially stayed. Flexible staybolts are located in the breaking zone of throat, sides and back head. Flexible staybolts are also used for the four rows at the front of fire box crown sheet. The fire box ring slopes from front to back and is supported at each end by an expansion sheet and brackets. The fire box ring is 5" wide at the front, 4 1/2" at the sides, and 3 1/2" at the back. The injector check valve is located on the top of the first ring of the boiler under the bell stand. The water is discharged from the valve direct without any internal pipes. A deflecting plate prevents the cold water from striking the dry pipe. The smoke box is of a self cleaning type. The superheater is the



CANADIAN PACIFIC RY. PACIFIC TYPE LOCOMOTIVE.

a couple of years ago, the increased value of your securities is something like £20,000,000. I find that the ordinary stock when we took office was quoted at 5 1/2, and now it stands at between 23 and 24, and it has been very much higher. The 4% guaranteed stock stood at 42 1/2 in 1895 in the market, and it now stands at 95. The third preference, a very favorite security for our shareholders, which stood at 12, is now at 57, and our 4% debenture stock, which was then at 75, stands now at 101 1/2, and has been very much higher. I think, therefore, I am justified in looking back with some satisfaction upon the financial record of the past few years. In 1853, when the company was formed, a board was constituted in Canada, consisting of 12 members, with a financial committee of six in London, and the head of the board in Canada was designated the President, and the chief executive officer was known as the General Manager. After the board, for very good reasons, was removed to London in 1862, no change was made in the designation of those officers, and that remained the case from that time to this. It has been thought, however, that the present opportunity should be availed of to change the designation of the President and General Manager respectively, and to place Mr. Hays, our General Manager, as regards title, upon the same footing as that of the executive officers of all other American and Cana-

same time contribute in so large a measure to the welfare and prosperity of Canada."

After some little discussion, during which an amendment was proposed, but not seconded, relative to the appointment of an advisory committee to act in Canada, the report was adopted.

A resolution was also adopted granting a retiring allowance of £1,500 a year to the President.

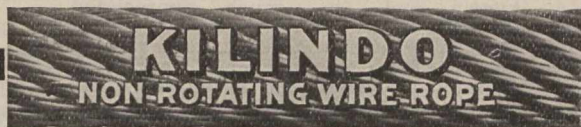
Railway Lands Patented.—During Aug., letters patent were issued in respect to railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:—

	Acres.
Calgary and Edmonton Ry.	6.55
Canadian Northern Ry. ....	.03
Canadian Pacific Ry. grants	68.59
Grand Trunk Pacific Ry.	19.23
Manitoba and North-Western Ry.	2.10
Total	96.50

The Western Trunk Lands Building and Development Corporation, Ltd., has recently been incorporated at Winnipeg, by a number of railway employees, with the chief object of building homes and engaging in real estate business on a co-operative plan, at divisional points where they are obliged to reside. The stock, which is in shares of \$100, is to be sold, two-thirds to railway employees, and the remainder to the public.

Vaughan-Horsey type with two cast iron headers in the smoke box, one being for saturated steam and the other for superheated steam. The five inch boiler tubes contain four seamless steel superheating pipes 1 1/4" diameter, arranged in pairs, the two pipes in each being connected at the rear end by cast steel return bend. The pipes on emerging from the tubes are carried to the connections at the headers. The superheater pipes reach within 30" of the fire box tube sheet. Cast iron steam pipes connect the superheated header with the cylinder. The passage of the gases through the five inch tubes is controlled by a damper, which is automatically operated by steam cylinder located on the outside of the smoke box. This cylinder is directly connected to the steam passage of the cylinder and is operated by the pressure in the cylinder. When the throttle is open the pressure in the cylinder opens the damper, but when the steam is shut off a counterweight closes it. The cylinder is the railway company's standard pattern and has a bushing 3/4" thick. The piston valves are 11" diameter, inside admission. For the Walschaert valve gear an auxiliary reverse shaft is used. A cast steel cross-tie supports the link bearers.

The main frames are cast steel, 4 1/2" wide, with double front rails and single rear sections of wrought iron. The main frames and rear sections are bolted to



“Kilindo” Wire Rope

Kilindo Wire Rope is absolutely free from any tendency to rotate with or without the load. Kilindo Wire Rope, being constructed throughout of entirely round wires, thereby embodying the advantages of the manufacture of a smooth surface rope, presenting the very largest wearing surface to wear. Kilindo Wire Rope does not kink.

“Kilindo” Wire Rope

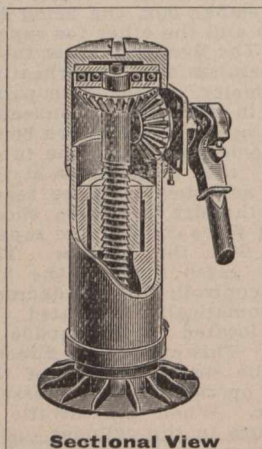
Cannot be excelled for
Cranes, Derricks, Elevators, Collieries,
Hoists, Cargo Falls, Etc.

ALL SIZES IN STOCK—PRICES UPON APPLICATION

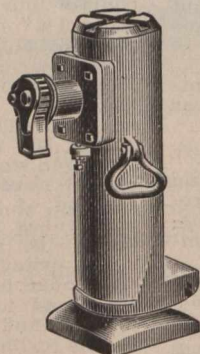
THE DOMINION WIRE ROPE CO., LIMITED
Montreal

NORTON JACKS

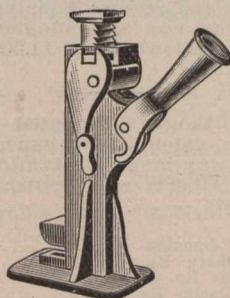
Are Made in Canada and Save You Delay and Duty on American Made Jacks.



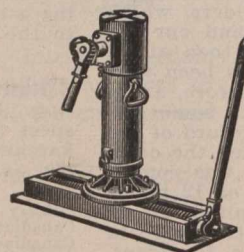
Sectional View



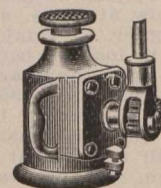
Foot Lift Jack



15 Ton Track Jack



Traversing Jack



Journal Jack

50 Styles 8 to 100 Tons Capacity
Carried in stock for IMMEDIATE DELIVERY

MANUFACTURED BY

A. O. NORTON, COATICOOK, QUE.

Stock Carried by MUSSENS LIMITED, Montreal and Winnipeg

a cast steel crossie just back of the rear pedestals. The frames are braced in a very substantial manner by cast steel crossies. The trailing truck, which has outside boxes, requires but a single slab section frame 2" thick. The boxes are of cast steel fitted in cast steel pedestals. The load is transferred to the truck by semi-elliptic spring connected at one end to an equalizing beam from the rear driving spring, and at the other end to a steel casting bolted to the frame. The spring rests in a cast steel spring seat, which has projecting ends fitting into the top of the front and back pedestal. The load is transferred from the spring seat to the box by means of three point bearing swing links, which are also used to bring the truck back to the normal centre after passing a curve. The front truck has a swing centre casting with three point hangers. Two cab turrets are used and each one has a separate dry pipe extending to the dome. The driving boxes are cast steel with bronze gibs in the shoe and wedge fit, and are equipped with hard grease lubricator. The driving wheels are the railway company's standard cast steel centre and have cast iron hub liners. The front truck is equipped with steel tired wheels having cast steel spoke centres and the tender with steel tired wheels having wrought iron disc centres. A 5,000 Imperial gallon semi-water bottom tank is applied to the tender and space provided for 10 tons of coal. The frame is built of 13" channels for centre sills and 10" channels for side sills. The tender trucks are the equalized pedestal type with a cast steel bolster and semi-elliptic springs. The leading particulars are as follows:

Service	Passenger
Fuel	Bituminous coal
Tractive effort	33,460 lbs.
Weight in working order	214,200 "
" on drivers	135,000 "
" on leading truck	42,700 "
" on trailing truck	36,500 "
" of tender (loaded)	133,200 "
" of engine and tender in working order	347,400 "
Wheel base, driving	13' 0"
" total	33' 7"
" total engine and tender	60' 0 1/2"
Cylinders, kind	Simple
" diameter and stroke	21" x 28"
Valves, kind	Piston
" greatest travel	5 1/2"
" steam lap	15-16"
" inside clearance	1/2"
" lead constant	5-16"
Wheels, driving, diameter over tires	69"
" thickness of tires	3"
Driving journals, diam. and length, M. 9 1/2" x 12"	F. & B. 9" x 12"
Engine truck wheels, diameter	31"
" journals	6" x 10"
Trailing wheels, diameter	44"
" journals	7" x 14"
Boiler, style	Extended wagon top
Working pressure	200 lbs.
Outside diameter of first ring	67 3/4"
Outside diameter of third ring	75 1/2"
Fire box, length and width	94 1/2" x 69 3/4"
" water space, front 5", sides 4 1/2", back 3 1/2"	
Tubes, number fire tubes	193
" number superheater fire tubes	22
" diameter fire tubes	2 1/4"
" diameter superheater	5"
" length	19' 6"
Heating surface, tubes	2,765 sq. ft.
" fire box	176.6 "
" total	2,941.6 "
Superheater heating surface	542.5 "
Grate area	45.67 "
Smoke stack, diameter	14 1/2" at choke
" height above rail	15' 1 3-16"
Tender, tank	Semi water bottom
" frame	13" and 10" channels
" wheels, diam., 34" on 15 engs.; 36 1/2" on 15 engs.	
" journals, diam. and length, 5 1/2" x 10"	
" truck	four wheel pedestal type
" water capacity	5,000 imp. gallons
" coal capacity	10 tons

E. A. Walberg, contractor, Montreal, has been awarded \$53,205 by the Exchequer Court, in the settlement of his claim of \$105,940 for extras in connection with the construction of the I.C.R. shops at Moncton, N.B.

December Birthdays.

Many happy returns of the day to—
 E. Alexander, Assistant Treasurer C.P.R., Montreal, born in Yorkshire, Eng., Dec. 8, 1862.
 J. H. Barber, Engineering Department C.P.R., Montreal, Que., born at Cobourg, Ont., Dec. 10, 1856.
 N. E. Brooks, C.P.R. Division Engineer, Calgary, Alta., born at Sherbrooke, Que., Dec. 25, 1866.
 J. C. M. Buntzen, Director British Columbia Electric Ry. Co., Copenhagen, Denmark, born there Dec. 16, 1859.
 T. C. Burpee, Engineer of Maintenance of Way, Intercolonial Ry., Moncton, N.B., born at Sheffield, N.B., Dec. 11, 1852.
 W. W. Butler, Vice President Canadian Car and Foundry Co., Ltd., Montreal, born at Danville, Ohio, Dec. 9, 1862.
 H. P. Dwight, President Great Northwestern Telegraph Co., Toronto, born at Belville, Jefferson Co., N.Y., Dec. 23, 1828.
 R. Forget, M.P., President Richelieu and Ontario Navigation Co., Montreal, born at Terrebonne, Que., Dec. 10, 1861.
 W. H. Gardiner, City Freight Agent C.P.R., and District Freight Agent Esquimalt and Nanaimo Ry., Victoria, born there, Dec. 6, 1859.
 H. H. Gildersleeve, Manager Northern Navigation Co. of Ontario, Collingwood, born at Kingston, Ont., Dec. 15, 1865.
 A. J. Gorrie, ex-General Superintendent Canadian Northern Quebec Ry., now Managing Director Geo. Hall Coal Co., Montreal, born at Raith, Kirkcaldy, Scotland, Dec. 10, 1868.
 W. H. Grant, Manager of Construction, Mackenzie, Mann and Co.'s Eastern Lines, Toronto, born at Acton, Ont., Dec. 8, 1858.
 F. P. Gutelius, General Superintendent Lake Superior Division C.P.R., North Bay, Ont., born at Millinburg, Pa., Dec. 21, 1864.
 D. B. Hanna, President Quebec and Lake St. John Ry., Third Vice President Canadian Northern Ry., Toronto, born at Thornliebank, Scotland, Dec. 20, 1858.
 S. P. Howard, General Freight Agent Eastern and Lake Superior Divisions C.P.R., Montreal, born there Dec. 30, 1865.
 B. B. Kelliher, Chief Engineer Grand Trunk Pacific Ry., Winnipeg, born in Ireland, Dec. 26, 1862.
 J. T. McGrath, Master Mechanic, G.T.R., Battle Creek, Mich., born at Toronto, Dec. 6, 1869.
 A. T. McKean, Soliciting Freight Agent C.P.R., Winnipeg, born at St. John, N.B., Dec. 18, 1886.
 L. Macdonald, Division Freight Agent G.T.R., Toronto, born at Montreal, Dec. 10, 1871.
 J. Niblock, ex-Superintendent C.P.R., Calgary, Alta., born in York County, Ont., Dec. 21, 1849.
 A. Price, General Superintendent Western Division C.P.R., Calgary, Alta., born at Toronto, Dec. 6, 1861.
 G. D. Robinson, Assistant Export and Import Freight Agent C.P.R., Toronto, born at St. John, N.B., Dec. 7, 1877.
 C. Schreiber, C.M.G., Consulting Engineer Department of Railways and Canals, Ottawa, Ont., born at Bradwell, Essex, Eng., Dec. 14, 1831.
 F. P. Smith, Secretary Richelieu and Ontario Navigation Co., Montreal, born there, Dec. 23, 1873.
 C. E. E. Ussher, Assistant Passenger Traffic Manager C.P.R. Western Lines, Winnipeg, born at Niagara Falls, Ont., Dec. 29, 1857.
 H. H. Vaughan, Assistant to Vice President C.P.R., Montreal, born at Forest Hill, Essex, Eng., Dec. 26, 1868.
 W. Wood, locomotive foreman C.P.R., Megantic, Que., born at Montreal, Dec. 6, 1863.

Canadian Northern Ry. Stock Issue.

Sperling & Co., of London, Eng., issued recently a prospectus of £850,000 Canadian Northern Ry. 4% perpetual debenture stock, at 93. This stock is perpetual and irredeemable, and ranks pari passu in all respects with the 4% perpetual consolidated debenture stock now officially quoted on the London Stock Exchange. The trust deed provides that the total amount of debenture stock shall not exceed £2,000 per mile of line for the time being open and operated, and an amount not exceeding the cost price of securities of independent corporations from time to time deposited with the trustees, but the company cannot issue any debenture stock against such securities without the consent of the trustees. The debenture stock is secured by a general charge upon the undertaking, property and assets (other than land and money subsidies) of the company, subject to £1,180,600 of bonds primarily charged on the Ontario division of the railway (287 miles), and to charges created, or to be created, not exceeding \$10,000 per mile of line, other than the above-mentioned 287 miles of line in Ontario, or \$15,000 per mile if guaranteed by the Dominion Parliament, or any of the Provinces, and is a specific first mortgage upon certain securities deposited with the trustees. We are advised that the issue was largely over-subscribed.

A Railway to Hudson Bay.—The Governor General in his speech at the opening of Parliament, Nov. 10, said: "The exploratory surveys for a railway from the western wheat fields to Hudson Bay were pushed energetically during the whole of last summer. It is hoped that a report of the operations will be placed before you at an early date." The Railway Department's report for the year ended March 31, 1909, contained the preliminary report of the engineers who made the survey, the most important details of which have already been published in these columns. The report which is expected to be laid before Parliament shortly will cover the special surveys made in connection with the selection of a terminal—Port Nelson and Fort Churchill both being advocated—and the more detailed estimates as to the cost of the line. Reports from Pas Mission, Sask., Nov. 3, state that 20 miles of the final location of the line from that point had been completed. (Nov., pg. 821.)

Railway Subsidy Contracts.—A subsidy contract was entered into, Oct. 20, between the Dominion Government and the Atlantic, Quebec and Western Ry., for the construction of 26 bridges on the company's line under construction between Paspébiac and Gaspé, Que.

Further evidence was taken during Nov., in the case of the Government against the C.P.R., for recovery of \$239,000, alleged to be due for customs duties in connection with the false invoices passed some time ago, by D. M. Hobbs, who was convicted and sentenced to a term of imprisonment, and has since died.

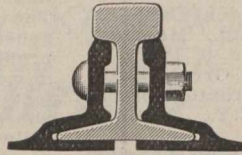
The Secretary of the Board of Railway Commissioners has issued a circular stating that it is the present practice for the Board's inspectors to forward to the superintendent or other official of the railway company interested a copy of report made by the inspector re station buildings and safety appliances. Hereafter, the railway official receiving the inspector's report is to acknowledge receipt direct to A. J. Nixon, the Board's Chief Operating Officer, advising him what action is being taken in connection therewith.

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.

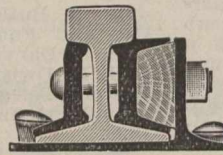
HIGHEST AWARDS

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



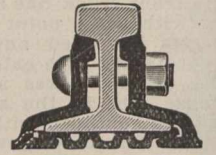
Continuous Joint

Over
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Rolled
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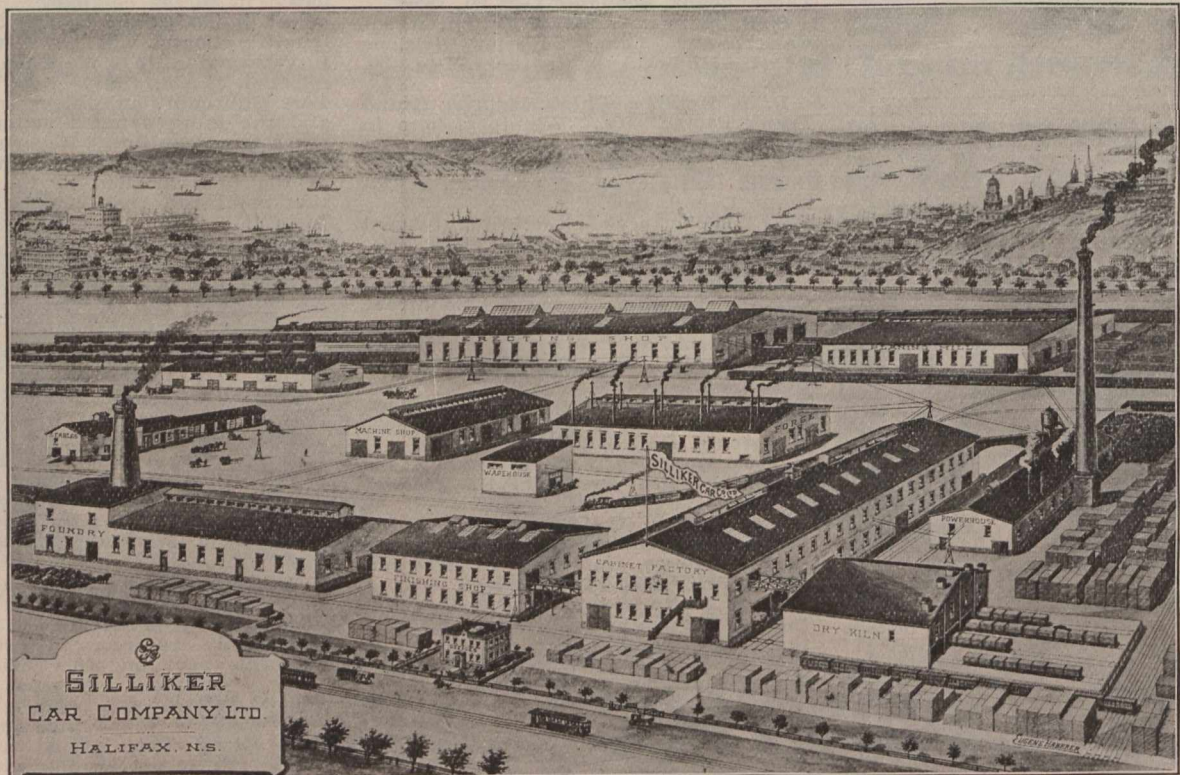
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THE RAIL JOINT COMPANY OF CANADA, LIMITED
OFFICES: BOARD OF TRADE BLDG., MONTREAL, CAN.

Makers of Base Supported Rail Joints for Standard and Special Rail Sections, also, Girder, Step or Compromise, Frog and Switch, and Insulating Rail Joints, protected by Patents.

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STREET RAILWAY CARS



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HEAVY FORGINGS AND CASTINGS

RAILWAY, FREIGHT AND PASSENGER CARS OF ALL KINDS

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments.

Alaska Northern Ry.—A company with this title has been formed to take over and complete the Alaska Central Ry., which was recently sold by orders of the courts. The Sovereign Bank of Canada held practically the entire bond issue, and the line was bought at the sale in the interests of the bank, which itself is in process of being wound up. The line is in operation from Seward, 72 miles inland, and it is intended to continue it to the Tanana River, 370 miles further. It is also proposed to construct a branch line from mileage 146 to the Matauoska coal fields, 38 miles; and a branch from Susitna through the Kus-kumin country to the gold fields at Itidarod. The present southerly terminus at Seward is to be changed to Resurrection Bay. O. G. Larebee, Spokane, Wash., is President of the new company. (Nov., pg. 829.)

Alberta and Great Waterways Ry.—The Deputy Attorney General and the Deputy Treasurer of Alberta reached Toronto, Nov. 9, on their return from New York, where they had been in connection with the placing of a provincial loan to aid in the construction of this railway. They stated that they had succeeded in placing the loan upon satisfactory terms. It was announced from London, Eng., Nov. 12, that the issue of £1,500,000 of 5% fifty year first mortgage bonds of this company had been over subscribed. The arrangement for the placing of this issue on the market was made by the Province of Alberta with J. P. Morgan & Co., New York. The amount of the issue represents the amount of bonds which the province agreed to guarantee in order to secure the construction of the line. The guarantee is at the rate of \$20,000 a mile of railway, and \$400,000 for terminals in Edmonton, the whole not to exceed \$20,000 a mile on 350 miles. (Nov., pg. 829.)

Alberta Central Ry.—The organization of this company has recently been completed, the officers being:—President, J. T. Moore, Red Deer, Alta.; Chief Engineer, J. G. MacGregor, Red Deer; acting Secretary, H. W. Raphael, Montreal. The shareholders authorized the directors to go on with surveys for the first 75 miles of the projected lines, for which there is a Dominion subsidy. The line will start at Red Deer and proceed westerly. It is intended that this westerly line will be extended to a junction with the G.T. Pacific Ry. in the Yellow Head Pass country. The company has power also to construct a line easterly from Red Deer to Moose Jaw, and a branch therefrom, from near the Battle River to Saskatoon or Warman, Sask. The present surveys show that the construction work will be fairly difficult. The maximum gradient is to be 0.4% and the maximum curvature three degrees. There will be three steel bridges on the line, at the crossing of the Red Deer, Medicine, and Saskatchewan rivers. (Oct., pg. 743.)

Algoma Central and Hudson Bay Ry.—Application is being made to the Dominion Parliament for an extension of time for the construction of the line authorized by chap. 50 of the statutes of 1899, as amended by chap. 49 of the statutes of 1900.

We are advised that three survey parties have been locating a line between the Michipicoten branch and the C.P.R. transcontinental line, and that it is expected to have this work under contract in the near future. The company has under consideration the question of starting work upon the completion of the section of the line between the

present end of steel on the main line and the Michipicoten branch. (Nov., pg. 829.)

Athabasca Ry.—The Canada West Construction Co. has been incorporated under the Dominion Companies Act with a capital of \$500,000 and offices at Winnipeg, Man., to carry on a general construction and development business, and particularly to acquire any rights and interests under the provisions of the act to incorporate the Athabasca Ry., being chap. 58 of the statutes of Canada of 4 and 5 Edward VII. The provisional directors are:—G. D. Minty, C. S. Tupper, H. W. Hollis, W. F. L. Edwards and A. D. Smith, of Winnipeg. (July, pg. 473.)

Atlantic, Quebec and Western Ry.—We are advised that excellent progress has been made during the present season of construction on this line, which is yet in the hands of the general contractors, the New Canadian Co. Twenty miles, from Paspebiac, the terminus of the Baie des Chaleurs Ry, or the Atlantic and Lake Superior Ry. as it is also called, to Port Daniel, is open for traffic, and it is expected to open a further 20 miles in Dec. This will bring the line to Pabos, but it is possible that a further 10 miles, to Grand River, may be opened this year. The whole of the line to Gaspé Harbor, mileage 102, is under construction, with rails laid most of the way. Foundations of bridges, etc., are in most cases completed; some of the 28 steel bridges to be erected are of considerable size. The contract for their supply and erection is held by the Dominion Bridge Co., Montreal. Arrangements have been completed for the transfer of the Baie des Chaleurs Ry., extending from Matapedia to Paspebiac, with which the company will have a through line, from the Intercolonial Ry. at Matapedia to Gaspé Harbor, of over 200 miles. As soon as the transfer is made the Baie des Chaleurs Ry. will be put under repair and brought up to the standard of the line now being constructed. (Sept., p. 649.)

British Columbia and Manitoba Ry.—A meeting of shareholders has been called to be held at Lethbridge, Alta., Dec. 18, for the purpose of receiving the report of the provisional directors, organizing the company, electing directors, and transacting all other business which may properly be brought before such meeting. The notice is signed by H. Roy, F. W. Rolt, J. J. Fleutot, J. B. T. Caron, E. Hoffman, and J. J. B. Gosselin, for the provisional directors. (May, pg. 355.)

Central Ontario Ry.—We are advised that the balance of the extension from Lake St. Peter to Whitney, on the G.T.R. Canada Atlantic line, has been surveyed and located. Considerable grading has been done this season and one mile of track laid. No new contracts have been let. It is expected that the extension will be completed next season. (May, pg. 355.)

Cheticamp to Port Malcolm, N.S.—A press report says a railway will soon be constructed to be known as the St. Rose Ry., to run from Cheticamp to Port Malcolm, which is an all the year round harbor, and that it will tap the Intercolonial Ry. at Orangedale. (See Cape Breton railways, June, 1908, pg. 401.)

Chicago, Milwaukee and Puget Sound Ry.—A press report from Missoula, Mont., says that work on a line from that point to the Crow's Nest Pass country in Canada will be commenced in the spring, and continued until completed. The directors returned to Missoula recently, from a trip to Kalispell, Swan River and Swan Lake. They report that they are pleased with the country which the line will open up. Surveys have already been made on the Canadian side of the

boundary. It is stated that tenders will be called for at an early date. (July, pg. 475.) (See also Canada Western Ry.)

Chicago, Milwaukee and St. Paul Rd.—A press dispatch from Grand Forks, N.D., Nov. 12, said F. D. Hughes, of Larimore, N.D., had returned there from Chicago, where he had been in consultation with the President of the C.M. and St. P. Rd. in connection with the route of the proposed extension from Fargo to Winnipeg. He stated that there was no doubt that it was the company's plan to start the construction of the extension in the spring. As to the exact route which would be taken, it was a little early to state definitely, as it had not been all gone over carefully. The idea was that the line would start from Fargo, running midway between the Casselton branch and the main line into Grand Forks, then west to Larimore, and from there directly north into Winnipeg. (July, pg. 475.)

Detroit River Tunnel.—We are advised that all the sections of the subaqueous work are in position and surrounded by exterior concrete. All of the water has been removed and 75% of the lining of the two tubes, forming the tunnel, completed. The approach tunnel work on both sides of the river is practically done. There is some little work to do in the vicinity of the shafts on both sides of the river, but this will not in any way interfere with the progress and completion of other sections. A very large amount of preliminary work in connection with electrification has been done, but work has not been actively commenced at the tunnel itself. (Oct., pg. 743.)

Dominion Atlantic Ry.—The question of the construction of a line connecting with the D.A.R., through its Cornwallis Valley Branch at Centreville, N.S., and touching the main line at some western point, has been under consideration for years. A public meeting was held at Woodville recently, when it was stated that the Dominion and Provincial subsidies on the usual terms were available for any company which would construct the line, and the Minister of Militia said he had been given to understand when in London, Eng., recently, by the President of the D.A. Ry. that that company was ready to arrange with the company now holding the charter to construct this line, and was prepared to enter upon the construction of a ten mile section from Centreville. A committee was appointed to take up the matter with the various interests concerned. (Sept., pg. 649.)

Dominion Central Ry.—Application is being made to the Dominion Parliament for authority to increase the bonding powers to \$50,000 a mile, to extend the time for the commencement and completion of the projected railway. Smith and Johnston, Ottawa, are the solicitors. (July, pg. 475.)

Farmers Ry.—A press dispatch from Prince Albert, Sask., Nov. 10, said D. W. Hines, President of the Company, was brought into that city the previous day from Melfort charged with being insane, and was placed in jail, pending his removal to the asylum at Brandon, Man. The company has completed five miles of grading on its line from Melfort towards Regina. It is intended to elect a new President at once. (Sept., pg. 649.)

Graham Island, B.C.—Application is being made to the B.C. Legislature to incorporate a company with power to construct railway lines, to be operated by steam, electricity or other motive power, from Skidegate Inlet, near lot 15a, northeasterly to Miller Creek, thence northwesterly to Stewart or Kundis Bays, Masset Inlet, with branches, not to exceed 20 miles in any one case.

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Power is also asked to own and operate steam and other vessels, wharves, docks, etc., including water power for railway and other use. Barnard and Robertson are solicitors for applicants.

Ha Ha Bay Ry.—The construction of this line is being proceeded with, and it is expected, will be completed and in operation by Sept., 1910. It starts at St. Alphonse and proceeds to Jonquieres, Que., where it connects with the Quebec and Lake St. John Ry. A branch will also be constructed from St. Alphonse to Grande Bay. The main line will be 24 miles long, and the branch three miles. At St. Alphonse the Government has constructed a wharf providing for a deep water harbor with 60 ft. of water, so that there is excellent berthing for large steamers. The railway will provide an outlet for the lumber mills of Chicoutimi county. It is estimated that it will cost \$24,000 a mile. The Dominion and Quebec Governments have given subsidies towards construction. Senator Choquette is President of the company, and Mr. Dubuc, of the Chicoutimi Pulp Mills, Vice President. (Sept., 1908, p. 615.)

Hudson's Bay and North Western Ry.—Application is being made to the Dominion Parliament for an act authorizing the company to amalgamate with the Manitoba and Keewatin Ry., and for an extension of time for the construction of the lines authorized in connection with the said companies. S. S. Martin, Toronto, is solicitor for the company. (July, pg. 477. See also Manitoba and Keewatin Ry., July, pg. 479.)

Intercolonial Ry.—The annual report of the Department of Railways for the year ended Mar. 31, states that a re-measurement of the line was carried out during the year, with the result that the length was found to be 1,447.13 miles, instead of 1,448.62 miles, and the revised figures are now being used. There are 17.67 double tracked. The total mileage is irrespective of spur lines and sidings and tracks in yards, the aggregate length of which is 364.04 miles. (Oct., pg. 745.)

International Ry. of New Brunswick.—At Montreal Nov. 3, T. Malcolm, general contractor for this railway, stated that if the weather held good the line from Campbellton to St. Leonards, N.B., 114 miles, would be completed by Nov. 30. Track has been laid, and the ballasting completed, on 80 miles, while the grading has been completed on the remaining 34 miles. As soon as the line is finished preparations will be made for the construction of the bridge across the Restigouche River, to connect with the Atlantic and Lake Superior Ry. and its extension the Atlantic, Quebec and Western Ry. (Sept., pg. 649.)

James Bay and Eastern Ry.—Application is being made to the Dominion Parliament to incorporate a company with this title to construct a railway from the Canadian Northern Ontario Ry.'s authorized line near Lake Abitibi, easterly and southeasterly, passing south of Lake St. John, to the mouth of the Saguenay River, with a branch from Chicoutimi county to Ha Ha Bay on the Saguenay River. G. F. Macdonnell, Toronto, one of the Canadian Northern Ry.'s assistant solicitors is solicitor for the applicants.

Kettle Valley Lines.—Application is being made to the Dominion Parliament by the Kettle River Valley Ry. Co. for authority to construct an extension of its line from its authorized railway near Coldwater River, to the navigable waters of the Fraser River, and for an extension of time for the construction of its various lines, and for other purposes.

The provisions of the agreement between the B.C. Government and the Kettle River Valley Ry. Co., whereby the province agrees to bonus a line from Midway, in the Boundary country, to

Merritt, in the Nicola valley, 150 miles, are embodied in a signed document which requires ratification by the Legislature to make it effective. The Attorney-General in explaining the contract at a meeting in Vancouver said, the new company was the successor to the Midway and Vernon Ry., to which the Legislature granted a bonus of \$5,000 a mile, and which the courts had determined the Province should pay. The new company having acquired this bonus, had represented to the Government that it would not be profitable to construct and operate the line between Vernon and Midway in face of the competition of the steamers running on Okanagan Lake, and agreed for \$850,000 to construct a line from Midway to Penticton, and on to Merritt in the Nicola Valley, 150 miles. The company also agreed to construct a line up the north fork of the Kettle River and down the Coquihalla River to the Fraser River. By winding through the passes of the Hope Mountains this would bring Midway within 325 miles of Vancouver, or about 12 hours run by train. The company also agreed to employ no Asiatics, and pay a fair wage, and to have the service between Midway and Vernon in operation within four years. The company further agreed to pay the debts left by the Okanagan Construction Co. on the Midway and Vernon Ry.; to pay a tax of \$90 a mile to the Government, and to put up a deposit of \$250,000. The lines to be constructed according to the signed agreement are as follows:—from Grand Forks up the north fork of the Kettle River, not less than 30 miles; from Midway to Penticton; and from Penticton to a junction with the Nicola, Kamloops and Similkameen Ry. near Nicola. Merritt, which was mentioned in the Attorney General's speech as the terminus of the line in the Nicola valley, is a station on the Nicola, Kamloops and Similkameen Ry., seven miles from Nicola. The agreement provides that the lines to be constructed are to be practically uniform with the C.P.R. or Great Northern Ry. lines when first constructed. The company is to have a free right of way through provincial lands, and also the right to take from all public lands adjacent to the lines, stone, gravel and other material which may be necessary for construction. A press report states that surveys made over the route show that the maximum gradient will be 1.5% in crossing the summit between West Fork and the Okanagan valley, and for the remainder of the distance less than 0.5%. (July, pg. 477.) See also Midway and Vernon Ry. (Nov., 1908, pg. 793.)

Manitoulin and North Shore Ry.—Application is being made to the Dominion Parliament for an extension of time, for the completion of the part of the line between Sudbury and Little Current, Ont.; for the commencement and completion of the part of the line between Owen Sound and Meaford, Ont., and for the commencement and completion of the lines authorized by the company's various acts, except those portions particularly mentioned above; and declaring the company's lines to be works for the general advantage of Canada. (Sept., pg. 651.)

Margaree Coal and Ry. Co.—In 1907 an agreement was made between the company and the Nova Scotia Government for the construction of this line in Inverness county, which was ratified by chap. 13 of the statutes of the same year. Under an order in council of March 27, of the present year, a new agreement was made changing certain of the conditions, and granting an extension of time within which the railway may be constructed. This new agreement was ratified and confirmed at the last session of the Nova Scotia Legislature.

The county of Inverness in 1905 made an agreement with the company by

which aid was to be given towards the construction of the line through the county, the construction to be completed by Jan., 1908. An extension of time to Jan., 1909, was granted subsequently, and a further extension last session.

A third act affecting the company authorised the increase of its capital stock from £500,000 to £600,000, and the number of its directors from five to seven. (Sept., 1908, pg. 617.)

Maritime Coal, Ry. and Power Co.—We are advised that the extension of this company's line from Joggins Mine to the Bay of Fundy Shore, 1.5 miles, has been completed. The extension has a maximum gradient of 1.5% and a maximum curvature of four degrees. There are no special features of construction on this piece of line. (Oct., pg. 745.)

Michigan Central Ry.—The subway on Ross St., St. Thomas, Ont., under the M.C.R. tracks, has been completed, and the company is now grading the sides of the track at the subway in preparation for sodding them in the spring.

A recent press dispatch from St. Clair, Mich., stated that the company was contemplating the establishment of a car ferry service between that point and Courtright, Ont., and that some of the car ferries released from the Detroit-Windsor service will be used on it. We are officially advised that nothing of the kind is at present contemplated by the company.

It is stated that a site has been secured for a new terminal station south of Michigan Ave., Detroit, Mich., between Fifteenth and Twentieth streets. The plans for the new building are under consideration, but details are not sufficiently advanced to allow of any description being given. (Oct., pg. 744.)

Midway and Vernon Ry.—See Kettle Valley Lines. (Nov., 1908, pg. 744.)

Montreal Central Terminal Co.—Application is being made to the Dominion Parliament to authorize and confirm agreements with other companies, to authorize the company to amalgamate with other companies whose property or undertaking it is authorized to acquire, and to increase the capital stock of the company. F. E. Came, Montreal, is Secretary of the company. (See Montreal Bridge and Terminal Co., June, pg. 415.)

New Brunswick Coal and Ry. Co.—We are advised that the work for the payment of which the New Brunswick Legislature authorized a loan at its last session, including some additional ballasting, fencing, new tanks, and a new steel bridge at Washademoak, has all been completed by the staff employed by the Commissioners. The line is operated for the New Brunswick Government by a commission, A Sherwood, Norton, N.B., being the Manager. (Oct., pg. 745.)

Nickel Range Ry. Co.—Application will be made to the Ontario Legislature to incorporate a company with this title for the purpose of constructing a railway from near Onaping station, on the C.P.R. transcontinental line, through the northerly part of Dowling tp.; thence northeasterly through Laveck, Morgan, Lumsden or Foy and Bowell tps.; thence easterly through Wisner tp., connecting with the C.N.O.R. in the easterly part of Wisner tp.; thence easterly and southeasterly to a connection with the C.P.R. near Falconbridge tp. Power to construct branch lines is also asked, also the right to connect with the C.P.R., the C.N.O.R. or other railways at points other than those named, and to operate the lines by steam, electric or other motive power. Masten, Starr, Spence and Cameron, Toronto, are solicitors for applicants.

Northern Empire Ry.—A meeting of shareholders is to be held at Edmonton, Alta., Dec. 15, for the purpose of receiving the provisional directors report organizing the company, and tran-

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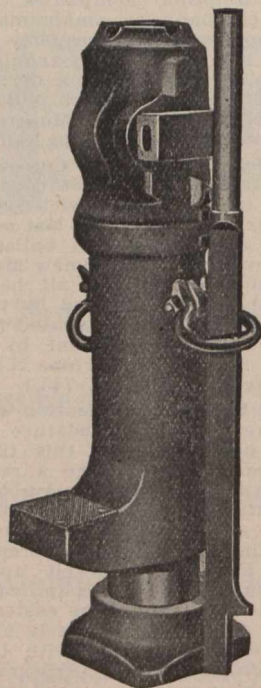
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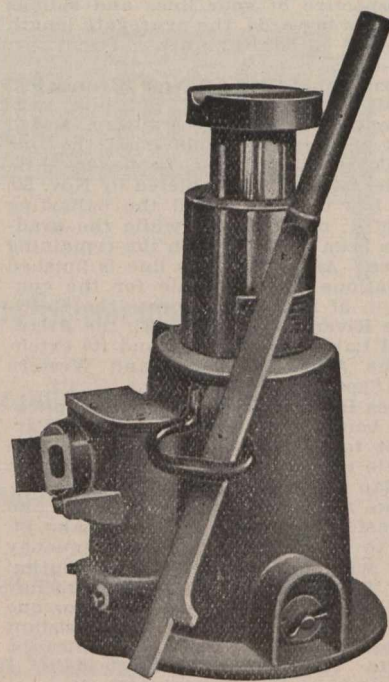


Inside Pump Type

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Full description and explanation of the working parts of the Joyce-Cridland Hydraulic Jacks are given in Bulletin 33.



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sacting other business. The notice is signed by H. Roy, R. Balfour, J. J. Fleutot, E. Hoffman, and J. J. Gosselin. (July, pg. 479.)

Ottawa Valley Ry.—The Dominion Parliament is being asked to authorize and confirm agreements with other companies, to increase the bonding powers and to acquire, use and dispose of electric and other power. A Langlois, Montreal, is Secretary. (May, 1904, pg. 145.)

Pacific and Atlantic Ry.—The Dominion Parliament is being asked to extend the time for the construction of the lines authorized by sec. 1, chap. 138 of the statutes of 1906. (Annul. 1908, pg. 245.)

Prince Edward Island Ry.—We are advised that a contract was let to Whitehead Bros., Fredericton, N.B., for the construction of the branch line from Harmony to Elmira. The right of way has been cleared, and the culverts, which are of concrete, have been completed. Some little grading has been done, but owing to heavy rains construction has been closed down for the winter. The branch will be 10 miles long, mostly through a heavily wooded country. The maximum gradient is 1.2% and the maximum curvature four degrees. H. F. Laurence is engineer in charge of construction. (Aug., pg. 575.)

Prince Edward Island Tunnel.—The Premier of Prince Edward Island returned to Charlottetown from a visit to Ottawa, Nov. 5. In an interview he said the Dominion Government had promised to make a survey to determine the feasibility of a tunnel between the island and the mainland, and to estimate the cost. This was the next step, and the result of the enquiry was being awaited. The tunnel would have far-reaching consequences and advantages. The Island was pressing for it, and it should be constructed if the cost was reasonable. He did not believe it should be constructed if the cost was found to be unreasonable. (July, pg. 479.)

Quebec Central Ry.—The construction of the extension from St. George, Beauce, to Ste. Justine, Dorchester County, Que., is being energetically pushed forward. We were advised Nov. 6 that 12 miles of track had been laid and fully ballasted. A large bridge over the Black Stream, mileage 13, is being erected by the Dominion Bridge Co. It was expected that this would be completed Nov. 10, when the laying of track would be continued on to Ste. Justine, thus completing 30 miles in one season. The management expects to have the line in condition to operate a train service over about Jan. 1. It is, however, so late in the season that the final section of the line cannot be completely ballasted, but this will be done in the early spring, and with the summer change of time the new 30 miles will be added to the company's regular train service schedule. There will be four stations located on this new line, the first, 10 miles from St. George, will probably be called Morisset Bridge; the second, 15 miles from St. George, called Racquette River; the third, 20 miles from St. George, called Le Detour, and the fourth, at the end of the line, Ste. Justine. This extension follows the valley of the Famine River, through a rich lumber and agricultural country with reported indications of asbestos and copper. A considerable quantity of gold has been washed from the gravel of the Famine River. Ste. Justine is located seven miles from the boundary line of the State of Maine, on the watershed of the St. John river. It has not been decided when further construction beyond Ste. Justine will be commenced, but engineers are now making the location surveys. (Nov., pg. 829.)

Regina Southern Ry.—The Saskatche-

wan Legislature is being asked to incorporate a company with this title to construct a railway from Regina southwesterly to Rouleau, and on to tp. 12, r. 23, w. 2nd mer., thence southeasterly to the International boundary in tp. 1, r. 11 or 12, w. 2nd mer.; from tp. 12, r. 23, southwesterly to Willow Bunch, thence southerly to the International boundary in tp. 1, r. 1, w. 3rd mer. The company will also ask for considerable powers as a general development company, among them being the right to construct tramways for the transportation of coal, ore, minerals and other freight to or from the company's lines. A. Ross, Regina, Sask., is solicitor for applicants.

Reid Newfoundland Co.—Some information as to the contract between the Newfoundland Government and the Reid Newfoundland Co., with respect to the construction of branch lines, has been made public. It is stated that several branch lines are to be constructed, and that the company is to receive a subsidy of \$15,000 a mile.

Of the lines to be constructed, that to Bonavista is now under way. A report from St. Johns, Nov. 3, stated that 10 miles of grading had been completed, and that as 1,400 men were at work there was every reason to hope, that with favorable weather conditions, the line would be completed early next year. (Nov., pg. 831.)

St. John Valley Ry.—The question of the construction of this projected line was brought before the House of Commons, Nov. 16, through a question asked by O. S. Crockett, as to the deputations which waited on the Dominion Government during the last session of the New Brunswick Legislature. The Minister of Public Works stated in reply that no proposition was made to the N.B. Government, but a proposition was made by a company to the Dominion Government. It was stated by the delegation that the company had that it would ask the Legislature for authority to guarantee the company's bonds up to \$25,000 a mile, provided the Dominion Government would agree that the Intercolonial Ry. would operate it as a part of the Government lines, and pay to the province 40% of the gross earnings. The Government took the matter into full consideration, and subsequently the company was informed that before a definite reply could be given, detailed information as to the proposition was required. The Mayor of Fredericton, who is President of the company, was subsequently told of the position the Government took. The company had recently asked for a conference, and a reply had been sent to the effect that when a definite proposition, giving full details as to the route, gradients, curvature, bridge structures, etc., was submitted, the Government would give it the fullest consideration. (Oct., pg. 745.)

Temiskaming and Northern Ontario Ry.—A contract has been let to the Canadian Contracts, Ltd., Toronto, for the construction of a spur line of about a mile to connect the main tracks in New Liskeard, Ont., with the wharf at the mouth of the Wabis River. The work is to be proceeded with at once.

J. H. Black, Superintendent, stated in Cobalt, Nov. 3, that it was the intention of the Commissioners to construct a second track between Cobalt and North Cobalt in the spring.

The new station at Cobalt is expected to be completed early in Dec. A 650 ft. siding is being laid in front of the freight sheds and extending to the right of way siding at the north end of the yard. Additional sidings are being laid along the Kerr Lake branch. Supt. Black was in Cobalt, Nov. 8, inspecting the various works in progress, including the construction of a second track between

Haileybury and North Cobalt. The portion of this work between Haileybury and North Cobalt has been completed, and progress is being made on the remaining distance between North Cobalt and Cobalt. There is a good deal of rock work to be done on this section, which will be gone on with during the winter. It is expected that the whole of the work will be completed early in the spring. (Nov., pg. 831.)

Vancouver and Coast-Kootenay Ry.—The Dominion Parliament is being asked to incorporate a company with this title for the purpose of constructing a railway from Vancouver, southeasterly to New Westminster and across the Fraser River, thence easterly to Midway, in the Boundary Creek district; from the main line of railway south of the Fraser River to its mouth; from the main line east of Hope to Nicola Lake; and from the line near Vancouver northerly across Burrard Inlet to North Vancouver, thence westerly to the mouth of Capilano River. The company is also asking power to construct and operate telegraph and telephone lines along its railway. D. G. Macdonnell, Vancouver, B.C., is solicitor for applicants.

A company was incorporated in 1902 by the B.C. Legislature, and subsequently by the Dominion Parliament to construct a line following a similar route. Extensions of time for construction were granted by both Legislature and Parliament. When the application was last made to Parliament for an extension of time for construction, in 1907, the applicants withdrew, and the charter lapsed. The present application does not disclose whether the applicants are in any way connected with the holders of the old charter.

Vancouver and Nicola Valley Ry.—The B.C. Legislature is being asked to revive, ratify and confirm this company's act of incorporation, to extend the time for the commencement of construction, and for expending 10% of the capital, and to give other powers. The company was incorporated by the B.C. Legislature in 1908, with a capital of \$5,000,000 and office in Vancouver, to construct and operate a railway from Nicola Lake, along the Nicola River valley to the junction of the Nicola and Coldwater Rivers, and following the Coldwater River to the divide of the Coquihalla River, thence down the Coquihalla Valley to the junction with the Fraser River near Hope, and along the south shore of the Fraser River to the railway bridge, crossing the river at New Westminster and continuing to Vancouver, with power to construct branch lines, bridges, ferries and other works connected with railway operation. The provisional directors named in the act of incorporation were: H. W. Armstrong, J. Hendry, L. N. MacKechnie, R. P. McLennan, F. R. Stewart, and F. H. Lantz, Vancouver, B.C.

Vancouver Island, B.C.—Application is being made to the B.C. Legislature for the incorporation of a company to construct and operate railway lines, from near Robson Bight or Beaver Cove on the east coast westerly across the island, with power to construct and operate all necessary bridges, ferries, wharves, docks, telegraph and telephone lines, steam and other vessels, etc. Taylor, Hume and Innes are solicitors for the applicants.

Vancouver Island and Eastern Ry.—Application is being made to the Dominion Parliament to authorize the company to construct a railway from Seymour Narrows on Vancouver Island northerly to Quatsino Sound, in extension of the line authorized by its act of incorporation, and to apply the provisions of that act to the extension; to continue the act of incorporation, and to extend the time for the construction of the lines authorized. R. C. Lowe, Victoria, B.C.,

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."

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is the company's solicitor. (July, pg. 481.)

Vancouver, Westminster and Yukon Ry.—The Dominion Parliament is being asked to extend the time within which the company may construct the various lines authorized. It is also desired to change the route of the authorized line from Squamish Valley to Hazelton or some other point in the Skeena River valley to a route, as follows: from Vancouver or some other convenient point on the shore of Burrard Inlet to New Westminster (such line being in addition to the railway authorized by the act of incorporation), and from New Westminster to the south side of the Fraser River, and thence through the New Westminster district and easterly and northerly through the Yale, Lillooet and Cariboo districts to the branch line from Willow River to Edmonton, authorized by chap. 176 of the statutes of 1906, at or near Tete Jaune Cache; thence north easterly following the railway authorized by chap. 196 of the statutes of 1906, along the south fork of the Fraser River to between Fort George and Fort McLeod; thence to Hazelton or some other point on the Skeena River. The company also asks for power to enter into agreements with other railway companies. (July, pg. 483.)

The Western Canadian Collieries, which was empowered by the Dominion Parliament to take over the properties of the United Gold Fields of British Columbia, owning the Frank and Grassy Mountain Ry., is making considerable extensions to its coal mining plant at the Lille and Bellevue mines, near Frank, Alta. It is also opening a new mine at Blaimore. The shipping plant at the Bellevue mines is also being added to, and for the accommodation of the new facilities a new railway yard is being laid out. There will be 8,000 yards of sidings, and the line at the pit mouth will be double tracked. Two tracks will be laid in the upper yard for empties, and three in the lower yard for loads, giving accommodation for 60 empties and 75 loads. The company is handling 1,200 tons of coal a day, and with the increased facilities will be able to handle 2,000 tons. It is expected that the new handling plant and the increased accommodation in the yards will be ready for use by Jan. 1. (See United Gold Fields of British Columbia, Aug., pg. 577.)

Winnipeg and Northern Ry.—At the last session of the Manitoba Legislature an act was passed extending the time for the commencement of the construction of the line authorized by the act of incorporation, chap. 122 of the statutes of 1906, for one year, and for seven years the time within which the line is to be completed. (April, pg. 251.)

Winnipeg, Salina and Gulf Ry.—United States press reports state that a British syndicate has agreed to finance the construction of this projected railway. The company plans to construct a line from Winnipeg, Man., south to the Gulf of Mexico. The first section to be constructed, it is reported, is from Superior, Wis., via Beloit, Grand Bend, Kan., Woywoka, Okla., and Matheford, Tex., to Wichita Falls, with an extension from Woywoka to Oklahoma city, Okla. Among those interested are F. H. Taylor, G. E. Graves, Philadelphia; and J. W. Wagner, formerly connected with the Milwaukee Southern Rd. The company proposes to open offices at St. Louis, Mo., Kansas City, and Salina, Kan. In 1908 a company with the title of the Winnipeg, Yankton and Gulf Rd. was formed to construct a line over the same route. There have been numerous proposals to construct such a line as projected above, reference to them will be found under the heading of American Midland Ry., Aug., pg. 573, and Sept., 1907, pg. 663.

Pending Legislation Affecting Railways.

The House of Commons gave the first reading, Nov. 16, to three bills introduced by E. A. Lancaster. The first one is for the purpose, as he explained, of making it clear and distinct that it was the intention of Parliament that section 340 of the Railway Act should make absolute the Board of Railway Commission's jurisdiction in regard to certain freight contracts. The section provides that the shipper shall not be bound to accept anything less than his ordinary and actual damages unless he signs a contract which must be approved of by the Commission. The Ontario Court of Appeal held in a case that the shipper was bound by the contract he had signed notwithstanding the fact that it had not received the Commission's sanction. The bill also includes a section providing that where the railway company insists on a higher rate of freight in order to guarantee against full loss, but wants the shipper to take the lower rate and lower liability the company must allow the shipper the choice of paying the higher rate of freight, and being fully protected against loss if he wants to, and not compel him to accept a reduced liability without any option.

The second bill has for its object the limiting of appeals from the Board of Railway Commissioners' decisions. At present, he explained, it was very doubtful if any time limit existed. The bill provides that the Board shall not grant leave to appeal after 30 days from the making of the order; that leave to appeal to the Supreme Court shall not be given unless some doubtful question of law is involved and unless serious loss and injury will result from immediate compliance with the order sought to be appealed from, and that no appeal, even should leave have been granted, should lie if it is not prosecuted within 60 days, that is within 30 days after leave to appeal has been granted.

The third bill deals with the question of level crossings, and was introduced for the purpose of changing the amendment to sec. 238a passed last session. The proposed amendment reads:—"And where the railway has been constructed before the passing of this Act and is permitted by the Board to pass over any highway crossing at rail level, the municipality shall not be ordered to pay any portion of the cost or expense of protecting such crossing unless and except it is otherwise provided by agreement, approved by the Board, between the company and the municipal corporation." The Minister of Railways said the proposed amendment was subversive of one of the principles of the Act passed last session.

Great Northern Ry. Lines in Canada.

Crow's Nest Southern Ry.—The G.N.R. annual report makes reference to the extension of this line from Fernie to Michel, B.C., 20.98 miles, which was substantially completed by May 1, 1908. The line had not been formally opened for operation when it was seriously damaged by the fire at Fernie, on Aug. 2. The damage was repaired and the line opened Nov. 30, 1908.

New Westminster Southern Ry.—In the G.N.R. annual report reference is made to the opening of the new line between Blaine, Wash., and South Westminster, B.C. The completion of this line, the report says, will permit of the abandonment and removal of the larger portion of the old heavy grade line, the Canadian portion of which is owned by the New Westminster Southern Ry., between the same points. (See also Vancouver, Victoria and Eastern Ry. and Navigation Co.)

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The Dominion Parliament is being asked to pass an act extending the time within which the company may complete its railway and extensions.

The G.N.R. annual report says the extension from Cloverdale to Sumas, B.C., 29.29 miles, has been completed, but is not yet formally opened for traffic. Work on the extension from Keremeos to Princeton, B.C., 41 miles, has been continued during the year. The grading had been completed and 1.5 miles of track laid to June 30. It was expected that the line would be completed to Princeton about Nov. 1. On March 15 the V. V. and E. Ry. and N. Co.'s line from South Westminster, via Olivers, to the International boundary, 21.05 miles, was put in operation. On the same day the new line from Blaine, Wash., to the International boundary, 2.96 miles, was put in operation. This gives a new through line between these points and does away with the New Westminster Southern Ry.'s old line. In connection with the new line from Blaine to the International boundary a new passenger station, custom house and water station was erected at Blaine, and the freight station enlarged. On June 4 the company completed the laying of track on its branch line at Vancouver to Burrard Inlet. This takes the company's tracks to the shipping district of Vancouver, where it has valuable property which will shortly be developed.

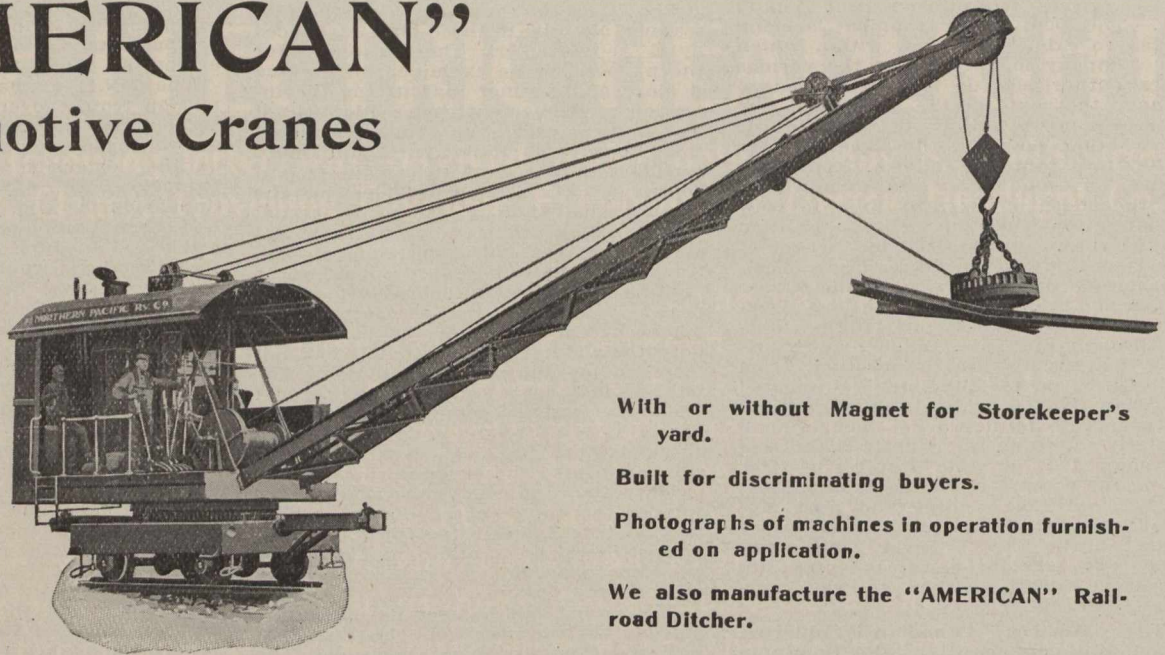
We were advised Nov. 5 that track laying had been completed into Princeton, thus completing this year 45 miles of new track on this line. The track-laying work for the year was commenced at Keremeos. The company will complete a spur to the V.M. coal mine, 0.75 mile. The surfacing and bridging on the Keremeos-Princeton section was expected to be completed by Nov. 25. No further tracklaying will be gone on with this year. The question of the proposed tunnel from Tulameen to Coquihalla river, 7.49 miles, is still under consideration.

Recent reports from Hedley, B.C., state that the track laying gang had reached close up to Princeton at the end of October, and that ballasting and surfacing was being carried on with all the help available. It was expected that the regular train service would be put on by Dec. 1. The line has been fenced to Hedley; a station building and tank have been completed at Bradshaw, and the wires for the telegraph-telephone line have been strung between Keremeos and Hedley. Survey parties are still at work on the revision survey of a route from Otter Flat to the summit. The question of further construction between Princeton and the coast has not been decided. Chief Engineer Hogeland, of the Great Northern Ry., was in Hedley recently and made an inspection of certain portions of the proposed new route through the Hope Mountains. He made no statement as to when work would be gone on with beyond Princeton, but said that the men would shortly be engaged on new contracts. (Nov., pg. 851.)

The Temiskaming and Northern Ontario Ry. has increased the demurrage charges on freight cars from \$1 to \$3 a day, and the storage charges on package freight from 5c. to 10c. per package a day.

The British Government, a London, Eng., cable of Nov. 11 states, has decided to grant £135,000 towards the construction of the Collooney and Blacksod Bay Ry. in Ireland. The construction of this piece of line is a part of the project for the establishment of a fast All-Red rail and steamship line round the world, via Canada and Australia.

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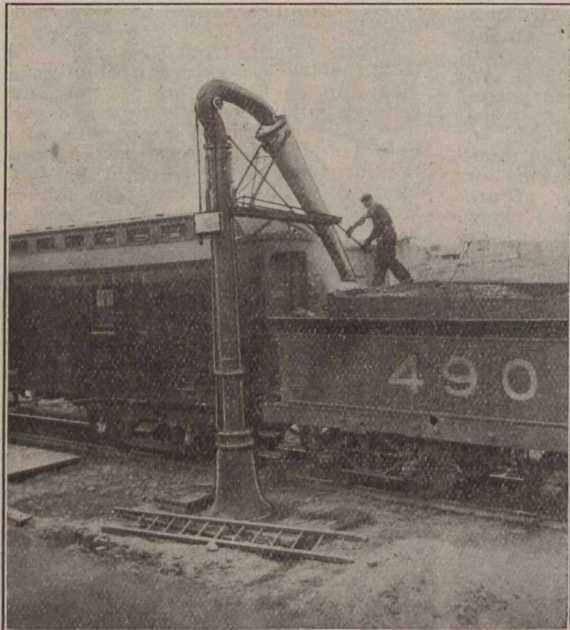
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C.P.R. Betterments, Construction, Etc.

An Entrance to Halifax.—The council of the Halifax Board of Trade appointed a committee Nov. 2 to go to Montreal and interview the C.P.R. Executive. They were instructed to ask the company two questions, first if the company wants to come to Halifax, and second on what terms. The committee had a conference with Sir Thos. G. Shaughnessy, President, and D. McNichol, Vice President, Nov. 10. The matter was thoroughly discussed and an arrangement was made for a further conference after the company's officials have looked into the plans in detail. The question has been discussed by the Board of Trade at great length and several plans have been considered. In summarizing the suggestions of the Board, A. Johnson, the President, said after the conference:—"It is calculated that a line from St. John, N.B., to Halifax, 275 miles, could be built without equipment for \$20,000 a mile. This would mean \$5,500,000. It was reported some time ago the C.P.R. was willing to give \$135,000 for running rights over the Intercolonial. Suppose they are willing to give \$160,000. Capitalized this would amount to \$4,000,000 at 4%, so that the C.P.R. should be willing to contribute \$4,000,000 towards the building of this line. The question is, where would the balance, \$1,500,000, come from? In my opinion it could be readily raised. Cumberland should give \$150,000; Colchester, \$150,000, and the Province of Nova Scotia at least \$5,000 a mile for 141 miles, which is the distance from Halifax to the New Brunswick line. This would amount to \$710,000. Halifax city should give \$400,000 and Halifax county \$100,000. This would make \$1,510,000, which, added to the capitalized \$4,000,000, would build a road from St. John to Halifax. The road between Painsec and Amherst could be shortened 12 miles. Sir Sandford Fleming informed me on one occasion that probably the greatest mistake made in locating the I.C.R. was not adopting this route rather than the one via Dorchester. The new road from Amherst to Truro would pass through prosperous country containing coal mines, great lumber interests, and producing large quantities of agricultural products. It, however, would be about as much longer than the present road as, say, the distance saved between Painsec and Amherst, but it would pass through the prosperous Stewiacke Valley and a better route could be secured than the present I.C.R. one."

Place Viger Extension.—The Road Committee of Montreal City Council adjourned the further consideration of the C.P.R. proposal to stop up certain streets in the vicinity of the Place Viger station until the Dec. meeting, in order that D. McNicol, Vice President, could be present to fully explain matters.

Northern Colonization Ry.—The extension from Nominig to L'Original Rapids, Que., now called Duhamel, 35 miles has been completed, and passed by the Department of Railways inspecting engineers. A train service has been placed in operation. It is intended to construct a further extension to a junction with the old Gatineau Valley Colonization Ry. (Ottawa Northern and Western Ry.) now terminating at Maniwaki.

St. Marys and Western Ontario Ry.—The bylaw granting aid for the construction of this railway through Blanshard tp. was resubmitted to the taxpayers Nov. 19. This is the third time it has been voted upon; on the last occasion it was carried by a majority of 76, but owing to some informality it is being submitted a third time at the company's instance and cost.

Fort William Station.—A contract has

been let to J. McDiarmid & Co., Winnipeg, for the erection of a station building at Fort William, Ont., to cost about \$100,000. It will be of fireproof construction, 50 by 105 ft., three stories high, with a train shed 34 by 167 ft.

New Western Lines.—Application is being made to the Dominion Parliament to extend the time within which the following lines of railway may be constructed:—from Osborne to between Cartwright and Boissevain, Man.; from Otterburn to Stuartburn, Man.; from Killam or some point in tp. 44, ranges 13 and 14 west of the 4th meridian, to Strathcona, Alta., with power to commence in range 12; from Napinka, westerly to a junction with the northwest extension of the Souris branch, with power to terminate at Griffin on the Weyburn-Stoughton branch. Power is also asked to construct the following additional lines:—from tp. 22, range 2, east of the principal meridian northerly and northwesterly for 100 miles, to tp. 34, ranges 5, 6, or 7, west of the principal meridian, and from the Pheasant Hills branch near Asquith, Sask., northerly or northwesterly to tp. 38 or 39, range 10, 11 or 12, about 20 miles.

Brandon, Man.—Estimates have been prepared for the construction of a sub-way under the C.P.R. and the Brandon, Saskatchewan and Hudson Bay Ry., to cost \$120,000, and for a bridge over the same tracks at a cost of \$105,000. No decision has been reached as to which will be constructed by the city.

Birtle to Brandon.—Local press reports state that the company is considering the desirability of constructing a line from Birtle, via Hamiota, to Brandon, Man.

Saskatoon to Wetaskiwin.—The first train over the newly completed line connecting up the line running westerly from Saskatoon to a junction with the branch running easterly from Wetaskiwin to Hardisty, was run Oct. 26. W. Whyte, Second Vice President, together with a number of officials and public men were on the train. Mr. Whyte explained that there was yet 40 miles of skeleton work to be completed between Wilkie and Hardisty. This means that the rails have been laid on the dump for this distance, and that the ballasting and surfacing work has to be done. Every effort would be made to have this done before the freeze-up. It would, he added, depend wholly upon the weather whether it would be possible to put on a regular train service this year.

Lacombe Branch.—Tracklaying on the extension of the branch running easterly from Lacombe, Alta., is being proceeded with from Stettler, and it was expected that the extension of 35 miles would be completed by Nov. 30.

Weyburn Westerly.—Track has been laid on the line under construction from Weyburn, Sask., westerly for 30 miles. Two towns—Trossachs, 15 miles out, and Forkard, at the present end of the line—have sprung up. Hon. A. Buchanan recently stated that W. Whyte, Second Vice President, had informed him that it was intended at an early date to start construction at Lethbridge on a line easterly to meet the line coming from Weyburn. Mr. Whyte, at Lethbridge, Oct. 30, stated that no decision had been reached as to the construction of the line easterly from Lethbridge, but the question of its construction would be taken up in Jan., when the construction programme for 1910 was under consideration.

Lethbridge - Macleod Cut-off.—W. Whyte, Second Vice President, arrived in Lethbridge, Alta., over the new cut-off, Oct. 30. It was reported to be in good condition although the ballasting has not yet been fully completed.

Carmangay Branch.—The branch line northerly from Lethbridge was expected

to be completed into Carmangay, Nov. 30. It was not intended, said W. Whyte, Second Vice President, at Lethbridge, Oct. 30, to continue the construction of this branch any further this year. The work northerly from Carmangay would probably be started in the spring.

Electrification of Boundary Lines.—G. J. Bury, General Manager Western Lines, Grant Hall, Superintendent of Motive Power, Western Lines, and F. F. Busted, General Superintendent Pacific Division, recently completed an inspection of the lines in the Boundary District. It was stated that the object of their inspection had to do with the proposal to adopt electricity as a motive power. The suggestion is that the power will be obtained from the West Kootenay Power and Light Co., and that the line upon which the experimental work will be done will be that extending from Phoenix to the Granby smelter.

Hotel at Nelson, B.C.—Plans are reported to be in preparation for the construction of a tourist hotel at Nelson, B.C.

Hartford Junction to Wellington Camp.—A contract is reported to have been let to W. P. Tierney & Co., for the construction of a spur line from Hartford Junction to the Athelston and Jackpot mines of the Wellington camp. G. Tierney, one of the contractors, said the route is a very rough one, but he expected that the three mile stretch to the two mines would be completed by Feb. 1, 1910. There are a number of mines further on, and when necessary the spur will be extended to them, ultimately becoming a branch line of about 20 miles.

Esquimalt and Nanaimo Ry.—R. Marpole, Vice President, recently completed a trip of inspection over the line under construction from Nanaimo to Alberni. He stated that it was expected to have the extension completed and in operation by the spring of 1911. But for the heavy gradients which prevail in the Cameron Lake district the work could be completed at an earlier date. All the surveys had been completed for the Cowichan branch, but it had not been decided when work would be started on it. The company's operations in clearing land were being pushed, and it was expected to have 800 acres in the neighborhood of French Creek and Parksville ready for occupation in the spring, when the first batch of 12 families were to arrive for settlement.

The contractors for the last 27.5 miles of the line into Alberni have let a number of sub-contracts and work is being gone on with at various points between Cameron Lake and New Alberni. Track laying is being proceeded with from the Nanaimo end, and the material for the steel bridge work is being brought in.

Location surveys for the projected line to the north end of Vancouver Island are in progress, the work for the section of the line from Parksville to Union Bay having been completed. The remaining sections under survey are from Union Bay to Campbell River, and thence to the north coast of the Island.

An unconfirmed press report says the C.P.R. will in the near future operate its trains between Montreal Jct. and Windsor St. station, Montreal, by electric locomotives.

The Court of Appeal gave judgment recently in the cross suits of the C.P.R. and the city of Montreal, in which the latter claims \$8,888.08 for assessments and taxes, and the former claims \$9,422.50 for land taken by the city. The decision gives the city \$8,711.97, with certain interest and costs, and the C.P.R. appeal from the decision of the Superior Court was dismissed.

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Canadian Car and Foundry Co., Ltd.

This company was incorporated recently under the Dominion Companies Act with the following capitalization:—Six per cent. bonds, redeemable in 30 years with sinking fund of 2% per year and interest on bonds redeemed beginning on July 1, 1911, authorized and issued, \$3,500,000; preference stock, 7% cumulative, authorized \$7,500,000, issued \$5,000,000; ordinary stock, authorized \$5,000,000, issued \$3,500,000. The preference stock is preferred as to dividends and assets, participating equally with the ordinary shares in all dividends after payment of a 7% dividend on the ordinary shares. The prospectus states that the company was incorporated for the purpose of acquiring the properties and business, or capital stock of the following companies, all free from debt and unencumbered:—Rhodes-Curry Co., Ltd., Dominion Car & Foundry Co., Ltd., Canada Car Co., Ltd.

N. Curry, who becomes President of the new company, states as follows:—“The Dominion Car and Foundry Co. is located at Blue Bonnets, Montreal. Its works were erected less than three years ago; buildings constructed of reinforced concrete and steel, equipped with the most up-to-date machinery for the construction of steel cars, also for the manufacture of bolsters, brake beams and other railway specialties; these specialties being standard on all Canadian railways. The Canada Car Co. is located about a mile from the Dominion Car and Foundry Co. This plant was erected less than five years ago; construction similar to the Dominion Car and Foundry Co.; equipped with the most up-to-date machinery for the manufacture of wood passenger and freight cars, including wheel foundry, grey iron foundry, forging shops, machine shops, etc. The Rhodes-Curry Co. is located at Amherst, N.S., the geographical centre of the Maritime Provinces. This plant started the manufacture of cars in a small way 17 years ago, but has grown to be a large concern. It is equipped for the manufacture of wood, passenger and freight cars with a wheel foundry, grey iron foundry, forging and machine shops, etc.; also rolling mills, malleable iron foundry and axle shop. This company also owns 20,000 acres of timber lands, and operates saw mills and planing mills with branches at Halifax and Sydney. The Dominion Car and Foundry Co. has a capacity of 30 steel freight cars a day, and also for the manufacture of bolsters, brake beams and other specialties for 100 cars a day manufactured under valuable patents. The Canada Car Co. has a capacity for the manufacture of 100 passenger cars a year, and 25 freight cars a day. The Rhodes-Curry Co. has a capacity for the manufacture of 60 passenger cars a year and 20 freight cars a day. Rolling mill capacity, 80 tons a day of bar iron and steel. Axle shop capacity, 200 axles a day. Malleable iron foundry capacity, 20 tons of finished malleable castings a day. The present capacity of these combined works is sufficient to take care of the requirements of the railways for several years to come, but it is the intention of the management to add to the capacity of the works when necessary to keep pace with the demands of the railways for additional rolling stock. It is the general policy of railways in Canada to buy all new rolling stock, doing repairs only in their own shops. The combined capacity of all other car companies in Canada is probably not over 10 cars a day. The net earnings of these three companies for the past two years have averaged \$1,000,000 per year. This period has been a very dull one for car builders, and business was obtained under keen competition, with plants running at only half capa-

city. The savings in buying, selling, freight, administration and manufacture with these three concerns combined should add at least 40% to the net earnings without charging any more for the output. Car builders in Canada are protected from foreign competition by a duty of 30% on rolling stock and parts thereof. In my opinion the replacement value of these properties is over \$7,500,000.”

Accountants and auditors certify that the net earnings of Rhodes-Curry Co., the Canada Car Co., and the Dominion Car & Foundry Co., after making adequate provisions for depreciation and after paying all interest charges were as follows: 1907-8, \$1,091,037.23; 1908-9, \$962,456.33. The prospectus adds that on this basis of earnings, after paying bond interest and preferred dividends, the surplus would amount to over 11% upon the Canadian Car and Foundry Co.'s common stock. It is estimated that, as a result of this consolidation and the present improvement in trade, the earnings for next year will amount to at least \$1,500,000. The net liquid assets of the combined companies are certified as \$2,880,115.02. Prior to the transfer of its assets the Dominion Car and Foundry Co. will pay a dividend to its shareholders, and subsequent to the transfer of the Canada Car Co.'s assets a further payment will be made to its shareholders, both such payments amounting to \$651,090. After making these payments the Canadian Car and Foundry Co.'s net liquid assets will be \$2,229,025.02.

The directors of the Canadian Car & Foundry Co. are as follows:—President, N. Curry, heretofore President Rhodes-Curry Co.; Vice-President, W. W. Butler, heretofore Vice President Dominion Car & Foundry Co.; Second Vice President, N. S. Reeder, heretofore General Manager Canada Car Co.; W. M. Aitken, G. E. Drummond, T. J. Drummond, H. S. Holt, J. Redmond, Montreal; I. H. Benn, London, Eng. Mr. Curry will remove from Amherst, N.S., to Montreal, where the company's head office will be located. Mr. Butler, who has spent most of his time in Montreal for the past few years, will continue to reside there, and will have charge of sales. Mr. Reeder will have charge of manufacturing. Other officers have been selected as follows:—Secretary-Treasurer, F. A. Skelton, heretofore Secretary-Treasurer Canada Car Co.; Purchasing Agent, A. H. Chave, heretofore Secretary-Treasurer Dominion Car & Foundry Co. The superintendents of the various plants are:—Canada Car Co., S. King; Dominion Car & Foundry Co., F. Ditchfield; Rhodes-Curry & Co., McCollum.

W. W. Butler, in a recent interview, said:—“The consolidation of these car plants makes the business more self-contained, as before the consolidation each plant was more or less handicapped by reason of certain features of manufacture contained in the other plants that were not contained in the individual plants. For instance, the Rhodes Curry plant at Amherst has a rolling mill, axle forge and malleable iron plant, which the Canada Car plant at Turcot and the Dominion Car and Foundry plant at Blue Bonnets have not had, but which they will now have the benefit of. The Dominion Car and Foundry plant has also been handicapped by reason of not having its own grey iron foundry and wheel foundry. Both the Canada Car and the Rhodes Curry plants have grey iron foundries and wheel foundries sufficient to take care of the capacity of the combined plants, as well as having a surplus capacity of wheel manufacturing for outside customers. We have in mind the building of an open-hearth cast steel plant on our property at Blue Bonnets, which will make our plants still more self-contained, and will enable us to manufacture our couplers, truck frames,

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

Kingston, Smiths Falls and Ottawa Ry.—Application is being made to the Dominion Parliament for an act extending the time within which the company may commence and complete the railway it was authorized to construct by its act of incorporation, chap. 88 of the statutes of 1887 and amending acts.

Toronto Terminals.—C. M. Hays, Second Vice President and General Manager, accompanied by a number of officers, visited Toronto, Nov. 1, and made an inspection of the terminals. It is said that as a result it has been decided to remove all the shops in the yard between John and Bathurst Streets as early as possible. When these buildings are removed all the locomotives will be housed at Mimico, only two being kept at Toronto, one for making up passenger trains, and the other for shunting freight cars in and out of the John St. freight yard.

Port Credit Yards.—The company has purchased several acres of land south of its present tracks at Port Credit station for yard extensions. Surveys have been made for laying out several new tracks, and it is expected that grading operations will shortly be started.

Brantford Improvements.—U. E. Gillen, Superintendent Middle Division, was in Brantford, Ont., Nov. 3, in connection with the laying out of the station park, and the construction of the proposed subway at Market St. The park work he said would be completed in the spring, and plans would be prepared for the subway and submitted to the city council. The subway would do away with the Market St. level crossing, and he pointed out to the council that under the act passed last year the Dominion Government would contribute towards the cost.

Guelph, Ont.—Vice President Fitzhugh told the chairman of the Railways Committee of the Guelph City Council, Nov. 12, that the construction of the overhead bridge over the company's lines at Metclafe St. would be taken in hand at once, and pushed forward to completion.

Electrification of Lines.—At a meeting of the Berlin Board of Trade, Nov. 12, the railway committee was instructed to enter into negotiations with the G.T.R. regarding the electrifying of its Galt and Elmira branches.

London Improvements.—The Chief Railway Commissioner wrote to the Mayor of London, Ont., Nov. 12, asking as to the present condition of the negotiations between the city and the G.T.R. for an elevation of the tracks in the city. The Mayor informed the council that it would not obtain such favorable terms as were offered in 1906, when it declined to entertain the company's offer. He understood that the company was not at all unwilling that the matter should go before the Commissioners. (Nov., pg. 811.)

The Canadian Railway Club held its regular monthly meeting at Montreal, Nov. 2, when a paper was read on Maintenance Regulation Cars, by R. W. Burnett, General Master Car Builder C.P.R.

During Sept., 16 employes were killed and 11 injured, in the course of their work on Canadian railways. Of the fatalities, six were due to being run over, four to falls, two to a derailment and one each to being struck by an object when passing, to being caught between cars, to falling material and to machinery; while of the other accidents, three were due to falls, two each to being run over and to falling material, and one each to a collision, to machinery, to an explosion of dynamite and to being caught between cars.

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

CAPITAL \$1,000,000

J. M. CURRY, Sec.-Treas.

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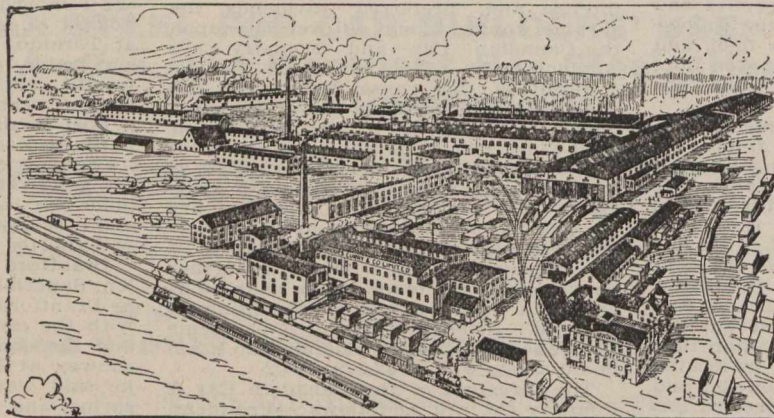
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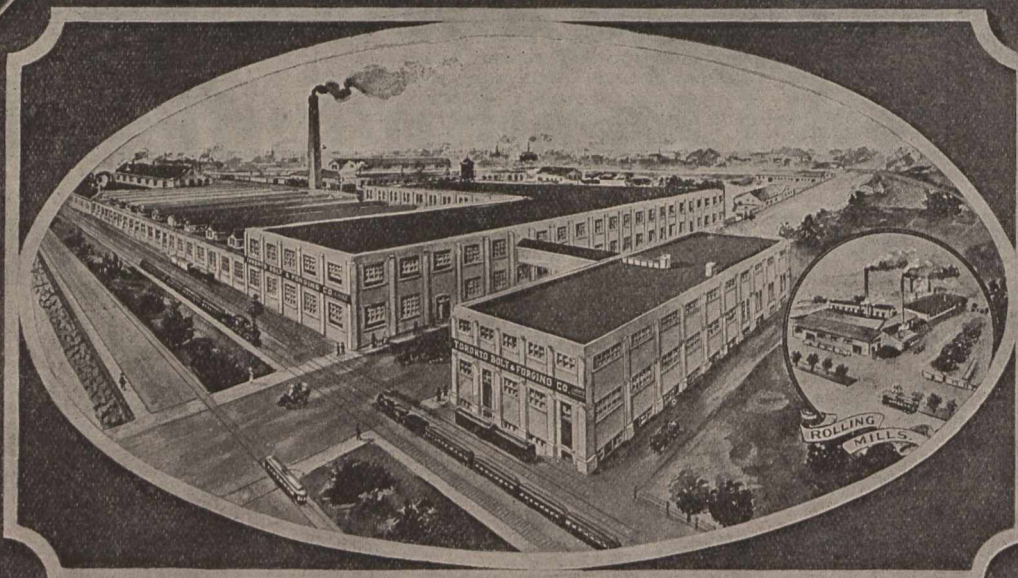
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National Transcontinental Railway.

Quebec Bridge.—Tenders were received to Nov. 15 for the removal of the wreckage of the Quebec Bridge on the anchor arm, and on that portion of the cantilever arm down to low water mark. The Minister of Railways also received tenders to Nov. 30 for the building of the substructure of the Quebec Bridge. The general specifications and forms of tender were given out by the Quebec Bridge Board of Engineers. Contractors putting in tenders had to deposit an accepted bank cheque for \$120,000. The work to be done under this contract will include the removal of one of the piers on the north side of the river, and to replace it by one going down to the solid rock 25 ft, below the gravel bed on which the present pier rests. The pier on the Levis side of the river will be enlarged.

As to the superstructure it is said that the Board of Engineers has reported that the question of whether or not the new bridge shall be of the suspension or cantilever type is simply a matter of cost, both plans being feasible.

Quebec Union Station.—A suggestion has been made that the site of the Quebec union station should be in close vicinity to the Point-a-Carcey wharf instead of the Champlain market site, previously decided upon.

Moncton to Winnipeg Line.—The Minister of Railways in reply to questions in the House of Commons, Nov. 18, said the amount of money expended to date by the N.T.R. Commissioners, exclusive of sums paid to contractors having construction of roadbed under contract, was \$18,118,133.58. The contract for the construction of the section of the line from Winnipeg to Lake Superior Junction was let to J. D. McArthur, Winnipeg, and the contract signed May 15, 1906. The estimated cost of the construction at contract prices was \$13,000,000. All the work on the section is not finished, but track has been laid and trains have been run; the contractor expects to have the work all completed and to hand it over to the Commission in the spring. The first train went over the section Nov. 6, and among the freight hauled was 10 cars of grain. The Minister also gave particulars showing the date of letting of contracts and the date of completion as fixed in the contracts of 11 sections of line between Superior Jct. and Quebec. The time limit for three of these sections had expired before the work contracted for was completed. Upon the others the time limit expires on Sept. 1, 1910, in four instances, and on Dec. 31, 1910, in the remaining four instances.

The first train went over the newly completed section of the line from Winnipeg to Superior Junction, Nov. 6, and on Nov. 9 Commissioner Young reported that he had travelled over the line at the rate of 20 miles an hour. The traffic is being handled by the contractor, but it is said that arrangements will be made for a regular service to be operated throughout the winter. The line will not be transferred to the G. T. Pacific for operation until the spring.

GRAND TRUNK PACIFIC RAILWAY.

The Governor General in his speech at the opening of Parliament said the Western Division of the N. T. Ry. has been extended 66 miles beyond Edmonton, completing 861 miles west of Winnipeg. Contracts have been let for 399 miles in the Mountain Division, and good progress has been made on this work.

In an interview at Fort William, Ont., Nov. 12, E. J. Chamberlin, Vice President, said:—"The work of laying out the yards at the Fort William terminals will be commenced as soon in the spring as the weather will permit. As soon as the elevator men get out of the way the

work will be gone on with. The conditions for the yard work are very favorable, as there will be practically little or no filling to do. The yards will have a capacity for 1,500 cars and will be ready for the fall traffic of 1910."

The work of fencing the line from Winnipeg westerly has been completed to Wainwright, Alta., and the work is being proceeded with as fast as possible. E. J. Chamberlin, Vice President, stated Nov. 4 that the work could not be completed this year and that it would be some time in the spring before a regular train service could be operated between Wainwright and Edmonton, as the regulations of the Board of Railway Commissioners had forbidden the running of through trains until lines were properly fenced.

It was expected that the erection of the steel superstructure of the bridge across the Pembina River, west of Edmonton, Alta., would be completed Nov. 30. Beyond this point about 70 miles of grading has been completed to the MacLeod River, and the substructures for a bridge are being built. As soon as the track is laid from the Pembina River crossing to the MacLeod River crossing, the steel work for this latter bridge will be got in. It is expected that the erection of this bridge will be started early in the spring.

Work has been started on the second section at the Prince Rupert end of the line, viz., from Kitsilas canyon to Aldermere, about 140 miles. G. A. McNicholl, Purchasing Agent, on his recent return to Vancouver, from Prince Rupert, stated that tenders would be asked for the supply of ties for this section at an early date.

A report from Prince Rupert, Nov. 1, gives a list of the construction camps at various points on the second 100 miles easterly from the ocean terminus. The subcontractors with the mileage where their work commences are as follows:—McDougall & Rankin, 102; D. A. Rankin, 112; M. Sheedy, 122; Moran & Chiene, 124; A. L. McHugh, 138; P. Salvus, 142; Bostrum & Kullander, 145; Sheedy & Paget, 155; Dan Stewart, 159; Norman McLeod, 162; Freebery & Stone, 8-172; Foley, Welch & Stewart, 5-175; Duncan Ross, 3-178.

The Dominion Parliament is being asked to authorize the Grand Trunk Pacific Branch Lines Co. to construct the following additional lines:—from near Watrous, Sask., to near Calgary, or to the line authorized to be constructed from some point on the line between the 111th and 113th degrees of longitude to Calgary; from the proposed line mentioned above within ranges 4, 5 or 6, west of the third meridian, southeasterly and easterly to Regina, Sask.; and from the first mentioned line within ranges 21, 22, 23, or 24, west of the third meridian, northerly or northeasterly to Biggar, Sask.

W. P. Hinton, General Passenger Agent, who returned to Winnipeg, Nov. 5, from a trip of inspection over the G.T.P.R. lines, said he found the branch from Melville to Balcarres in good shape. Track had been laid for 30 miles southerly from Melville, and grading had been practically completed to within 50 miles of Regina. It was intended to construct a bridge across the Qu'Appelle valley next summer, and it was hoped to have the line completed into Regina by the end of 1910. A report from Melville states that owing to the scarcity of labor the track laying plant has been idle for considerably over a month. The final surveys for the location of the branch are reported to be in progress between Qu'Appelle and Regina. Track has been laid northerly from Melville to Yorkton, and grading is in progress from that point towards Pas Mission. Surveys are in progress

southerly from Regina to the International boundary at Portal.

Vice President and General Manager Chamberlin has written to the President of the Board of Trade, Saskatoon, with respect to the company's plans. Local reports state that a temporary agreement has been made with the Canadian Northern Ry. under which G.T.P.R. trains will enter Saskatoon over C.N.R. tracks.

Surveys are being made for a line from Watrous to Prince Albert, about 100 miles. The line would be an almost direct one, and would cross the south branch of the Saskatchewan River, about 18 miles from Prince Albert.

The Pacific Pass Coal Co. is developing coal areas on the Little Pembina River, 180 miles west of Edmonton. The coal fields of the district have been reported on by a mining engineer from Pennsylvania, to the G.T.P. Ry. management, which is considering the construction of a branch line, about 60 miles, to reach them.

C. C. Van Arsdol was in Kamloops, B.C., Nov. 5, to meet the engineers who have been making surveys for the projected line from west of the Yellowhead Pass to Vancouver. As a result of the conference it is reported locally that there is a probability of the location paralleling the Canadian Northern Ry. survey being abandoned in favor of a route via Nicola and the Hope Mountains. Another report states that there is a probability of adopting a line down the main Thompson River to Lytton, thence ascending the Fraser River to Lillooet, where a level country would provide access via Seatin and Anderson Lakes to Pemberton Meadows. From this point the company would have the choice of three routes into Vancouver, namely, via the Squamish and Howe Sound into Vancouver; Pemberton meadows via the low divide to Harrison Lake, and thence down the Fraser River to Vancouver; or via Pemberton Meadows and Slave River.

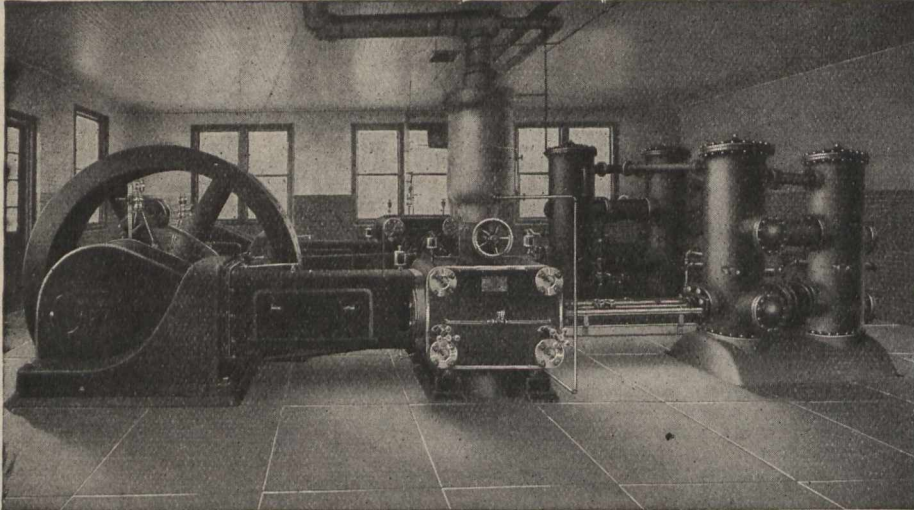
A Turbine Locomotive.

A press report says that the North British Locomotive Co. has under construction in Glasgow an electric locomotive on a self-contained principle—that is to say, it will generate its own motive power as it travels and be altogether independent of such familiar and cumbersome adjuncts as rail slots, storage batteries, or charged cables. This arrangement has been made possible by an ingenious application of the steam turbine to the work of generating electric energy while in motion. Steam will be got in the ordinary way from a copper-tubed boiler, but after doing its work in the turbines it will be condensed and pass direct again to the boiler instead of up the funnel. A great reduction in the coal bill will be the result. The turbine will work at a speed of 3,000 revolutions, and be directly coupled to a dynamo which will supply the electric energy. The engine is intended for express passenger main line work, and comparisons of its actual working alongside locomotives with ordinary reciprocating engines will be made.

The Quebec Transportation Club held its annual euchre party and dance, at the Kent House, Montmorency, Que., Nov. 9, to wind up the summer season.

A cable from London, Eng., Nov. 19, announces the incorporation in Paris, France, of the Canadian Coal Consolidated with a capital of £400,000. The details are not given, but French capital is invested in a number of coal properties in the vicinity of Frank and Blairmore, Alta., in connection with which there are charter powers to construct and operate railways.

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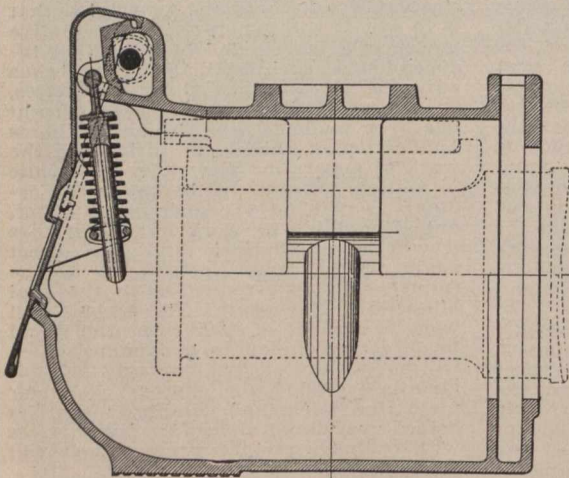
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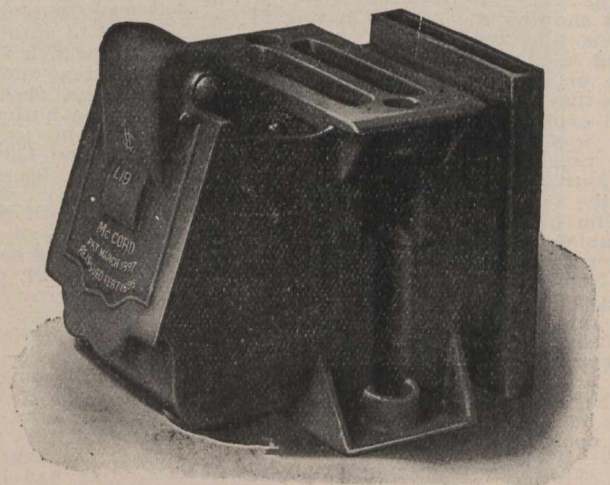
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Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry.—The question of the reconstruction of the elevator at Quebec has been under consideration, and it is said that it has been definitely decided not to utilize the site of the burned structure. A proposition is under consideration to utilize a site at Cap Rouge, in connection with the laying out of the company's proposed new yards. The suggestion is that the elevator be constructed on the brow of the promontory with the loading spouts inclined toward the cove, which would be dredged so as to accommodate steamers of large tonnage. The question of the yards at Quebec is also under consideration, the general idea being to centralize the Quebec yards and freight stations at Cap Rouge.

In connection with the recent construction of a branch from the main line through Limoilou to the Montmorency River, the Board of Railway Commissioners, Nov. 10, ordered the demolition of seven miles of grading on the ground that work had been started without the Board's consent. The municipality of Beauport objected to some road crossings and brought the matter to the Board's attention.

Canadian Northern Ontario Ry.—The extension of the line from the C.N.Q.R. at Hawkesbury into Ottawa has been completed and it was announced that it would be opened for traffic Nov. 28. The completion of the line was considerably delayed on account of the difficulty of securing an entrance into Ottawa. All the questions involved in this matter have not been settled, but temporary terminal facilities have been arranged for. On Nov. 1, when the company's application for the approval of a route within the city came before the Board of Railway Commissioners, in the form of an agreement with the city council, it was refused owing to it involving a level crossing.

The construction of the section of the Toronto-Ottawa line, which is under contract, viz., from the Don Valley near Toronto to Trenton, Ont., is being proceeded with. Several subcontracts have been let, and work has been started at various points. The general contractor, Angus Sinclair, is getting his plant on the ground. A new steam shovel has been placed on the work.

The town of Orillia, Ont., has sold a portion of Lakeside park to the C.P.R., in order that it may construct a spur line from Atherley to Orillia, over which the Canadian Northern Ry. will get into the town. The Board of Railway Commissioners recently made an order directing the C.P.R. to construct this spur.

Canadian Northern Ry.—M. H. McLeod, General Manager and Chief Engineer, was in Port Arthur, Ont., Nov. 3, inspecting the terminal facilities, with a view to deciding on the extensions necessary. It is said that a new roundhouse to accommodate 40 locomotives, with the necessary repair shops, and storehouses will be started in the spring. The coal hoisting plant now in the yards is also stated to be inadequate to meet the present requirements.

The relaying of the track between Port Arthur, Ont., and Winnipeg with new and heavier steel has practically been completed. On Nov. 1, Superintendent Murphy (who has since resigned) made a trip of inspection over the line, and on his return to Port Arthur, stated that there was only the 15 miles between Banning and four miles west of Laseine to be relaid.

A contract has been let at Port Arthur for 350,000 ties for delivery at various points on the line.

The question of the construction of a subway at Pembina Ave., Winnipeg, is still delayed owing to the action of one

of the property owners. The C.N.R. is ready to proceed with construction, but as an agreement cannot be made with this one property owner expropriation proceedings will have to be resorted to. General Manager McLeod informed the council, Nov. 10, that the company would let the contract for the subway as soon as it got possession of the Blackwood property. The company has done some work in the way of raising tracks and putting in a temporary crossing from Jessie Ave., east of Pembina Ave., to the track.

Application is being made to the Board of Railway Commissioners for a recommendation to the Governor in council to sanction an agreement amalgamating the Northern Extension Ry. with the C. N. Ry. The N. E. Ry. was incorporated by the Manitoba Legislature in 1904 to construct a line from Oakland northerly and westerly to the boundary of the province, with branch lines.

The Shell River branch, extending from Prince Albert to Shellbrook, Sask., is expected to be completed early in Dec. The bridge building gang started out from Prince Albert, Oct. 28, to construct the bridges, the largest of which is that over the Shell River.

Some difficulty is being experienced in the construction of the branch from Vegreville southerly to Camrose, Alta., with reference to the right of way through the Stettler townsite. The branch in this town site will cross the branch of the C.P.R. running easterly from Lacombe. The C.P.R. practically holds all the land which would be necessary to effect the crossing and it is said to be holding it at a high figure. A press report states that Stettler residents have offered to provide \$12,000 for the land required by the C.N.R.

The tracklaying gang on the branch being constructed southwesterly from Maryfield, Sask., reached Carlyle, Oct. 28. A diamond crossing was put in at the C.P.R., and tracklaying is being proceeded with in the direction of Bienfait. This branch is to be extended to Lethbridge, Alta., which place it is expected to reach by the end of 1910.

The extension known as the Goose Lake branch is now in operation from Saskatoon to Rosetown, 72 miles. Grading has been completed for 126 miles further and several miles of track have been laid.

A press report states that the company is arranging for the starting of surveys from the line near the MacLeod River, southerly to the coal fields in the Brazeau valley, about 150 miles west of Edmonton.

Application is being made to the Dominion Parliament for an act authorizing the amalgamation of the Edmonton and Slave Lake Ry. Co. with the C.N.R. Co. and the extension of time for the completion of its railway from Edmonton to the Peace River.

D. D. Mann recently told a deputation from Kamloops, B.C., that the company's line would follow the north side of the Thompson River, and that a branch line would be constructed from Kamloops southerly concurrently with the construction of the line to New Westminster. Construction would be started in the spring, and would be proceeded with in both directions from Kamloops. Surveys for the line are being proceeded with in the Chilliwack valley. The route being followed enters the valley at Popcum, runs along the eastern side of the valley to Vedder Crossing, and thence parallels the B.C. Electric Ry. line to Abbotsford.

The agreement between the company and the B.C. Government, which requires ratification by the Legislature, provides for the construction of a railway to connect the C.N.R. main line through the province from the Yellow

Head pass to the city of Vancouver, via the North Thompson River to Kamloops, thence down the South Thompson and Fraser Rivers to New Westminster, to Vancouver and to English Bluff, south of the Fraser River, the total distance not to exceed 500 miles; to establish a first-class passenger, mail, express and carrying service between English Bluff and Victoria; to construct a railway from Victoria to Barclay Sound, about 100 miles; construction work to be started within three months after the agreement has been ratified, and to be completed within four years thereafter. The Province agrees to guarantee the company's bonds to the amount of \$35,000 a mile together with interest at 4%; to exempt the railway from taxation for 10 years after completion, and to give free right of way, free timber and gravel for construction purposes out of Provincial lands. The Province will hold a mortgage of the line within the province, and the general guarantee of the C.N.R. to indemnify as security for its guarantee.

A Vancouver, B.C., press report states that Mackenzie, Mann & Co., Ltd., have acquired the charter rights of the Portland Canal Short Line Ry. Co. T. F. Hopkins, Seattle, Wash., one of the provisional directors of the company, is quoted as having made the statement. The company was incorporated by the British Columbia Legislature last session, and was given power to construct a line from the head of Portland Canal along Bear River, 30 miles, and also up American Creek, with power to construct branch lines not exceeding 10 miles in length. Mr. Hopkins further stated that the new owners of the charter would start on the construction of the first 20 miles of the line in the spring. (Nov., pg. 839.)

Belleville and North Hastings Railway.

Replying to questions in the House of Commons, Nov. 16, the Minister of Railways stated it was hoped that the provisions of chap. 61 of the statutes of 1907-08, as amended by chap. 32, sec. 1, of the statutes of 1908-09, would provide an efficient remedy in preventing a recurrence of any such a grievance as complained of by W. B. Northrup, M.P., viz., the non-operation of the old Belleville and North Hastings Ry. branch from Madoc to Eldorado, Ont., by the G.T.R. To meet this and similar cases Mr. Northrup introduced a bill which was read a first time Nov. 16. He explained that under the existing law, if a contract is entered into between a municipality and a railway, and the railway receives subsidies under the contract but afterwards breaks the obligation entered into, the municipality can apply to the Board of Railway Commissioners and obtain relief. But as the law stands, if the railway which has received the benefit happens to have sold out to another railway, which then has the property and enjoys that benefit, there is no relief to be obtained through the Board, because it has no jurisdiction in relation to the matter over the company that did not make the contract. The object of the bill is to place it in the Board's power to consider such questions either at the instance of the railway, the Crown, the corporation or an individual.

M. Tatterinsky, who it is stated is the leader of a gang, who have been making bogus claims for personal injuries against several transportation companies, a number of which gang were recently sentenced to various terms in the penitentiary, has been committed for trial on charges of fraud and conspiracy against the C.P.R. and G.T.R. at Montreal.

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Railway Commissioners' Traffic Orders.

Summaries of other traffic orders are given on another page under "Orders by Railway Commissioners":—

G.T.R. SWITCHING AT HESPELER, ONT.

8631. Nov. 10.—The order 6531, March 17, 1909, directing the G.T.R. to construct, maintain and operate a spur line of railway from its main line to Christie, Henderson & Co.'s premises between Hespeler and Guelph, Ont.; and order 6734, March 26, 1909, amending said order by adding a clause authorizing the railway company to collect such additional sum for switching and handling traffic to and from the spur line as shall be agreed upon between the parties, or, in the event of their failure to agree, as shall be fixed by the Board; and in the matter of the application of the G.T.R. for an order fixing the rate to be charged for such service; upon the hearing of the application in the presence of counsel for the G.T.R. and Christie, Henderson & Co., and upon its appearing that it has, for a number of years been the G.T.R.'s custom to perform such switching services without making an extra charge, it is ordered that, notwithstanding order No. 6734, the G.T.R. is not, and shall not be, entitled to make any extra charge for the switching performed by it at the said spur.

INTERCHANGE SWITCH AT BRAMPTON.

8636. Nov. 11.—Re application of town of Brampton, under sec. 228 of the Railway Act, for an order directing the G.T.R. and the C.P.R. to provide and construct a suitable interchange switch at the intersection of the two companies' lines at Brampton, upon hearing the application at the Board's sittings in Toronto, Oct. 16, 1909, in presence of counsel for the applicant, the railway companies, and interested shippers, the evidence adduced, and what was alleged by counsel, and upon the report and recommendation of the Board's traffic officers, it is ordered that the railway companies provide and construct a suitable interchange switch in Brampton; the companies to agree, if possible, upon the location and building of the connection, and if such an agreement is arrived at, to prepare and file a plan showing the track so agreed upon, for the approval by an engineer of the Board. If unable to agree, each company to file a plan showing its own proposal, and the Board will decide between the two, or try and locate a satisfactory connection. The railway companies to agree, also, upon the division of cost of the construction. In the event of their failure to so agree, the Board will apportion the cost. And it is further ordered that the plan agreed upon, or the plans of each as the case may be, be filed within 30 days from the date of the order; the Board at the same time to be advised of the agreement, or otherwise, of the division of cost, as the case may be; the said connection to be completed within 30 days after the location has been agreed upon or approved by the Board.

GREAT NORTHERN RY. SHINGLE RATES.

8683. Nov. 4.—Re complaint of Kootenay Shingle Co., Salmo, B.C., that the Great Northern Ry. has departed from tariffs fixed by Board with respect to rates, weights and shortage on shipments of shingles originating at Salmo and consigned to points in British Columbia, Alberta and Ontario; the complaint having been heard at Nelson on Nov. 4, the complainant company being represented by its manager and the Great Northern by Messrs. Kistler and Fortier, and upon the report of the Board's Traffic Officer, it is declared that on shipments from Salmo to Toronto and intermediate main line points in Ontario the legal rate was that of 67½c., as provided in Tariff C.R.C. A6, effective Sept. 15, 1906, and that the railway company be authorized to refund to the complainants on the

basis of the 67½c. rate. That, in respect of shipments from Salmo to Ontario points, other than main line points, intermediate to Toronto, the rates complained of are in violation of the Railway Act in that a joint tariff has not been filed with the Board as required by sec. 335 of the Act. That the complaints respecting the allowance of 500 lbs. per car on shipments prior to Jan. 24, 1907, when Great Northern supplement 82 to C.R.C. 84 became effective, be dismissed. That the complaints in respect of weights on shipments from Salmo to Lethbridge be dismissed. That the rates charged by the Great Northern from Salmo to Fernie and to Lethbridge, being in accordance with the rates filed under tariff C.R.C. A70, the complaints in respect of departure from the legal rates from Salmo to the above mentioned points be dismissed.

Irondale, Bancroft and Ottawa Ry.

The I. B. and O. Ry., which starts from the G.T.R. Haliburton branch, at Kinmount Junction, and runs generally northerly and westerly for 50 miles to Bird's Creek, near Bancroft, has been acquired by Mackenzie, Mann & Co., in connection with the Canadian Northern Ontario Ry. The I.B. & O.R. Co. was incorporated in 1880 for the development of the northerly portions of Peterborough and Hastings counties. It was first operated to Irondale, nine miles from the junction with the G.T.R., in 1887, and by the construction of a few miles one year and a few miles again, Bird's Creek was reached in 1906. The gradients and curvature are considerable. The steepest gradient has a rise of 60 ft. to the mile, and the sharpest curve a radius of 1,000 ft. The track is laid with 56 lb. steel, and there are 2,640 ties to the mile. There are 2.50 miles of sidings. The company had power under its original charter to construct its line easterly across the G.T.R. to the Georgian Bay, and under the last amending act the Ontario Legislature granted a subsidy for the construction of the line easterly to Renfrew, a special condition being attached to the effect that the terminus of the line must be in Renfrew.

The line has never been a profitable one, although it has been of service in opening up a section of central Ontario and bringing it into connection with the G.T.R. The I. B. and O. Ry. bonds were held principally in New York, although Z. A. Lash, General Counsel for Mackenzie, Mann & Co., was largely interested. The I.B. & O.R. has outstanding \$53,500 of common stock and \$450,000 of bonds. It received \$144,000 as aid from the Dominion Government, and \$135,000 from the Ontario Government, and there is still available \$180,000 of subsidies granted by the Ontario Legislature. The operation of the line for the year ended June 30, 1908, showed a loss of \$3,329.

The acquisition of this line gives Mackenzie, Mann & Co. a charter from the vicinity of Ottawa to the Georgian Bay in the vicinity of Tiffin, Midland and Victoria Harbor, at which points the G.T.R. and the C.P.R. are developing ports for handling the grain traffic. The C.N.O.R. has power to construct a line from Udney into Orillia. L. B. Howland was President and General Manager of the I.B. & O.R. succeeding to that office some years ago on the death of his father-in-law, C. J. Pusey, the original promoter of the line. The offices of the company were at Irondale, Ont.

It is said that the line will be reconstructed and extended westerly to Georgian Bay and easterly to Renfrew and Ottawa. In this connection application has been made to the Dominion Parliament for an act to incorporate a company with the title of the Ontario and

Ottawa Ry., with power to construct lines from the authorized line of the C.N.O. Ry. near Lake Couchiching generally easterly to the Snowdon tp.; and from near Bird's Creek or Bancroft, in Hastings county, generally easterly to or near Renfrew, thence crossing the Ottawa River generally southeasterly to Hull, Que., or recrossing the Ottawa River to Ottawa. Power is also asked to fix the amount of securities to be issued with respect to such lines, to authorize the amalgamation with other companies, acquire capital stock of other companies with which it may be authorized to amalgamate, and to consolidate the securities issued by other companies, with all the other usual and customary powers. G. F. Macdonnell, Toronto, one of the Canadian Northern Ry.'s Assistant Solicitors, is solicitor for the applicants. The points mentioned in this application are those necessary to connect up the I. B. and O. Ry. with the C.N.O. Ry. near Orillia, on the west, and the connecting link from Bird's Creek to Ottawa on the east. The I. B. and O. Ry. only had an Ontario charter. The concluding sentence of the application is in almost identical words with the C.N.O. Ry. application for power to amalgamate with other companies.

Intercolonial Ry. Branch Lines.

The Governor General in his speech at the opening of the Dominion Parliament, Nov. 10, said:—"In order to improve the facilities already afforded the public by the Government railways, and to enhance their value as part of the great transportation system of Canada, a bill will be submitted to you for the purpose of enabling the Minister of Railways, on the recommendation of the Government Railways Managing Board, and subject to the approval of Parliament, to lease any line or lines connecting with the Intercolonial Ry."

Hon. H. R. Emmerson, M.P., ex-Minister of Railways, has given notice that he will move the following resolution in the Commons:—"That in the opinion of this House it is desirable in furtherance of the transportation interests of this Dominion, that the sphere of influence of the Intercolonial Ry. as a Government operated railway should be widened and extended by securing by lease or otherwise such of the branch lines of railway now connecting the Intercolonial as will serve as direct and profitable feeders to the traffic of said railway."

The Minister of Railways introduced a bill in the Commons Nov. 19 empowering him to enter into negotiations for the lease of branch lines that may be considered by the I.C.R. Board of Management as likely to be beneficial to that road. One of the provisions is that before a lease is entered into there must be a report by the Chief Engineer of the Department certifying that the line is in good condition, and there is an additional stipulation that no lease shall become operative until it is ratified by Parliament. The bill received its first reading.

The action of the Bay of Quinte Ry. against the C.P.R. for \$2,189 for damage done to a locomotive and four cars in a collision at Tweed, Ont., in 1906, was dismissed, Nov. 10, on the ground that there was contributory negligence.

The appeal of the City of Toronto against the G.T.R. and the C.P.R. upon a case stated by the Board of Railway Commissioners upon what is known as the Toronto commutation tickets case, was argued before the Supreme Court at Ottawa, Nov. 19, and the court reserved judgment on the following day. In this connection the Toronto committee on suburban traffic is arranging for a deputation to discuss the whole question with the Minister of Railways.

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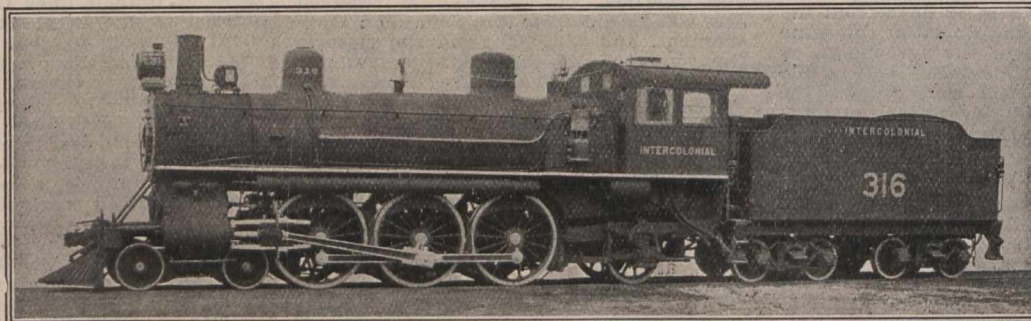


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MAINLY ABOUT PEOPLE.

F. C. Salter, European Traffic Manager G.T.R., London, Eng., is on a visit to Canada.

Lady Shaughnessy returned to Canada, Oct. 28, from England, where her daughters are at school.

Lord Strathcona has contributed \$10,000 for Father Lacombe's home for aged and infirm people at Calgary, Alta.

G. M. Bosworth, Fourth Vice President C.P.R., has been elected a director of the Crown Trust Co., Montreal.

Mrs. Weatherston, wife of N. Weatherston, Agent Intercolonial Ry., Toronto, died there Nov. 11, and was buried at Guelph, Ont.

Miss G. M. Camp, daughter of W. J. Camp, Electrical Engineer C.P.R. Telegraphs, Montreal, was married, Nov. 9, to L. Jackson, Westmount.

Sir H. Montagu Allan will spend the winter in England, where he has taken a house at Hatfield.

Janet Hume, infant daughter of W. H. Grant, Manager of Construction, Mackenzie, Mann and Co.'s Eastern Lines, died at Toronto, Nov. 2.

E. B. Osler, M.P., and W. D. Mathews, directors of the C.P.R., have been elected to the board of the Hamilton Steel and Iron Co., Ltd., Hamilton, Ont.

J. E. Hutcheson, Superintendent Ottawa Electric Ry., returned to Ottawa recently from the Black River district, where he and his party had a successful shooting trip.

H. M. Gower, Supervisor of Apprentices, C.P.R. Angus shops, Montreal, was married to Miss M. L. Brewster, Nov. 17. He was presented with a silver tea service and tray by the Angus shop staff.

Sir Thos. G. Shaughnessy, President C.P.R., was a guest at Government House, Ottawa, Nov. 9, on the occasion of a State dinner in celebration of King Edward's 68th birthday.

H. H. Vaughan, Assistant to the Vice President C.P.R., delivered a lecture recently to the Science Undergraduates Society of the McGill University, on Machine Design.

B. J. Coghlin, of B. J. Coghlin and Co., manufacturers of railway springs, etc., Montreal, died there, Nov. 10, of heart failure, aged 73. He was also a Canadian Agent of the White Star Line.

J. A. McLardy, Trainmaster G.T.R., Stratford, Ont., was presented with a gold watch, chain and locket by a number of G.T.R. local officials, recently, at St. Thomas, Ont., where he was formerly stationed.

J. S. Kennedy, one of the original syndicate, responsible for the construction of the C.P.R., who died Oct. 31, in New York, bequeathed about \$25,000,000 to various charities, out of a total of about \$60,000,000.

W. A. Cooper, General Superintendent Sleeping, Dining and Parlor Cars, C.P.R., Montreal, was elected President of the American Association of Dining Car Superintendents, at its recent annual meeting in Chicago, Ill.

We have been officially advised that the report that C. Murphy, General Superintendent Eastern Division, and J. Osborne, General Superintendent Ontario Division, C.P.R., will exchange positions is without foundation.

J. H. Gordon, G.T.R. Agent at London, Ont., was recently presented with a gold watch and chain and an address by the Board of Trade and a gold mounted cane by the office staff, on his appointment as Freight Agent G.T.R., Toronto.

E. W. Smith, Superintendent Sleeping, Dining and Parlor Cars, G.T.R., Toronto,

was elected on the Executive Committee of the American Association of Dining Car Superintendents, at its recent annual meeting in Chicago, Ill.

L. Harold, who has been appointed G.T.R. Agent, London, Ont., was born in 1864, and has been in G.T.R. service since boyhood. Since 1889 he has been Agent at Hensall, Wingham and Brantford, Ont.

F. B. Nixon, formerly train dispatcher, Central Vermont Ry., St. Alban's, Vt., and latterly dispatcher for the Atchison, Topeka and Santa Fe Rd., at Cripple Creek, Colorado, has been appointed to a similar position in the company's service at La Junta, Colorado.

A. H. Brandon, G.T.R. Representative at North Bay, Ont., died there Oct. 31, after a few days' illness, aged 39. He had occupied the position in North Bay for about three years, prior to which he had occupied various positions in the same service.

A. T. Weldon, who resigned the position of Division Freight Agent, Intercolonial Ry., Halifax, N.S., to enter the Black Diamond Steamship Line's service, was presented with a gold watch by a number of friends at Halifax, recently.

The rumored retirement of R. Kerr, Passenger Traffic Manager, and W. Stitt, General Passenger Agent Eastern Lines, C.P.R., has been officially denied.

F. H. Probert, who has been appointed Roundhouse Foreman I.C.R., St. John, N.B., was born at Acadia Mine, N.S., May 4, 1862, and entered I.C.R. service Jan. 6, 1882, since when he has been, to Feb., 1862, wiper; Feb., 1862, to Feb., 1885, fireman; Feb., 1885, to Nov. 1, 1909, engineer.

D'Arcy Tate, Assistant Solicitor G.T.P.R., Winnipeg, who was on an inspection trip over the line westerly to Edmonton, Alta., with E. J. Chamberlin, Vice President and General Manager, was compelled to return to Winnipeg, Nov. 3, owing to an attack of muscular rheumatism.

G. W. Vanderslice, at one time Superintendent Manitoba Division Northern Pacific Ry., and latterly Superintendent of a division of the National Railway of Mexico at Chihuahua, Chi., has been appointed Superintendent Western Division Chicago Great Western Ry. at Clarion, Iowa.

A. J. Roberts was presented with a gold watch, Nov. 6, by men employed at the G.T.R. shops at Stratford, Ont., on resigning his position as foreman of the erecting shops to remove to North Bay, Ont., where he will have charge of the erecting department of the Temiskaming and Northern Ontario Ry. shops.

R. J. Mackenzie, railway contractor; H. Sutherland, Executive Agent Canadian Northern Ry.; and W. Whyte, Second Vice President C.P.R., are among the provisional directors of the Manitoba Jockey Club, which was recently incorporated under the Dominion Companies' Act, with a capital of \$500,000, and office at Winnipeg.

A. W. Smithers, Vice President G.T.R., who will take the position of Chairman of the Board, Jan. 1, 1910, has been officially connected with the company since 1896, in which year he made his first inspection trip over the company's lines. He has been Chairman of the English Association of American Bondholders since 1904, having succeeded J. Price, a former G.T.R. Vice President.

E. G. Roussin, whose appointment as Travelling Agent Canadian Northern Quebec and Quebec and Lake St. John Rys. was announced in our last issue, was born at Rochester, N.Y., Aug. 3, 1873.

During his railway career, all of which, prior to his present appointment, has been in the U.S., he has acted as clerk to his father, then C.P.R. Agent at Lowell, Mass.; clerk, Boston and Maine Rd., Boston, Mass.; and Travelling Agent under the District Passenger Agent C.P.R., Boston, Mass.

Sir R. W. Perks has announced that he will not seek re-election to the Imperial House of Commons, one of the reasons given being pre-occupation due to important contracting work in Canada. He is the principal promoter of the Montreal and Georgian Bay Canal project, and is also interested in the dry dock projects on the St. Lawrence River and at St. John, N.B., recently submitted to the Dominion Government. The other reason is that he does not approve of the Government's fiscal policy, which he considers to be socialistic.

F. X. Belanger, whose appointment as General Freight and Passenger Agent Temiscouata Ry., Riviere du Loup, Que., was announced in our last issue, was born at Chlorydormes, Que., Jan. 20, 1876, and from May, 1893, to Nov., 1896, was operator Great North Western Telegraph Co., there; Nov. 18, 1896, to Aug., 1901, consecutively telegraph operator, agent, relieving train dispatcher Temiscouata Ry.; Aug. 22, 1901, to Nov., 1904, Train Dispatcher; Nov. 1, 1904, to Mar. 15, 1908, chief clerk General Manager's office; Mar. 15, 1908, to Oct., 1909, General Freight Agent.

E. A. Wigren, who has been appointed Auditor of Disbursements M.C.R., Detroit, Mich., was born at Andover, Ill., July 20, 1876, and entered railway service Oct. 6, 1891, since when he has been, to June 1, 1898, in Freight Auditor's office, Chicago, Burlington and Quincy Rd., Chicago, Ill.; June 1, 1898, to Oct. 1889, in Treasurer's Department, same road; Oct., 1889, to Aug., 1901, in office of Auditor of Expenditure, same road; Aug., 1901, to Feb., 1906, in General Auditor's office, same road; Feb., 1906, to May 1, 1907, tariff clerk Traffic Department, same road; May 1, 1907, to Oct. 1909, Chief Clerk Audit Department, M.C.R., Detroit, Mich.

R. Creelman, whose appointment as Assistant General Passenger Agent C.N.R., Winnipeg, was announced in our last issue, entered railway service Sept., 1891, since when he has been to 1893, messenger City Freight Agent's office, G.T.R., Toronto; 1893 to 1897, ticket clerk G.T.R. city office, Toronto; 1897 to 1900, chief clerk District Passenger Agent's office, G.T.R., Toronto; Jan. 1, 1900, to Aug., 1901, in General Passenger Agent's office, C.P.R., Winnipeg; Aug., 1901, to Sept. 1, 1903, in Passenger Traffic Department C.N.R., Winnipeg; Sept. 1, 1903, to July 1, 1906, City Ticket Agent, Northern Pacific Ry., Winnipeg; July 1, 1906, to July 1, 1909, Travelling Passenger Agent C.N.R., St. Paul, Minn.; July 1 to Oct., 1909, Commercial Agent, C.N.R., St. Paul, Minn.

W. H. Gardiner, whose appointment as City Freight Agent C.P.R., and District Freight Agent E. and N.R., Victoria, was announced in our last issue, was born there Dec. 6, 1859, and entered C.P.R. service July 7, 1886, since when he has been, to Nov. 1, 1886, freight checker at Port Hammond, B.C.; Nov. 1, 1886, to July 1, 1897, shed foreman at New Westminster, B.C.; July 1, 1897, to July 1, 1900, Contracting Freight Agent, Vancouver, B.C.; July 1, 1900, to Oct. 1, 1901, Chief Clerk General Freight Department, Vancouver, B.C.; Oct. 1, 1901, to May 15, 1904, General Agent Freight Department, Seattle, Wash.; May 15, 1904, to Sept. 1, 1909, General Agent Freight Department, New Westminster, and latterly Contracting Freight Agent, Vancouver, B.C.

G. J. Desbarats, who has been Acting

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CAR CASTINGS, FORGINGS AND REPAIR PARTS

Deputy Minister of Marine since the retirement of Col. F. Gourdeau, has been appointed, by order in council, Deputy Minister of Marine. He is a native of Quebec City, and received his education in Montreal, graduating from the Polytechnic Institute in 1879, after which he entered Government service as an engineer of canal construction and other public works. For several years he acted as assistant to the Chief Engineer of Canals, and from 1892 to 1896 was Inspector of Railway Construction in British Columbia; 1896 to 1899, Engineer in charge of the Galops Canal construction; 1899 to 1901, employed on hydrographic survey work on the St. Lawrence River, and in 1901, he was appointed to supervise the work of re-building and enlarging the Government shipyards at Sorel, Que., and continued to act as Agent for the Department there until his appointment as Acting Deputy Minister of Marine in 1908. He is a brother-in-law of D'Arcy Scott, Assistant Chief Railway Commissioner.

C. M. Hays, Second Vice President and General Manager G.T.R., who will succeed Sir Charles Rivers Wilson as President, Jan. 1, 1910, was born at Rock Island, Ill., in 1856. He entered railway service in 1873, since he has been, to 1877, clerk, Atlantic and Pacific Rd. (now part of the Frisco Lines), St. Louis, Mo.; 1877 to 1884, secretary to Vice President and General Manager Wabash and Missouri Pacific systems; 1884 to 1886, secretary to Vice President and General Manager Wabash, St. Louis and Pacific Rd.; 1886 to 1887, Assistant General Manager same road; 1887, he was appointed General Manager Wabash Western lines, comprising all the lines west of the Mississippi River and that portion of the lines east, between Chicago and Detroit, and on the consolidation of the Wabash lines, he was appointed General Manager of the entire system. In 1894 he was elected also Vice President, and resigned Dec. 31, 1895, on his appointment as General Manager G.T.R., which position he resigned in 1901 to become President Southern Pacific Rd., but on that railway changing hands, he returned to the G.T.R., as General Manager, and was also elected Second Vice President in 1902.

John Niblock, who recently resigned his position as Superintendent District 3, Western Division C.P.R., with headquarters in Calgary, was born in York County, Ont., Dec. 21, 1849. He entered railway service with the G.T.R. Aug. 21, 1870, as switchman, served two years as brakeman and two years as conductor, resigning to go into fruit and ornamental tree business, in which he continued for five years. In 1880 he entered the Dominion Government railway service on the original C.P.R. as conductor, and as such made the first crossing of the Louise bridge at Winnipeg in August, 1880, and ran the first train between Winnipeg and Portage la Prairie, Dec. 1, 1880. He entered the C.P.R. service at its inception in 1881 as conductor; was appointed Trainmaster, Sept. 9, 1882, and Superintendent of the Port Arthur-Winnipeg section, Sept. 14, 1883. On May 21, 1887, he was transferred to Medicine Hat, Alta., as Superintendent, and in Oct., 1899, was transferred to Calgary, Alta., as Superintendent, in which position he remained until Nov. 1, 1909. During his superintendency west of Winnipeg he assisted in the building of about 1,000 miles of line. He will always be remembered as the founder of the Medicine Hat General Hospital, which proved a great blessing in the earlier days of settlement when there was no other hospital on the line of railway west of Winnipeg, and to which he contributed liberally personally, and raised a considerable sum by his persistent personal exertions. Mr. Niblock is already inter-

ested in fruit growing in the Okanagan Valley, B.C., and will settle there and engage in the fruit tree business.

Railway Finance, Meetings, Etc.

Alaska Northern Ry.—When the Alaska Central Rd. was sold recently at Valdez, Alaska, the purchaser was F. G. Jemmett, trustee for the shareholders of the Sovereign Bank, which held \$2,500,000 of the \$3,500,000 of bonds issued. The purchase price was \$600,000. In order to take over and complete the line, a new company has been formed with the title of the Alaska Northern Rd. Co.

Alberta Ry. and Irrigation Co.—The report for the year ended June 30, presented at the annual meeting in London, Eng., shows a total revenue of \$465,953.01, including balance brought forward from the previous year of \$36,925.91; disbursements of \$215,634.61, leaving a surplus of \$250,318.40, from which it was proposed to pay a dividend of 5% on the share capital, absorbing \$162,500, leaving \$87,818.40 to be carried forward. The gross railway earnings for the year were \$320,936.27, against \$228,775.07 for the previous year. During the year land sales aggregated 131,500 acres, realizing \$888,474, and the company also sold 11,386 acres in which it has an interest jointly with the C.P.R., its proportion of the profit being \$37,712.40. At the end of the year, the company held 296,085 acres unsold, in addition to several lots in towns already located.

The directors for the current year are: President, E. T. Galt, Montreal; Vice President, Col. K. R. B. Wodehouse, London, Eng.; Managing Director, A. M. Nanton, Winnipeg; Sir E. S. Clouston, W. M. Ramsay, Montreal; J. Galt, Winnipeg; W. Burdett-Coutts, J. H. Dodgson, London, Eng.

Approximate net profits from all sources, exclusive of land sales for Sept., \$39,020, against \$35,468 for Sept., 1908. Cumulative net profits for three months ended Sept. 30, \$108,556. Railway tram receipts for Oct., \$46,505, against \$31,052 for Oct., 1908. Aggregate railway receipts for four months ended Oct. 31, \$134,694.

Atlantic, Quebec and Western Ry.—We are officially advised that arrangements have been completed for the transfer to this company of the Baie des Chaleurs Ry. The line taken over extends from Matapedia, on the Intercolonial Ry., to Paspébiac, Que., 100 miles. The Baie des Chaleurs Ry. Co. was the original name of the company, and it constructed the line as far as New Carlisle, 98 miles. Then the Atlantic and Lake Superior Ry. Co. was formed to take over the line and some others, and to construct the connecting links, so that a line from Gaspe to Lake Superior would be completed. Under this latter title the line was extended to Paspébiac. The concern got into difficulties, the other lines were not taken over, and for a number of years the B. des C. Ry. was operated by the bondholders. There have been numerous appeals to the law to straighten out matters under both titles, but it is now said that all difficulties have been cleared out of the way. The A. Q. and W. Ry. was incorporated to complete the lines in the Gaspé Peninsula, and to take over the old B. des C. Ry. with its extension made by the A. and L. S. Ry. The remainder of the A. and L. S. Ry. Co.'s plans have been abandoned.

Bay of Quinte Ry.—Press reports state that Mackenzie, Mann and Co. have purchased the Bay of Quinte Ry. While it is not unlikely that the line will be acquired in the Canadian Northern Ontario Ry. interests, the purchase has not been made up to the present.

The Canadian Northern Ry. Co. is making application to the Dominion Parliament for power to amalgamate with other companies and to acquire the capital stock and securities of other companies with which it may be authorized to amalgamate, and declaring that the company has had the power to and may consolidate the securities issued by the company or such other companies, with all other usual and customary powers in that behalf.

Brockville, Westport and Northwestern Ry.—Following are the officers and directors for the current year: President, E. R. Thomas; Vice President and Treasurer, F. T. Lewis; Secretary and Manager, C. Heilshorn; General Superintendent, W. J. Curle; other directors, C. F. Holm, A. P. Van Tuyl, R. Bowie, W. S. Buell, W. H. Comstock, J. Cumming, W. C. Fredenburg.

Canadian Pacific Ry.—The Dominion Parliament is being asked to empower the directors to enact by-laws for the elevation or appointment of two or more Vice Presidents, and defining their powers, duties, qualifications and terms of office; amending the company's acts relating to the election of directors; and to further interpret or define the meaning of the company's act relating to the issue of preferred stock.

Central Vermont Ry.—The report for the year ended June 30 shows gross receipts \$3,795,332.27; operating expenses, \$2,883,624.31; net earnings, \$911,707.96; receipts from parlor car service, \$9,128.60; interest in securities held by the company, \$22,980; total credits, \$943,816.56. Taxes, \$119,477.91; rentals, \$11,488.01; hire of equipment, \$96,706.86; fixed charges, \$713,026.68; total debits, \$940,699.46; net result, \$3,117.10. There was an increase in the revenue from all sources of \$70,045.86, and a net decrease in expenditure of \$11,737.17. The amount spent in additions and improvements during the year was \$30,274.92, which was included in the operating expenses. During the year, the control of the Central Vermont Transportation Co. was obtained, and the steamships NeNew York and New London placed in operation June 28. The additions and improvements mentioned comprised new tracks, sidings and spurs, \$662.32; new fuel and water stations, engine houses and turntables, \$2,984.33; new stations and warehouses, \$7,976.11; steel rails (difference between the old and the new), \$7,954.96; new tools and machinery, \$2,081.21; ballasting, \$2,837.80; new freight cars, \$5,553.19; new crossings, \$225. The company operates 702.4 miles of track, made up as follows:—main track, 203.2 miles; second main track, 6.2 miles; branch lines, 173.7 miles; yard tracks, sidings and spurs, 110.8 miles, all of which are owned, and main track, 123.5 miles; branch lines, 36 miles; yard tracks, sidings and spurs, 49 miles, which are leased.

Dominion Atlantic Ry.—This company having changed the date of closing its accounts so as to conform to the requirements of the Department of Railways, the report just issued covers 18 months to June 30. For the six months ended June 30, 1908, there was a loss of £23,800, including debenture interest, so that after deducting £1,800 brought forward there remained a deficit of £22,000, which has been charged against suspense account. For the 12 months ended June 30 last there was a surplus of £8,400 remaining after meeting interest charges. The directors have transferred £7,000 of this to suspense account, and the remaining £1,400 is carried forward. The first six months of the year never make a good showing, even in the best years the earnings scarcely more than meet operating expenses. In the six months ended June 30, 1908, there was a period of acute depression, owing to the financial posi-

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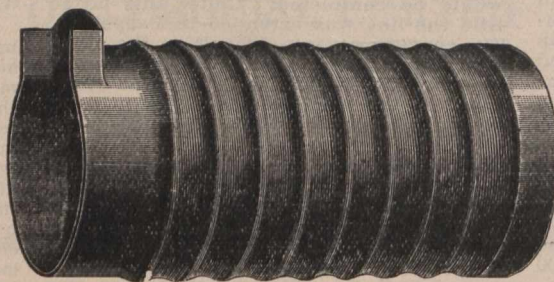
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tion of the United States, which made its influence felt all over North America, to say nothing of other parts of the world. There has been a reduction of 0.9% in the working expenses. At the recent annual meeting, in London, Eng., J. M. Denny, Vice President, who recently visited Canada, reported that the rolling stock and vessels had been kept in a thorough state of efficiency, and that the system was being operated most economically. The directors were re-elected.

Gross earnings for Sept., \$173,000, against \$177,261 for Sept., 1908. Aggregate gross earnings for three months ended Sept. 30, \$474,000, against \$338,552 for same period 1908.

Grand Trunk Ry.—Application is being made to the Ontario Legislature to confirm an agreement, dated June 12, between the company and Tay tp., fixing the total annual amount of taxes to be paid on the company's assessable property there, for a term of years.

Guelph Junction Ry.—The report of the operations of this railway for the three months ended Sept. 30, presented to the Guelph, Ont., city council, show that the proportion of the receipts payable to the corporation is \$7,492.26, making a total of \$25,756.79, against \$22,378.10 for the year ended Sept. 30, 1908.

Lake Superior Corporation.—The income account for the year ended June 30 shows total receipts of \$566,511.69, of which \$501,424.46 was from subsidiary companies. These include the Algoma Central and Hudson Bay Ry., the Manitoulin and North Shore Ry. and the Algoma Central Steamship line, but no separate figures are given for them, or for the earnings of any of the subsidiary companies. There was paid for interest and general expenses, including interest on first mortgage and collateral trust bonds, \$543,516.14, leaving a balance of income for the year of \$22,995.55.

London and Port Stanley Ry.—The city auditor of London, Ont., has completed his audit of this company's financial condition. It appears that the city holds the company's bonds for \$1,332,854 upon which it does not receive any interest. It also advanced \$125,000 for terminal and other purposes, upon which it is paying interest and providing a sinking fund. The income from rental, etc., amounts to about \$17,000 a year, more than sufficient to meet these charges. The city bore the greater part of the cost of the line, and in return took the company's bonds. The London Advertiser, in reviewing the statement, says any debt incurred by the city in respect of the original cost of the line has been practically wiped out. The share capital of the company is held as follows: G.T.R., 2,317 shares; City of London, 1,828 shares; private owners, 270 shares, but the city, by reason of its ownership of the bonds has 8,361 votes, thus controlling the company.

Pere Marquette Rd.—The control of the P. M. Rd. is reported to have passed into the hands of the Bessemer and Lake Erie Rd. The P. M. Rd. owns the Lake Erie and Detroit River Ry. in Canada, and operates under lease the London and Port Stanley Ry.

Quebec and Lake St. John Ry.—Gross receipts for Oct., \$52,982.85, against \$64,835.24 for Oct., 1908. Aggregate for 10 months ended Oct. 31, \$497,733.06, against \$530,332.72 for same period 1908. Mileage operated during latter periods, 286.5 to 285 miles against 240 to 285.4 miles.

Quebec Central Ry.—Gross earnings for Sept., \$94,673.06; expenses, \$62,777.03; net earnings, \$31,896.03, against \$102,623.33 gross earnings; \$64,697.99 expenses; \$38,015.34 net earnings for Sept., 1908. Aggregate gross earnings for

three months ended Sept. 30, \$311,105.96; expenses, \$195,567.80; net earnings, \$115,538.16, against \$335,543.40 gross earnings; \$213,641.40 expenses; \$121,902.08 net earnings for same period 1908.

St. Marys and Western Ontario Ry.—A duplicate of the mortgage entered in to between the company, the Royal Trust Co., and the C.P.R., securing an issue of bonds, has been deposited with the Dominion Secretary of State. A duplicate of the original lease of the company's line to the C.P.R., dated Feb. 25, has also been deposited.

Temiskaming and Northern Ontario Ry.—Operating revenue for Sept., \$151,787.49; expenses, \$87,710.38; net operating revenue, \$64,067.11; less hire of equipment, \$2,441.08; balance, \$61,626.03; ore royalties, \$10,000.46; total net revenue, \$71,626.49. Approximate operating revenue for Oct., \$161,366, against \$91,276 for Oct., 1908.

White Pass and Yukon Ry.—Gross earnings for three months ended Sept. 30, \$726,111.

Report of Railways Department.

The report of the Department of Railways and Canals for the year ended Mar. 31, 1909, shows that the total railway expenditure was \$41,569,184.26 of which \$29,414,227.34 was charged to capital, \$2,390,370.41 to income and \$9,764,586.51 to revenue. The expenditure on capital included \$24,892,422.68 for the eastern division of the National Transcontinental Ry. and \$92,427.53 for surveys for a railway to Hudson Bay. The expenditure on income included \$1,785,887.39 paid as subsidies to railways other than the Government roads; \$136,969.11 for the Board of Railway Commissioners; \$355,279.07 to pay the shareholders of the Quebec Bridge Co., which work was taken over by the Government; \$31,765.44 for the Quebec Bridge Commissioners, and \$35,822.61 for preparing plans for the reconstruction of the bridge. The expenditure on the Intercolonial Ry. was \$13,195,253.71, namely, on capital account, \$3,867,232.16, and on revenue account, \$9,328,021.55. On the maintenance of the Windsor branch \$36,234.55 was expended on revenue account. The expenditure on the Prince Edward Island Ry. aggregated \$961,537.31, of which \$561,206.90 was charged to capital and \$400,330.41 to revenue. The total revenue received from the Government railways was \$30,004,420.42. The total Government expenditure on railways prior to and since Confederation to Mar. 31, amounts on capital account to \$215,148,689.38, which includes \$25,000,000 granted to the C.P.R. for its main line. In addition there has been expended from the consolidated fund \$191,176,638.48, which includes \$39,402,019.23, paid as subsidies to railways in addition to the above for the C.P.R., making a total expenditure of \$406,325,327.86. This total, it is explained, does not include certain annual payments in connection with the line between Ottawa and Quebec, which is dealt with by the Finance Department. Of the total amount \$13,881,460.65 was expended, prior to Confederation, on the construction of portions of what is now the Intercolonial Ry.

Dealing with the operations of the two Government lines—the Intercolonial Ry. and the Prince Edward Island Ry.—the report shows that the gross earnings were \$8,894,420.42, and the working expenses \$9,764,586.51, leaving a deficit of \$870,166.09. On the Intercolonial Ry. the earnings were \$8,527,069.46 and the expenditures \$9,328,021.55, showing a deficit of \$800,952.09. The Windsor branch showed earnings of \$56,031.33 and maintenance expenses of \$36,234.55, showing a profit of \$19,796.78. The Prince Edward Island Ry. showed earnings of

\$311,319.63 and expenditures amounting to \$400,330.41, leaving a deficit of \$89,010.78.

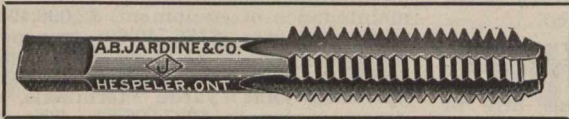
The accounts of the Intercolonial Ry. show receipts:—passenger traffic, \$2,628,218.57; freight traffic, \$5,502,550.58; mail and express traffic, \$350,478.58; miscellaneous receipts, \$45,821.73. The expenditures are classed under the following headings:—Maintenance of way and structures, \$1,780,931.83, against which there is a credit item of \$9,535.10 for maintaining joint yards, tracks, etc.; maintenance of equipment, \$2,096,491.97; traffic expenses, \$186,749.69; transportation expenses, \$5,115,842.25, against which there is a credit of \$69,755.93 for operating joint yards, terminals, etc.; general expenses, \$227,296.84. The gross earnings were \$5,892.40 per mile of railway, 92.60 cents per engine mile, \$1.24 per train mile, and 9.13 cents per car mile. The total engine mileage was 9,208,327 miles; the total train mileage was 6,865,204 miles, and the total car mileage 93,374,119 miles. The expenditure per mile of railway was \$6,445.89; per train mile, \$13,587; and the ratio of expenses to gross earnings was 109.33. Compared with the twelve months ended Mar. 31, 1908, there was a decrease in gross earnings of \$646,489.34 and an increase of \$170,586.02 in working expenditure. The number of passengers carried was 2,907,237, an increase of 117,866; there were 3,573,972 tons of freight carried, a decrease of 560,092 tons. The train mileage was: passenger trains, 2,706,214 miles; freight trains, 4,159,990 miles; loaded car mileage, 57,381,108 miles; empty car mileage, 16,356,184 miles; caboose car mileage, 3,776,649 miles; steam motor car mileage, 21,997 miles; total car mileage, passenger, 15,680,178 miles; freight, 77,513,941 miles.

The Windsor branch is operated by the Dominion Atlantic Ry., under an agreement by which the company pays all charges in connection with the working of the traffic and takes two-thirds of the revenue, the Government bears all cost of maintenance of the line and works, and receives one-third of the earnings. This agreement was made in 1871 and was renewed Dec. 13, 1892, for a further 21 years.

The accounts of the Prince Edward Island Ry. show passenger earnings, \$136,534.04; freight earnings, \$149,150.61; mails and sundries, \$25,654.98; total \$311,319.63. The expenditures were:—Maintenance of way and structures, \$114,473.32; maintenance of equipment, \$62,250.46; traffic expenses, \$1,314.58; transportation expenses, \$209,997.20; general expenses, \$12,294.85. The statistics show:—passengers carried, 332,758; freight carried, 106,090 tons; engine mileage, 452,534 miles; train mileage, 334,982 miles; car mileage, 2,098,701 miles; gross earnings per mile of railway, \$1,165.99; gross earnings per engine mile, 68.79c.; gross earnings per train mile, 92.94c.; gross earnings per car mile, 14.83c.; working expenses per mile of railway, \$1,499.36; working expenses per train mile, 119.51c.

In order to encourage the development of agriculture in Newfoundland, the Reid Newfoundland Co., upon the invitation of the Government, has put in effect a rate of 25c. a barrel or sack, upon produce from any rail point to the port of call of any of its steamers in Newfoundland, and of 50c. from all rail points in Newfoundland to all points reached by its steamers in Labrador. Where there are lower local rates at present in force they are not to be increased. From all steamer ports in Newfoundland a rate of 25c. a barrel for agricultural produce to St. Johns has been put in force. This latter rate is practically a reduction of 30% upon the rates laid down in the government schedule.

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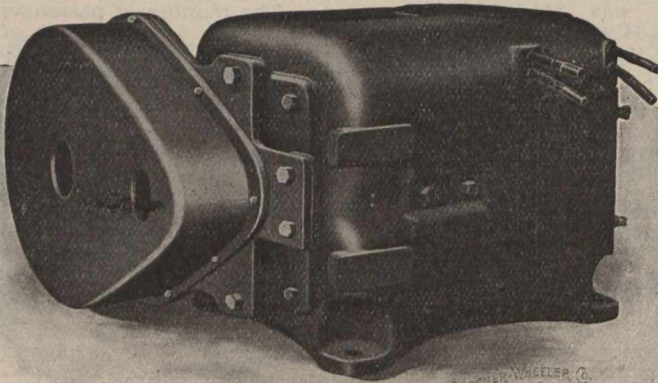


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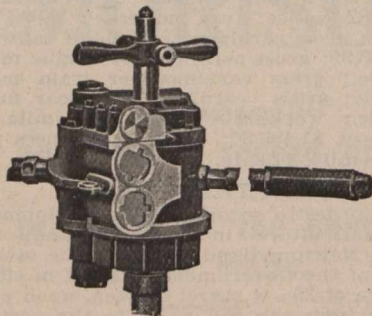
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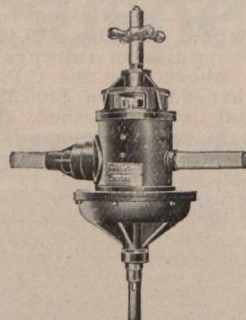
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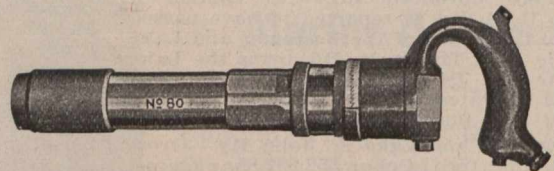
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Date, John	936
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Drake & Wiers Co.	912
Drewry, E. L.	922
Drummond, McCall & Co.	908
Duner Co.	940
Engineering News Book Department	920
Falls Hollow Staybolt Co.	924
Farlow Draft Gear Co.	912
Flannery Bolt Co.	906
Fuce, E. O.	905
Galena Signal Oil Co.	872
Galt Malleable Iron Co.	940
Gardner, J. T.	928
Gartshore-Thompson Pipe & Fndry Co., Ltd.	928
General Railway Signal Co.	934
Goldschmidt Thermit Co.	932
Grand Trunk Railway	902
Greening, The B., Wire Co., Ltd.	940
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Hamilton Pattern Works	928
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Hart John A., & Co.	Cover 1
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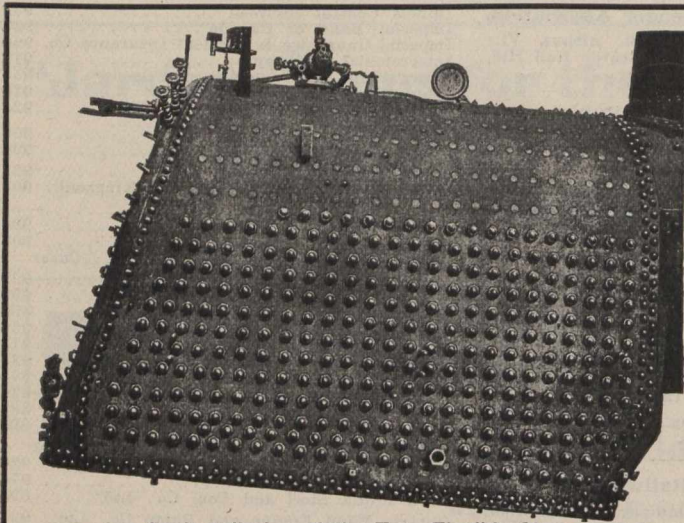
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Legg Bros.	
Lehigh Valley Railroad	934
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McCord & Co.	894
Matheson, I., & Co.	936
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Metcalf, John S., Co.	926
Montreal Locomotive Works	876
Montreal Rolling Mills Co.	920
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The annual conference of C.P.R. Master Mechanics was held at Fort William, Ont., Nov. 5 and 6, and presided over by H. H. Vaughan, Assistant to the Vice President C.P.R.

Press reports state that it has been decided to abandon the experiment tried at St. John, N.B., by the Intercolonial Ry., of owning houses to rent to employees. The Western Trunk Lands, Building and Development Corporation has been incorporated in Winnipeg by officials of the Brotherhood of Locomotive Firemen and Engineers, to purchase land at divisional points, erect houses, and let them to railway employees.



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Orders by the Railway Commissioners.

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The dates given of orders, immediately following the numbers, are those on which the hearing took place and not those on which the orders were issued. In many cases orders are not issued for a considerable time after the date assigned to them.

8355. Oct. 15.—Ordering C.P.R. to construct suitable highway crossing over its right of way where it crosses road allowance marked "proposed street," lots 23, 24 and 25, first con. Ottawa front, Nepean tp., Carleton Co., Ont.

8356. Oct. 15.—Authorizing United Fuel Supply Co. to lay gas pipe under C.P.R. on lot 7, con. 3, Raleigh tp., Ont.

8357. Oct. 9.—Ordering C.P.R. to maintain highway crossing at East St., Ignace, Ont.

8358. Oct. 11.—Ordering C.N.R. to carry out provisions of par. 1 of Board's order of Oct. 16, 1905, with respect to diversion of Thibault St., St. Boniface, Man.

8359. Oct. 11.—Ordering C.N.R. to commence construction of subway at Pembina St., Winnipeg, Man., on or before Nov. 1, 1909.

8360. Oct. 11.—Dismissing application of St. Boniface, Man., to carry Provencher Ave. across C.P.R.

8361. Oct. 11.—Authorizing C.N.R. to open for traffic its line from Benito, mile 18.8, to Pelly, mile 35.6, on its Thunder Hill branch, Man.

8362. Oct. 11.—Dismissing complaint of F. C. Berry, Austin, Man., against G.T.P.R. for alleged improper fencing.

8363. Oct. 11.—Dismissing application of merchants, farmers and residents for order directing C.P.R. to erect a station and appoint agent at Purves, Man.

8364. Oct. 11.—Dismissing complaint of Laing Bros., of Winnipeg, Man., that the C.N.R. charge excessive interswitching rate with C.P.R.

8365. Oct. 19.—Authorizing G.T.R. to connect its track west of Fielden St. with track or siding being constructed by the Department of Railways and Canals to reach Government Elevator No. 2, Port Colborne, Ont.

8366. Oct. 18.—Authorizing the town of Yellow Grass, Sask., to lay water pipe under C.P.R.

8367. Oct. 18.—Authorizing St. Clair Bros. to lay gas pipe under G.T.R. at Beverly St. and Stone Rd., Galt, Ont.

8368 to 8372. Oct. 8.—Authorizing Volcanic Oil & Gas Co. to lay pipe line under M.C.R. at four points in Essex tp. and one point in Maidstone tp., Ont.

8373. Oct. 19.—Authorizing United Fuel Co. to lay pipe under P.M.R. between lots 15 and 16, 1st and 2nd cons., Chatham tp., Ont.

8374. Oct. 13.—Extending time within which G.T.R. may apply to the Supreme Court of Canada for leave to appeal from order 7613, July 22, directing it to provide station accommodation where its line from Hamilton to Niagara Falls crosses the town line between Clinton and Louth tps., Ont.

8375. Oct. 12.—Approving plans for improvement of Trigger Drain to be constructed under Canada Southern Ry., West Lorne, Ont.

8376. Oct. 15.—Authorizing G.T.R. to construct branch line to Colonial Fur Co.'s premises, Middlesex Co., Ont.

8377. Oct. 14.—Ordering that Thamesville village, Ont., be made a party to the proceedings re E. F. Best's complaint re dangerous condition of G.T.R. and Wabash Rd. level crossings.

8378. Oct. 18.—Approving N.B. Southern Ry. Standard Passenger Tariff C.R.C. 20.

8379. Oct. 18.—Authorizing Harwich tp. council to construct drain under Lake Erie and Detroit River Ry., Ont.

8380. Oct. 19.—Authorizing Quebec, New Brunswick & Nova Scotia Ry. to construct its line across public road between St. Foye and Lorette parishes, Quebec Co., Que.

8381. Oct. 15.—Authorizing C.P.R. to construct spur to the waterfront, Parry Sound, Ont.

8382. Oct. 19.—Authorizing C.P.R. to open for traffic that portion of the Ontario and Quebec Ry. double track, mileage 41.6 to 44.9, Smiths Falls sec., Ont.

8383. Oct. 15.—Authorizing C.P.R. to construct an extension of its siding across Arthur St., Elmira, Ont.

8384. Oct. 19.—Authorizing Manitoba Government Telephone System to erect wires across C.P.R. at Hanbury Siding, Brandon.

8385. Oct. 15.—Authorizing Miniota rural municipality to erect wires across C.N.R. at p.c. between secs. 10 and 11, tp. 15, r. 25, Man.

8386 to 8391. Oct. 19.—Authorizing C.N.Q.R. to erect telegraph wires under wires of Portneuf County Telephone Co., Bell Telephone Co., G.N.W. Telegraph Co. and St. Maurice & Champlain Telephone Co. at various points.

8392. Oct. 7.—Setting forth conditions for the carrying of wires and cables across the railway tracks under the Board's jurisdiction and subject to its control.

8393 to 8395. Oct. 5.—Ordering V. V. & E. Ry. and Nav. Co. to pay to K. Larsen, J. Plester and J. Gunderson \$3,875.00 respectively to the first two and \$3,566.25 to the last named on account of land affected by diversion of railway.

8396. Oct. 19.—Authorizing C.P.R. to open for traffic that portion of the Ontario and Quebec Ry. double track from Finch to Avonmore.

8397. Oct. 15.—Refusing C.P.R. application for an order directing that detail plans referred to in order 6968, Apr. 27, 1909, re crossing of Weston Rd., West Toronto, Ont., by G.T.R. be amended to show the tower midway between the G.T.R. and C.P.R.

8398. Oct. 19.—Authorizing Bell Telephone Co. to erect wires across M.C.R. on Muir St., west of Welland station, Ont.

8399 to 8401. Oct. 19.—Authorizing C.N.Q.R. to place telegraph wires under wires of G.N.W. Telegraph Co., Bell Telephone Co., Portneuf Telephone Co. and St. Maurice & Champlain County Telephone Co. at three points in Quebec.

8402, 8403. Oct. 19.—Authorizing Sask. Government Telephone System to erect wires across C.P.R. near Bienfait, Saskatoon, Sask.

8404 to 8406. Oct. 19.—Authorizing United Fuel Co. to lay gas pipe under P.M.R. and M.C.R., East Tilbury, Raleigh and Moore tps., Ont.

8407. Oct. 20.—Authorizing C.P.R. to construct spur on Hardisty St., Fort William, Ont.

8408. Oct. 20.—Approving C.P.R. by-law authorizing J. Kent, Manager of Telegraphs, to prepare and issue tariffs of telegraph tolls.

8409. Oct. 13.—Dismissing complaint of H. Lennox, M.P., that G.T.R. has closed its freight shed at Allandale and that the freight formerly received and delivered at that point has to be received and delivered at Barrie, Ont.

8410. Oct. 12.—Authorizing C.P.R. to construct its railway across highways on its main line grade revision, Medicine Hat section, Alta., from mileage 49.34 to 57.29.

8411. Oct. 13.—Dismissing complaint of Seneca tp. re working of electric bells installed by G.T.R. where its line crosses the Port Dover and Hamilton roads, Caledonia, Ont.

8412. Oct. 13.—Dismissing complaint of J. W. Freeman, Burlington, Ont., alleging that the watercourse on his property has been blocked by G.T.R. siding.

8413. Oct. 12.—Dismissing complaint of Esquesing tp., Ont., against dangerous condition of G.T.R. crossing on the 7th line.

8414. Oct. 12.—Ordering that the M.C.R. and P.M.R. each install on its own railway, within 45 days from date of order, electric bell at point to be approved by the Board's Chief Engineer on town line between Southwold and Dunwich tps., Ont.

8415. Oct. 15.—Ordering G.T.R. to install, within 60 days from date of order, single arm gate on each side of crossing on Church St., Mimico, Ont.

8416. Oct. 19.—Authorizing C.P.R. to construct spur for P. Burns & Co., District lot 182 C., New Westminster district now in Vancouver, B.C.

8417. Oct. 19.—Approving proposed change of station location and the rearrangement of G.T.R. tracks at Jeannecks Creek, Ont.

8418. Oct. 14.—Ordering that G.T.R. trains be brought to a full stop before reaching crossing by the Windsor & Tecumseh Electric Ry. in Sandwich East tp., Ont., and be flagged across; and that the cars of the W. & T.E.R. be operated across diamond at a speed not exceeding four miles an hour.

8419. Oct. 13.—Ordering C.P.R. and C.N.O.R. to construct at their own expense portion of highway within the limits of their respective rights of way on lot 6, Foley tp., Ont.

8420. Oct. 19.—Authorizing C.P.R. to construct spur for Hill Mfg. Co. in Block 11, plan F.V., Saskatoon, Sask.

8421. Oct. 19.—Approving proposed bridge across Preston St., Ottawa, to be erected by G.T.R.

8422. Oct. 12.—Ordering G.T.R. to install at the crossing of Park and Duke sts., Chatham, Ont., within 45 days from date of order, an electric bell to be located and bonded to the satisfaction of the Board's Chief Engineer.

8423. Oct. 20.—Authorizing C.N.Q.R. to carry its line by means of a subway across public road on lot 27, St. Stanislas parish, Champlain Co., Que.

8424. Oct. 15.—Amending order 5681, Nov. 12, 1908, directing the G.T.R. to erect gates and maintain watchmen at Windermere and Ellis Aves., York tp., Ont., by ordering that the two-twelfths directed to be paid by York county, be distributed equally between the city of Toronto, York tp. and the company.

8425. Oct. 13.—Ordering Hamilton Radial Ry. to construct a suitable farm crossing in Nelson tp., Halton Co., Ont.

8426. Oct. 14.—Amending order 6677, Mar. 26, 1909, made upon application of Tilbury East tp., approving plans and specifications of drain in so far as they affect C.P.R. property by striking out the last five lines after the word "approved" in the third line.

8427. Oct. 19.—Authorizing Manitoba Government Telephones to erect wires across C.P.R. near Teulon station.

8428. Oct. 19.—Ordering M.C.R. to widen the bed of the stream across its right of way under bridge at Bear Creek, one mile east of Petrolea, Ont.

8429. Oct. 22.—Authorizing Ontario West Shore Ry. at its own expense to make a temporary connection with the Guelph & Goderich Ry. at Menesetung station, Ont.

8430, 8431. Oct. 22.—Authorizing Saskatchewan Government Telephones to erect wires across C.N.R., n.w. ¼ sec. 10, tp. 37, r. 5, w. 3 m., and near Warman, Sask.

8432, 8433. Oct. 22.—Approving location of C.N.O.R. through Leeds Co., Ont., and of C.N.R. through tps. 44-50, ranges 16-20, w. 3 m., Sask.

8434. Oct. 22.—Authorizing C.P.R. to construct an extra track across Osler St., Cayley, Alta.

8435. Oct. 22.—Authorizing C.P.R. to construct spur for P. Saumure, St. Louis, Que.

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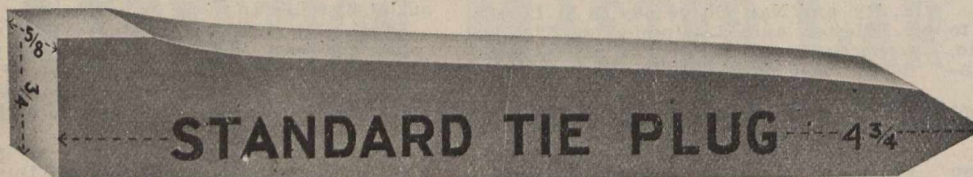
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8436. Oct. 20.—Authorizing C.N.R. to cross C.P.R. Arcola branch at Carlyle, Sask.

8437. Oct. 22.—Authorizing Atlantic, Quebec & Western Ry. to construct 12 trestles on its secs. 5 to 10.

8438. Oct. 21.—Authorizing G.T.R. to reconstruct overhead bridge carrying highway over its tracks between lots 16 and 17, 8th con., Grantham tp., between St. Catharines and Merritt, Ont.

8439. Oct. 14.—Ordering C.P.R. to extend its platform at Creelman, Sask., to 240 ft. on or before May 1, 1910.

8440. Oct. 14.—Dismissing application of residents of Keeler, Sask., for order that C.P.R. erect suitable freight and passenger station and appoint a permanent agent there.

8441. Oct. 15.—Dismissing application of Saskatoon, Sask., for an order that C.N.R. widen the approaches of Eleventh St.

8442. Oct. 15.—Dismissing petition of residents of the district near Saskatoon, Sask., for an order directing C.N.R. to construct siding on n.e. $\frac{1}{4}$ sec. 26, tp. 35, r. 7.

8443. Oct. 15.—Dismissing complaint of Battleford Board of Trade, Sask., that the C.N.R. has not made proper provision for the loading and shipping of traffic.

8444. Oct. 13.—Ordering C.N.R. to construct, prior to Dec. 1, crossing at highway between secs. 28 and 29, tp. 13, r. 14, Man.

8445. Oct. 13.—Ordering C.N.R. to convey to the Strathclair municipality, Man., prior to Dec. 1, strip of land for a highway in lieu of land taken by the company.

8446. Oct. 13.—Dismissing application of Miniota municipality, Man., for order that C.P.R. construct a transfer track of the G.T.P.R. at Quadra Siding, Man.

8447. Oct. 13.—Ordering C.N.R. to construct, before Dec. 1, five highways in McCreary municipality, Man.

8448. Oct. 13.—Dismissing complaint of R. A. Knight, Hargrave, Man., alleging discrimination in freight rates of C.P.R. from Lethbridge to C.N.R. points.

8449. Oct. 13.—Dismissing complaint of B. Maxfield, Souris, Man., alleging dangerous condition of highway crossing over C.P.R. at First St.

8450. Oct. 13.—Ordering C.N.R. to construct, before Dec. 1, highway crossings between secs. 24 and 25, tp. 13, r. 15, Langford municipality, Man.

8451. Oct. 14.—Ordering Midale municipality, Sask., to open a highway, from Railway Ave. in n.e. direction, across C.P.R.

8452. Oct. 14.—Authorizing Brownlee village, Sask., to construct a highway across C.P.R.

8453. Oct. 14.—Ordering C.P.R. to construct and operate for three years branch line to Parliament Bldgs., Regina, Sask.

8454. Oct. 18.—Ordering C.N.R. to establish flag station and suitable loading platform at Fenton, Sask.

8455. Oct. 18.—Dismissing complaint of Prince Albert Board of Trade, Sask., alleging unsatisfactory train connection between C.P.R. and C.N.R. at Regina, Sask.

8456. Oct. 18.—Dismissing complaint of Prince Albert Board of Trade, Sask., alleging defective and unsafe condition of roadbed, C.N.R. Prince Albert section.

8457. Oct. 15.—Ordering C.N.R. to remove its fences on the west side of its station yard, Bladmore, Sask., prior to Dec. 1.

8458, 8459. Oct. 20.—Ordering G.T.P.R. to erect fences at each side of its right of way through East Clover Bar and Clover Bar districts, Alta.

8460. Oct. 20.—Dismissing application of residents of Round Hill district, Alta., for order requiring the C.N.R. to locate a station there.

8461. Oct. 20.—Dismissing complaint of Clover Bar Coal Co., Edmonton, Alta.,

alleging discrimination of C.N.R. under tariff C.R.C. 304, May 25, 1909.

8462. Oct. 20.—Ordering G.T.P.R. to construct prior to July 1, 1910, a subway with an opening 66 ft. wide and 14 ft. high, at the Fort Saskatchewan trail, Edmonton, Alta.

8463. Oct. 22.—Authorizing G.T.R. to construct branch line to Golden Lake Lumber Co.'s premises, South Algoma, Ont.

8464. Oct. 22.—Authorizing C.P.R. to construct spur for J. McCreary, lot 12, con. 1, Hess tp., Algoma dist., Ont.

8465. Oct. 22.—Authorizing G. A. Far- rill to lay pipe under C.P.R. at Kenil- worth, Ont.

8466. Oct. 22.—Authorizing town of Drummondville, Que., to lay pipes under C.P.R. at Convent St.

8467, 8468. Oct. 22.—Authorizing Sask. Government to erect wires across C.N.R. west of Warman, Sask., and between secs. 2 and 3, tp. 38, r. 5, w., 3 m.

8469. Oct. 22.—Authorizing Bell Tele- phone Co. to place underground wires across N. St. C. & T. Ry. at p.c. corner of Court St. and Welland Ave., St. Cath- arines, Ont.

8470. Oct. 27.—Authorizing G.T.R. to reconstruct bridge at mileage 29.62, 16th dist., between rifle range and Long Branch, Ont.

8471. Oct. 22.—Authorizing Hartland Village Water and Fire Commissioners to lay pipe under C.P.R. at Bradley St., Hartland, N.B.

8472, 8473. Oct. 27.—Authorizing Vol- canic Oil & Gas Co. to place wires across P.M.R. at Tecumseh Rd., Sand- wich East tp., Ont., and at town line between Sandwich East and Sandwich South, Ont.

8474, 8475. Oct. 27.—Authorizing Al- berta Government to erect wires across C.P.R. at Sedgewick and Aix.

8476. Oct. 26.—Authorizing F. Violette to lay pipe under C.P.R. near St. Leon- ards, N.B.

8477. Oct. 26.—Authorizing Manitoba Government Telephones to erect wires across C.N.R. at p.c. $\frac{1}{2}$ mile north of Neepawa station.

8478. Oct. 27.—Authorizing Wroxeter Rural Telephone Co. to erect wires across C.P.R. at Gibson St.

8479. Oct. 27.—Authorizing Hydro- Electric Power Commission of Ontario to erect wires across C.P.R., Puslinch tp., Ont.

8480. Oct. 27.—Authorizing Bell Tele- phone Co. to erect wires across C.P.R. at Joliette Sand & Gravel Co.'s premises, near St. Felix de Valois, Que., at p.c. Albert St., St. John's, Que., and at p.c. at Cache Bay, Ont.

8481 to 8483. Oct. 27.—Authorizing Bell Telephone Co. to erect wires across C.P.R. at Albert St., St. John's, Que., and Cache Bay, Ont., also across P.M.R. at King St., 100 yards east of Merlin sta- tion, Ont.

8484. Oct. 26.—Authorizing the town of Paris, Ont., to lay pipe under G.T.R. where it crosses Market St.

8485. Oct. 19.—Approving New Bruns- wick Southern Ry. Standard Freight Mileage Tariff superseding Standard Freight Mileage Tariff C.R.C. 1.

8486. Oct. 19.—Approving Montreal & Southern Counties Ry. by-law authoriz- ing W. B. Powell, General Manager to prepare and issue tariff of tolls to be charged for traffic.

8487. Oct. 15.—Approving G.T.R. plan, known as Part 1, Toronto Grade Separa- tion, showing crossings of Dufferin, Dunn, Jamieson, Dowling, Sunnyside, and How- ard Aves. and Indian road in the west- ern end of Toronto.

8488. Oct. 13.—Rescinding order 7488, July 9, directing the G.T.R. to provide a night watchman at Wellington St. crossing, Hamilton, Ont., by authorizing the G.T.R. on account of the small

amount of traffic, only to keep watchman on duty from 7 a.m. until 9 p.m.

8489. Oct. 21.—Ordering that the maxi- mum toll to be charged by the North American Telephone Co. for any con- versation not exceeding three minutes, between Carp village, Ont., and Ottawa, be reduced from 25 to 20 cents.

8490. Oct. 19.—Ordering C.N.Q.R. to construct a raceway and other openings under its track on its approved location at Jacques Cartier River in J. Forman's premises, Les Ecureils parish, Que.

8491. Oct. 26.—Authorizing the town of Claresholm, Alta., to erect wires over the Calgary & Edmonton Ry. at Centre Ave.

8492. Oct. 26.—Authorizing G.T.R. to construct branch line to and into Gard- iner Bros' premises, Sarnia, Ont.

8493. Oct. 6.—Approving location of G.T.P.R. through Fort William, Ont.

8494. Oct. 28.—Approving location of the G.T.P. Branch Line Co.'s Melville- Yorkton branch, mileage 18 to 25.3, As- siniboia district, Sask.

8495. Oct. 29.—Approving location of C.N.R. Goose Lake branch, mileage 117.06 to 170.49, Saskatoon westerly, Sask.

8496. Oct. 28.—Approving stress sheets of the G.T.R. proposed bridge over new subway for pedestrians at Convent, near Lachine, Que.

8497. Oct. 29.—Authorizing C.P.R. to construct spur for Imperial Oil Co., Leth- bridge, Alta.

8498. Oct. 28.—Authorizing C.P.R. to construct spur for Western Planing Mills Co., Calgary, Alta.

8499, 8500. Oct. 29.—Authorizing C.P.R. to construct spurs for Western Canada Land & Live Stock Co. and Muirhead & Co., Fort William, Ont.

8501. Oct. 26.—Authorizing B.C. Elec- tric Ry. to erect wires across C.P.R. right of way, Cambie St., Vancouver, B.C.

8502. Oct. 13.—Authorizing the village of Glencoe, Ont., to erect electric light wires across the G.T.R. on Main St.

8503. Oct. 26.—Authorizing the Shaw- nigan Water & Power Co. to change the location of its line where it now crosses the St. Maurice Valley Ry. near Three Rivers, Que.

8504. Oct. 19.—Ordering that upon the installation of new system by the Bell Telephone Co. in the Russell House, Otta- wa, a charge of 10c. for each connec- tion with the Ottawa exchange subscrib- ers be charged.

8505. Oct. 28.—Approving Montreal & Southern Counties Ry. Passenger Tariff, C.R.C. No. 1.

8506. Oct. 29.—Authorizing the city of Peterboro, Ont., to lay water main under G.T.R. Lakefield branch, Antrim St.

8507. Oct. 28.—Authorizing K. S. Mas- siah, St. Jerome, Que., to lay pipe under C.N.Q.R. one mile east of Lachute, Que.

8508. Oct. 29.—Extending time until Nov. 10, 1909, within which G.T.R. may appeal to the Supreme Court of Canada from order 7613, directing that it pro- vides station accommodation where its line from Hamilton to Niagara Falls crosses town line between Clinton and Louth tps., Ont.

8509. Oct. 28.—Authorizing C.P.R. to construct spur to Pfeffer Bros' premises, Milverton, Ont.

8510. Oct. 27.—Authorizing Notre Dame du Lac parish, Que., to construct highway across Temiscouata Ry.

8511. Oct. 30.—Approving change in location of C.P.R. station, Bisset, Ont.

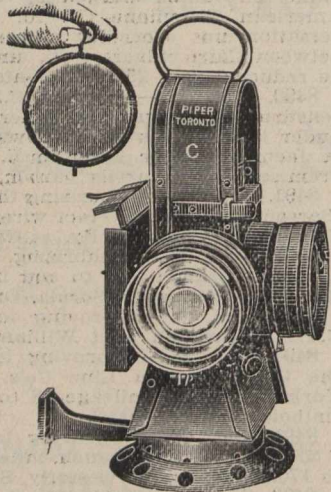
8512. Nov. 2.—Approving G.T.P.R. Standard Passenger Tariff C.R.C., 10, cancelling Standard Passenger Tariff, C.R.C. 2.

8513. Oct. 16.—Ordering that the rate charged by G.T.R. for moving grain in carloads from its elevator at Point Ed- ward to the King Milling Co.'s mill, Sarnia, be reduced to 1 $\frac{1}{2}$ c. per 100 lbs.

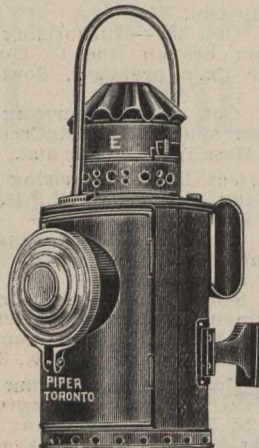
8514. Nov. 2.—Amending order 8239, giving C.N.R. permission to cross

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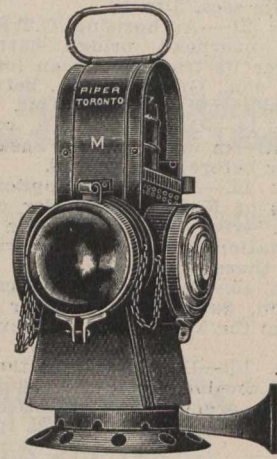
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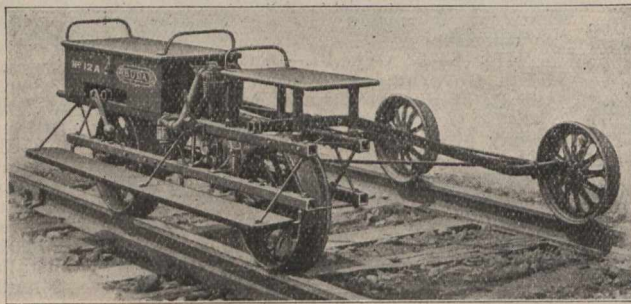


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 MANAGER

- G.T.P.R. at Riley, Alta., by substituting for the word "principal" in the 15th line of the recital, and the fourth line of clause 1, the word "fourth."
8515. Nov. 2.—Authorizing G.T.P.R. and Edmonton & Slave Lake Ry. to operate trains over crossing at sec. 15, tp. 53, r. 25 w. 4th mer., Edmonton district, Alta., without being brought to a stop.
8516. Nov. 2.—Recommending to the Governor in council for sanction Brandon, Saskatchewan and Hudson Bay Ry. bylaw 7, re spitting in cars and on premises.
8517. Oct. 27.—Ordering C.P.R. to protect crossing on Main St. Farnham, Que., by a watchman between 6 a.m. and 7 p.m. daily.
8518. Oct. 29.—Authorizing C.P.R. to construct branch line for ballast purposes from its main line in n.w. ¼ sec. 2, tp. 13, r. 3, west p. m., Man.
8519. Oct. 29.—Approving deviation in location of C.P.R. Motherlode branch, B.C.
8520. Oct. 29.—Approving location of G.T.P.R. from mileage 289 to 347.346, Willow River, Cariboo district, B.C.
8521. Oct. 29.—Approving change of location of C.P.R. main line from mileage 95.60 to 132.18 from McLeod, Alta.
8522. Oct. 22.—Authorizing National Transcontinental Ry. to construct undercrossing, 2 miles easterly from Quebec Bridge.
8523. Oct. 29.—Authorizing Manitoba Government Telegraphs to erect wires across G.T.P.R., 2½ miles east of Gervais.
8524. Oct. 29.—Authorizing Consolidated Telephone Co. to erect wires across G.T.R. about two miles north of Inglewood Jct., Ont.
- 8525, 8526. Oct. 29.—Authorizing Bell Telephone Co. to erect wires across C.P.R. on North St., Sault Ste. Marie, and near Bennington station, Ont.
8527. Oct. 29.—Authorizing city of Ottawa to lay sewer under Ottawa & New York Ry., Gladstone Ave.
8528. Oct. 29.—Authorizing the town of Maple Creek, Sask., to construct sewer pipe under C.P.R.
8529. Oct. 29.—Authorizing C.P.R. to construct plank highway crossing at station 2880.16, mile 54.5 on its Brandon section.
8530. Nov. 2.—Ordering C.P.R. to provide suitable highway crossing where it crosses the northerly extension of Simpson St., Sault Ste. Marie, Ont.
- 8531, 8532. Oct. 20.—Authorizing the city of Fort William, Ont., to cross with a single track the Mt. McKay & Kakabeka Falls Ry. at Yonge St. until May 1, and that the crossing be protected by watchman day and night.
8533. Oct. 22.—Dismissing application of the city of Calgary, Alta., for the construction of subways carrying 14th Street W. and 11th Street W. under C.P.R.
8534. Oct. 22.—Dismissing application of residents of Bowell, Alta., for order directing C.P.R. to establish station and permanent agent there.
8535. Oct. 22.—Determining the character of work and protection at crossing of C.P.R. spur over the Calgary St. Ry., Second Street E., Calgary, Alta.
8536. Oct. 22.—Ordering that the city of Calgary and the C.P.R. construct subway to carry First Avenue E. under C.P.R.
8537. Oct. 22.—Dismissing application of C.P.R. for approval of location of station at Grassy Lake, Alta., and further ordering that C.P.R. submit new plans.
8538. Nov. 2.—Authorizing Manitoulin & North Shore Ry. to construct bridge over Vermillion River, 18 miles west of Sudbury, Ont.
8539. Nov. 3.—Authorizing C.P.R. to open for traffic that portion of its line known as the Lethbridge-Macleod Grade Revision, mile 0 to 31.4, Alta.
8540. Oct. 15.—Approving plans and specifications of Colchester North tp., Ont., re drain, under M.C.R. between lots 14 and 15, 13th con.
8541. Nov. 3.—Authorizing Montreal & Southern Counties Ry. to open for traffic portion of its railway from its terminus at Youville and McGill Sts., Montreal, to St. Denis St., St. Lambert, Que.
8542. Nov. 2.—Authorizing M.C.R. to construct spur to Postum Cereal Co.'s premises, Windsor, Ont.
8543. Nov. 3.—Approving location of C.N.O.R. through Pickering, Scarborough and York tps., Ont.
8544. Nov. 3.—Authorizing C.P.R. to construct siding across the private crossing near McAdam Jct., N.B.
8545. Nov. 3.—Approving change of location of Vancouver, Victoria & Eastern Ry. & Navigation Co. branch line from Sapperton and Fraser River Lumber Co., B.C.
8546. Nov. 3.—Authorizing G.T.R. to construct branch line to Noxon Co.'s premises, Ingersoll, Ont.
- 8547 to 8552. Nov. 4.—Authorizing Bell Telephone Co. to erect wires across G.T.R. at Myrtle station, Ont.; T.H. & B.R. at Iroindale, Ont.; C.P.R. telegraph line 1½ miles north of Warden station, Que.; Orangeville station, Ont.; ¼ mile north of Warden station, Que., and the M.C.R. at Hewitt station, Ont.
8553. Nov. 4.—Authorizing Tuckersmith Municipal Telephone System to erect wires across G.T.R. between the 1st and 2nd concessions, Stanley tp., Huron Co., Ont.
8554. Nov. 3.—Authorizing E. Danis to erect wires across C.P.R. between mile posts 96 and 97, Lacoste, Que.
8555. Nov. 3.—Authorizing city of Ottawa to lay sewer under C.P.R. on Young St.
8556. Nov. 4.—Authorizing M.C.R. to operate trains over its connection with the G.T.R. at Bathurst St., London, Ont.
8557. Nov. 3.—Authorizing Markham and Pickering Telephone Co. to erect wires across G.T.R., Markham tp., Ont.
8558. Nov. 3.—Authorizing C.P.R. to construct spur for F. Gobeille, at Mile End station, Que.
8559. Nov. 3.—Authorizing C.P.R. to construct spur for Saskatoon Tent and Mattress Co., Saskatoon, Sask.
8560. Nov. 3.—Authorizing G.T.R. to construct spur to T. E. Manley Chew's premises, Tay tp., Ont.
8561. Nov. 4.—Authorizing C.P.R. to construct two extra tracks across Third Ave., Pincher, on its Crow's Nest Pass branch, Alta.
8562. Nov. 4.—Authorizing Saskatchewan Government to construct highway crossing over C.N.R. right of way adjoining station grounds in the n.e. ¼ sec. 5, tp. 44, r. 16, w. 3 m., Sask.
8563. Nov. 4.—Authorizing Orford Mountain Ry. to deviate p.c. across its track on lot 23, r. 7, Melbourne tp., Que.
8564. Nov. 3.—Extending for one month time within which V. V. & E. Ry. & Nav. Co. was directed to install interlocking plant required by order 7479, July 6, to the Fraser River Lumber Co., New Westminster, B.C.
8565. Nov. 3.—Authorizing Chatham, Wallaceburg & Lake Erie Ry. to construct spur, on several streets in Chatham, Ont.
8566. Nov. 3.—Authorizing C.P.R. to change its line at Ste. Agathe, Que., and remove its station buildings.
- 8567, 8568. Nov. 3.—Authorizing Hydro-Electric Power Commission of Ontario to erect transmission wires across C.P.R. on part of lots 12 and 13, B. F., North Oxford, and lot 35, Gore Con., Puslinch tp., Ont.
8569. Nov. 3.—Authorizing city of Calgary, Alta., to erect wires across C.P.R. at 15th Street.
- 8570, 8571. Nov. 3.—Authorizing Nipissing Power Co. to erect wires across C.P.R. at Callander, Nipissing Jct., Ont.
8572. Oct. 29.—Rescinding order 5907, Dec. 23, 1908, authorizing G.T.P.R. to construct bridge between Watson's and Kaien Islands, B.C., the B.C. Government objecting.
8573. Oct. 27.—Authorizing Vancouver and Lulu Island Ry. to cross Grenville St., Point Grey, B.C.
8574. Oct. 27.—Authorizing C.P.R. to construct spur to Great Northern Transfer Co.'s premises, Vancouver, B.C.
8575. Oct. 27.—Authorizing V. V. & E. Ry. and Nav. Co. to join its tracks with the B.C. Electric Ry. near Front and Columbia sts., Vancouver, B.C.
8576. Oct. 27.—Dismissing city of Vancouver's application for an order authorizing the opening of Clarke Drive across C.P.R.
8577. Nov. 3.—Authorizing Nipissing Power Co. to erect wires across G.T.R. at Nipissing Jct., Ont.
8578. Nov. 3.—Authorizing G.T.P.R. to carry freight over its line from Battle River to Edmonton, Alta.
8579. Nov. 2.—Authorizing C.N.Q.R. to take parts of lot 213, St. Charles Borromeo parish, and parts of lot 2, Joliette, Que., for the purpose of securing the efficient operation of its railway.
8580. Nov. 2.—Dismissing C.P.R. application for order extending provisions of order 7813, July 3, authorizing the city of Toronto to construct bridge to carry the highway and Toronto Ry. tracks over C.P.R., G.T.R., and C.N.O.R., at Queen St. East, so as to provide that when said bridge is completed it be closed for pedestrian and vehicular traffic.
8581. Nov. 2.—Dismissing city of Toronto's application to construct high level bridge over Don improvement and C.P.R., G.T.R., and C.N.O.R. at Queen St.
8582. Nov. 9.—Authorizing C.P.R. to load and unload on the Lord's Day, car ferries plying between Port Burwell, Ont., and Ashtabula, Ohio.
8583. Nov. 5.—Authorizing, temporarily, Bell Telephone Co.'s tariff of tolls and form of agreement to be made with several rural telephone companies in Ontario.
8584. Nov. 5.—Approving Temiscouata Ry. by-law authorizing F. X. Belanger, General Freight and Passenger Agent, to prepare and issue tariffs of tolls.
8585. Nov. 4.—Approving plan showing proposed overhead crossing at mileage 13.5, C.P.R. Mountain section, B.C.
8586. Nov. 4.—Approving G.T.P.R. Standard Freight Tariff C.R.C. 5, applying between stations, Saskatchewan and Alberta.
8587. Nov. 5.—Approving and sanctioning C.N.O.R. location through unsurveyed territory in Sudbury Mining Division, 120 miles from Sudbury Jct.
8588. Nov. 4.—Directing conditions under which Grand Valley Ry. may double track its line along Colborne St., and re grade revision at intersection of Colborne and Market st., Brantford, Ont.
8589. Nov. 4.—Authorizing Montreal Park & Island Ry. to construct spur in Rosemount, Que.
8590. Nov. 5.—Approving C.N.R. location through tps. 5-2, and r. 6, w. 2nd m., mileage 0.00 to 16.38, Sask.
8591. Nov. 4.—Authorizing C.N.O.R. to construct bridge over ravine on lot 30, con. 5, Whitty tp., Ont.
- 8592, 8593. Nov. 4.—Authorizing Calgary Power & Transmission Co. to erect wires across C.P.R. at Exshaw, and across C.P.R. telephone lines and siding near Kananaskis, Alta.
8594. Nov. 5.—Authorizing city of Lachine, Que., to lay water pipe across National Transcontinental Ry., at Twentieth Ave.
8595. Nov. 5.—Amending order 8314, Oct. 12, authorizing G.T.P.R. to cross certain highways in West Saskatchewan district by striking out crossings 1 and 3.
8596. Nov. 9.—Authorizing G.T.R. to construct an additional track on Romeo St., Stratford, Ont.

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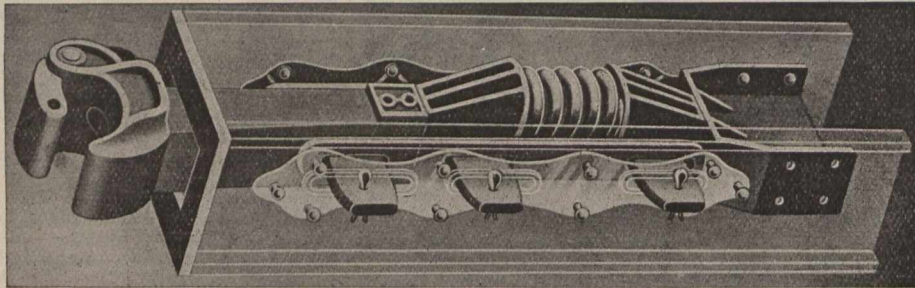
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8597. Nov. 13.—Authorizing Grand Valley Ry. to cross G.T.R. with its second track in Brantford, Ont.

8598 to 8603. Nov. 4.—Authorizing Manitoba Government Telephones to erect wires across C.N.R. at six points.

8604. Nov. 9.—Authorizing C.N.Q.R. to erect wires under City of Quebec Telephone Co.'s wires at Quebec Aqueduct, St. Sauveur parish, Que.

8605 to 8609. Nov. 4.—Authorizing Consolidated Telephone Co. to erect wires across C.P.R. at five points in Caledon tp., Ont.

8610. Nov. 4.—Authorizing Bethesda & Stouffville Telephone Co. to erect wires across C.N.O.R., Markham tp., Ont.

8611. Nov. 4.—Authorizing Mount Albert Telephone Co. to erect wires across C.N.O.R. near Mount Albert station.

8612. Nov. 5.—Authorizing Bell Telephone Co. to erect wires across G.T.R. ¾ mile east of Paris Jct., Ont.

8613. Nov. 4.—Authorizing town of Berlin, Ont., to lay sewer on Wilhelm St. across G.T.R. Elmira branch.

8614. Nov. 10.—Authorizing C.P.R. to construct a Standard 5 station at Wilcox, Sask.

8615. Nov. 5.—Authorizing C.N.Q.R. to erect telegraph wires under C.P.R. wires at Deschambault, Que.

8616. Nov. 8.—Authorizing C.P.R. to construct an additional line across Park Ave., St. Louis, Que.

8617. Nov. 5.—Authorizing C.P.R. to construct spur for Massey-Harris Co. and Turpin Fur Co., Lethbridge, Alta.

8618, 8619. Nov. 11.—Authorizing C.N.Q.R. to construct across public road in r. 3, Ste. Julienne parish, and across private crossing, St. Jacques parish.

8620. Nov. 8.—Dismissing complaint of L. Vallee, E. Belisle and O. Courchesne, of La Baie du Febvre, Que., against condition of Quebec, Montreal & Southern Ry. crossings.

8621. Nov. 8.—Dismissing application of C.N.Q.R. for leave to build across highways in Beauport parish, Que.

8622. Nov. 10.—Authorizing Tilbury Telephone Co. to erect wires across M.C.R. 2½ miles east of Tilbury station, Ont.

8623. Nov. 10.—Authorizing Alberta Government to erect wires across C.P.R. near Bawlf station, Alta.

8624. Nov. 3.—Authorizing C.N.Q.R. to open for traffic the portion of its line from St. Jacques to the junction with its line near Dugas, Que.

8625. Nov. 8.—Dismissing complaint of E. Lyster as to the alleged unsatisfactory and dangerous train service of G.T.R. at Gore, Que.

8626. Nov. 8.—Dismissing complaint of Dominion Park Co., Montreal, alleging excessive rates charged by Bell Telephone Co. for the use of telephones at the Park.

8627. Oct. 21.—Authorizing G.T.R. to expropriate lands in Guelph, Ont., upon which to erect a passenger station.

8628. Nov. 5.—Authorizing town of Palmerston, Ont., to construct a drain under G.T.R. on its Kincardine branch.

8629. Nov. 10.—Authorizing C.P.R. to construct branch line for Lombard Bros. & Marshall, near Milan station, Que.

8630. Nov. 11.—Authorizing Saskatchewan Government Telephones to erect wires across C.P.R. at Estevan.

8631. Nov. 10.—Ordering that G.T.R. shall not be entitled to make any extra charge for switching performed at spur to Christie Henderson & Co.'s premises, Hespeler and Guelph, Ont. This order is given in full on another page.

8632. Nov. 15.—Authorizing town of Hanover, Ont., to lay water main across portion of G.T.R. yard.

8633. Nov. 15.—Authorizing city of Toronto to construct a sewer on Davenport Road, under C.P.R.

8634. Nov. 15.—Authorizing H. Cauch-

on to construct drain and water pipes across Quebec Ry. Light & Power Co.'s property, at Beauport, Que.

8635. Nov. 15.—Authorizing Guelph, Ont., Board of Light and Heat Commissioners to erect electric light wires across G.T.R. at Duke St.

8636. Nov. 11.—Ordering G.T.R. to provide interswitch at Brampton, Ont.

8637. Nov. 12.—Approving M.C.R. interlocking plant to be installed at east end of its yard, Windsor, Ont.

8638. Nov. 12.—Authorizing G.T.R. to connect its line with the Niagara Peninsula Ry. in lot 31, con. 1, Humberstone tp., Ont.

8639. Nov. 12.—Authorizing G.T.R. to connect with C.N.Q.R. in Hawkesbury, Ont.

8640. Nov. 12.—Authorizing G.T.R. to construct iron foot-bridge over its line at Metcalfe St., Guelph, Ont.

8641. Nov. 15.—Authorizing Cie Fenciere Suburbaine de Montreal to construct sewer under C.N.Q.R. at Longue Point, Que.

8642. Nov. 16.—Authorizing Guelph, Ont., Board of Light and Heat Commissioners to erect electric light wires across G.T.R. at Huskisson St.

8643. Nov. 16.—Approving C.N.R. location through tp. 5, r. 6, w. 2nd m., Sask., mileage 65.16 to 70.29.

8644. Nov. 16.—Authorizing C.P.R. to divert road allowance between n.w. ¼ sec. 23, and s.e. ¼ sec. 22, near Exshaw station, Alta.

8645. Nov. 16.—Authorizing city of Winnipeg to erect electric light wires across C.P.R. at Grey St.

8646. Nov. 16.—Authorizing St. Maurice Valley Ry. to diverge slightly the highway at station 239-03, and construct an undergrade crossing at Grand Mere, Que.

8647. Nov. 16.—Authorizing Nipissing Power Co. to erect transmission wires across G.T.R. at Callander, Ont.

8648. Nov. 16.—Approving C.P.R. proposed deviation from mileage 54 to 54.22, Woodstock station, Ont.

8649. Nov. 16.—Approving location and plans of C.P.R. station at Midale, Sask.

8650 to 8652. Nov. 16.—Authorizing Bell Telephone Co. to erect wires across C.P.R. near Islington station, and at Dufferin St., Toronto.

8653. Nov. 16.—Authorizing Theodore, Springside and Beaverdale Rural Telephone Co. to erect wires across C.P.R. at Springside, Sask.

8654. Nov. 16.—Authorizing Saskatchewan Government Telephones to erect wires across C.P.R. at Richardson.

8655, 8656. Nov. 11.—Authorizing the town of Penetanguishene, Ont., to lay pipe, to replace defective culvert under G.T.R. at Queen St., also to place sewer pipe under G.T.R. at Burke St.

8657. Nov. 16.—Authorizing East Middlesex Telephone Co. to erect wires across G.T.R. on con. 6, Missouri tp., on its London and St. Mary's branch, Ont.

8658 to 8661. Nov. 16.—Authorizing Bell Telephone to erect wires across G.T.R. ½ mile south of Port Robinson, at Waterloo St., New Hamburg, Ont., and across C.N.Q.R. south of Joliette, Que.

8662. Nov. 16.—Authorizing C.P.R. to construct spur for Imperial Oil Co., Red Deer, Alta.

8663, 8664. Nov. 16.—Authorizing C.N.Q.R. to construct its line across public roads on lot 134, Cap Rouge parish, east of Cap Rouge River, and at Cap Rouge station, mileage 12.08 and 12.77 west from Quebec Bridge.

8665. Nov. 16.—Authorizing Guelph, Ont., Board of Light and Heat Commissioners to erect electric wires across G.T.R. at Norwich St.

8666. Nov. 16.—Authorizing C.P.R. to construct an extension of spur to Bran-

don Brewing Co.'s premises, Brandon, Man.

8667. Nov. 17.—Approving location of portion of C.P.R. Langdon branch from mileage 80 to 106.96., Alta.

8668. Nov. 17.—Authorizing C.N.Q.R. to construct its line across Little River road, St. Sauveur parish, Que.

8669. Nov. 17.—Authorizing Brandon, Saskatchewan & Hudson's Bay Ry. to construct spur on 15th Street, Brandon, Man.

8670. Nov. 17.—Authorizing village of Brussels, Ont., to erect wires across G.T.R. at intersection of con. line between 5th and 6th divisions, Morris tp.

8671. Nov. 17.—Authorizing village of Brussels, Ont., to erect wires across G.T.R. at Ethel station, mileage 21.87 from Palmerston.

8672, 8673. Nov. 17.—Authorizing Horton & McNab Telephone Co. to erect wires across G.T.R. one mile west of Glasgow station, and at lot 19, con. 8, McNab tp., Ont.

8674 to 8676. Nov. 17.—Authorizing Manitoba Government Telephones to erect wires across G.T.P.R. three miles west of Portage la Prairie; and across C.N.R. 100 yds. east of Rapid City station, and three miles west of Portage la Prairie.

8677, 8678. Nov. 17.—Authorizing Saskatchewan Government Telephone System to erect wires across C.N.R. 1-6 mile north of Dundurn station, and at Disley.

8679. Nov. 17.—Authorizing H. A. Clemens Co., Guelph, Ont., to construct water pipe under C.P.R. near Eramosa bridge.

Grain Receipts at the Dual Ports.

Following is a summary of the grain received, in carloads, at Fort William and Port Arthur, Ont., for the period Sept. 1 to Oct. 31:

	C.P.R.		C.N.R.	
	1909	1908	1909	1908
Wheat	14,057	8,919½	7,714½	5,321½
Oats.....	1,438½	589	612	304
Barley ...	461½	255	559½	384½
Flax	130½	104½	222½	6
Totals ...	16,087½	9,868	9,108½	6,016

The McGill University Department of Railways courses comprise the operating department or executive offices, the mechanical department, and the engineering department. Students entering in this department are expected to, as far as possible, take service with a railway company, during the summer vacation, with the intention of continuing such service after graduation. G. C. Wells, Assistant General Passenger Agent, C.P.R. Eastern Lines, and A. A. Goodchild, Auditor of Stores and Mechanical Accounts C.P.R., are two of the lecturers for the current year, the subjects dealt with being the passenger department, its organization, methods and general principles governing passenger business, baggage system, mail and express, by the former, and organization and work of the various departments, duties of officers, the principles of accounting, earnings and expenses, shop material and cost, labor and methods of paying for same, statements, their nature and value, by the latter.

The G.T.P.R. has filed with the Board of Railway Commissioners its Standard Passenger Tariff S1, C.R.C. 10, on a basis of 3c. a mile, Wolf Creek, Alta., and east, and 4c. a mile west of Wolf Creek.

At the recent annual meeting of the Brotherhood of Railway Car Men of America, at Atlanta, Ga., A. Chartrand, Car Inspector C.P.R. Outremont yards, Montreal, was elected Second Vice President.

Toronto Terminal Railway.

Application is being made to the Dominion Parliament for an act incorporating a company with this title with power to construct and maintain passenger and freight stations, warehouses and other terminal facilities in and about the city of Toronto; to construct and operate branch lines of railway to connect them with the different railways entering Toronto; to construct such tunnel viaducts, subways and bridges as may be necessary in connection with such facilities; to enter into agreements with railway and other companies; to acquire land and water powers, to construct electric power plants and generally to carry on the business of a terminal company. Hogg and Magee, Ottawa, are solicitors for the applicants.

Among those interested in the proposed company are J. W. Wood, P. Howland, H. Blain, merchants of Toronto, and L. B. Howland, C.E., who for some years past has been President and General Manager of the Irondale, Bancroft and Ottawa Ry. Mr. Howland stated in an interview Nov. 19 that the object of the applicants for the charter was to obtain the right to construct the facilities for every railway, steam or electric, already in operation to obtain an entrance into the city on an equal basis, and to provide for future extensions. The company proposes to provide the necessary terminal facilities in the city, and to leave it to the individual lines to take advantage of them. The centralizing of all traffic in the hands of one company would be an added convenience to the general public, and all differences as to freight sidings would be prevented, as any car once coming within the company's jurisdiction would be transferred to any siding or other line irrespective of ownership. The question of the location of such a central station would be a matter for the joint consideration of all the transportation companies interested. It is also claimed on the part of the applicants that by the adoption of the plans of this company the viaduct problem would be satisfactorily adjusted. This matter is at present being delayed owing to the appeal against the order of the Board of Railway Commissioners.

Sir Thos. G. Shaughnessy, President C.P.R., and C. M. Hays, Second Vice President and General Manager G.T.R., on being interviewed stated that neither of their companies had been approached by those interested in the new proposition upon the subject and they could not say whether either company would have anything to do with it.

E. M. Sawyer, Manager International Correspondence Schools, wrote recently: "I am pleased to testify to the pleasure I receive in perusing The Railway & Marine World, and assure you it is of great interest to those interested in transportation matters."

A. A. G. Lauder, State Agent, Canadian Pacific Ry., Milwaukee, Wis., writes: "The Railway and Marine World is certainly appreciated by me. There is scarcely an issue from which I do not obtain valuable information which I have not previously secured from any other source."

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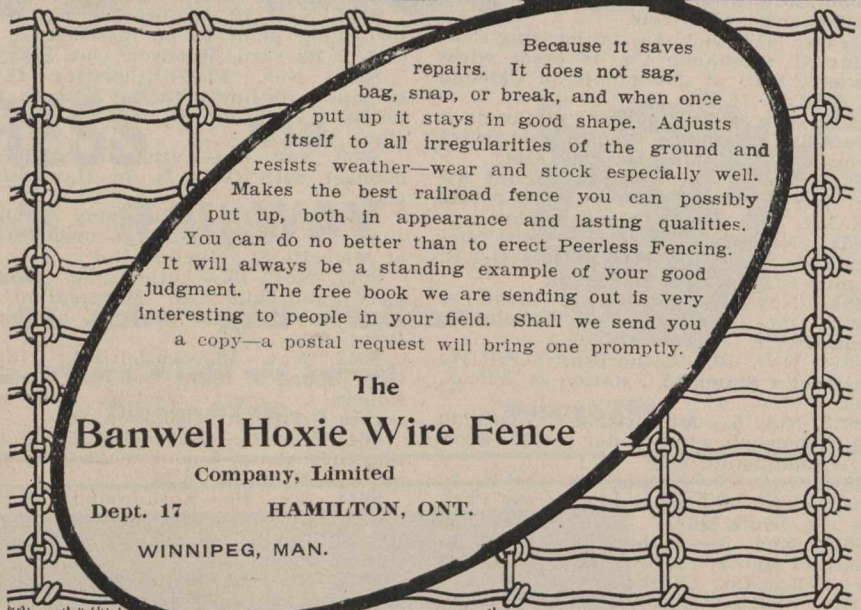
Notice is hereby given that a dividend of three per cent. on the paid-up capital stock of the Company for the half-year ended Nov. 30th, 1909, has been declared payable Dec. 1st, 1909, to the shareholders on record as of the 30th of Nov., 1909.

By order of the Board,

R. A. SMITH, Secretary.
Toronto, Nov. 19th, 1909.

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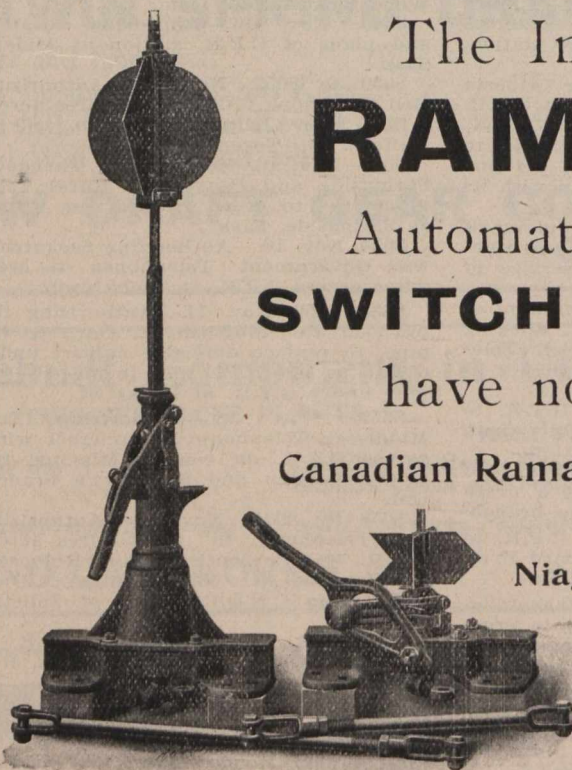
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TRANSPORTATION APPOINTMENTS.

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. Anyone who may notice any error in our announcements will confer a favor by advising us.

Canadian Northern Ontario Ry.—J. W. Nicholson, heretofore train dispatcher, Toronto, has been appointed Local Freight Agent, Toronto, with jurisdiction also extending over Rosedale station, vice W. E. Ireland, transferred to the office of General Eastern Agent, Toronto, as chief clerk.

Canadian Northern Ry.—M. A. Murphy, Superintendent Division 1, Port Arthur, Ont., has resigned.

Canadian Pacific Ry.—E. N. Johnson has been appointed Resident Engineer District 1, and Fort William Terminals, Central Division, Fort William, Ont., vice C. L. Bates, who has been transferred to construction department.

F. Stamelen has been appointed acting Locomotive Foreman, Winnipeg, vice W. Webster on leave.

T. R. Flett, heretofore Superintendent District 5, Saskatoon, Sask., has been appointed Superintendent District 4, Central Division, Souris, Man., vice J. A. Macgregor, transferred.

J. A. Macgregor, heretofore Superintendent District 4, Souris, Man., has been appointed Superintendent District 3, Central Division, Brandon, Man., vice W. J. Uren, transferred to the Western Division.

E. L. Chudleigh, heretofore Trainmaster District 4, Western Division, Macleod, Alta., has been appointed acting Superintendent District 5, Central Division, Saskatoon, Sask., vice T. R. Flett, transferred.

W. J. Uren, heretofore Superintendent District 3, Central Division, Brandon, Man., has been appointed Superintendent District 1, Western Division, Moose Jaw, Sask., vice J. G. Taylor, transferred.

J. G. Taylor, heretofore Superintendent District 1, Moose Jaw, Sask., has been appointed Superintendent District 2, Western Division, Medicine Hat, Alta., vice C. S. Maharg, transferred.

A. C. Harshaw, heretofore conductor, Ontario Division, has been appointed Trainmaster District 4, Western Division, Macleod, Alta., vice E. L. Chudleigh, transferred.

C. S. Maharg, heretofore Superintendent District 2, Medicine Hat, Alta., has been appointed Superintendent District 3, Western Division, Calgary, Alta., vice J. Niblock, retired from active service.

H. A. Keswick has been appointed Locomotive Foreman at Field, B.C., vice F. D. Warner, transferred.

R. G. McNeillie, heretofore chief clerk General Passenger Agent's office, Winnipeg, has been appointed acting District Passenger Agent in charge of Kootenay district west of Kootenay Landing, and south of, and including Arrowhead, B.C. All correspondence and statements heretofore sent to Calgary office will be directed to him. Office, Nelson, B.C.

J. C. Reed, heretofore acting Locomotive Foreman at Kamloops, B.C., during the absence of A. E. Bennets, on leave, has been appointed shop foreman there, the latter having returned.

Government Railways.—O. O. LeBlanc, F. H. Kinnear and G. A. Harshman, heretofore on the General Storekeeper's staff, Moncton, N.B., have been transferred to the staff of L. Lavoie, General Purchasing Agent, Ottawa.

Grand Trunk Ry.—E. Walton and J. C. Talmage have been appointed Travelling Car Service Agents, for the Eastern, Ottawa and Northern Divisions, and Middle, Southern and Western Divisions, with headquarters at Montreal and Detroit, Mich., respectively. They will investi-

gate and report upon the car service conditions generally at all stations, and perform such other duties as may be assigned to them from time to time. It is not the intention to appoint a successor to J. C. Talmage as General Inspector of Transportation.

R. L. Nelles, heretofore freight agent, Toronto, has been appointed General Agent, Toronto Terminals, to perform such special work as may be delegated to him by Terminal Superintendent.

The following agents have been appointed:—Vaudreuil, Que., I. Z. Carriere; Aubrey, Que., J. O. Prefontaine, (temp.); Uptergrove, Ont., J. Mahoney; Goodwood, Ont., J. A. Cusack; Haliburton, Ont., R. Johnson; Craigvale, Ont., T. J. Oakley; Lisle, Ont., L. G. Armstrong; Toronto (freight), J. H. Gordon; St. Mary's Jct., Ont., J. Egan; Winona, Ont., W. J. Sneath (temp.); Woodstock, Ont., A. R. Huston; London (freight), Ont., L. Harold; Wyoming, Ont., D. O'Neil; Tillsonburg, Ont., J. Boughner; Brantford, Ont., M. C. Dickson; Brule Lake, Ont., G. A. Thurston; Edgington, Ont., J. J. Freeman.

Intercolonial Ry.—F. H. Probert, heretofore locomotive engineer, has been appointed Roundhouse Foreman at St. John, N.B., vice D. A. Sinclair, retired from the service.

Michigan Central Rd.—W. C. Thoms has been appointed Commercial Agent at Toledo, Ohio, vice W. S. Rodger, transferred.

N. B. Ackley, heretofore Auditor of Disbursements, has been appointed Assistant Auditor. Office, Detroit, Mich.

N. D. Chapin has been appointed Chief of Tariff Bureau. Office, Detroit, Mich.

E. A. Wigren, heretofore chief clerk Audit Department, has been appointed Auditor of Disbursements, vice N. B. Ackley, promoted. Office, Detroit, Mich.

J. M. Eedson has been appointed Freight Claim Agent, with headquarters at Detroit, Mich., in place of T. Eedson, who continues as Auditor of Freight Accounts.

E. M. Cornell has been appointed Assistant Freight Claim Agent.

R. R. Richards has been appointed Assistant Auditor of Disbursements.

A. S. Dutton has been appointed Assistant Auditor of Freight Accounts.

G. E. Smith has been appointed Assistant Auditor of Passenger Accounts.

J. H. Brown has been appointed Assistant General Freight Agent at Bay City, Mich., vice W. C. Lewis, transferred to Chicago, Ill.

W. C. Lewis, heretofore Assistant General Freight Agent, Bay City, Mich., has been appointed Assistant General Freight Agent, Chicago, Ill., vice F. Zimmerman, resigned.

Minneapolis, St. Paul & Sault Ste. Marie Ry.—W. M. Stephenson, General Agent, Chicago Division, St. Paul, Minn., has resigned to enter private business.

New York Central & Hudson River Rd.—T. Mahar has been appointed Master Mechanic, Harlem and Putnam Divisions, which latter has been transferred from the Hudson Division, vice H. B. Whipple, Master Mechanic Harlem Division, resigned.

Pere Marquette-Lehigh Valley Line.—G. A. Gamble, heretofore Agent Lehigh Valley Rd., and Lehigh Valley Transportation Co., Kansas City, Mo., has been appointed Manager Pere Marquette-Lehigh Valley Line, Buffalo, N.Y., vice F. A. Butterworth, resigned.

Pere Marquette Rd.—A. Patriarche has been elected Vice President in charge of traffic. The position of Assistant to President, heretofore held by him, has been abolished.

F. A. Butterworth has been appointed Assistant General Freight Agent, Chicago, Ill., vice J. R. Veitch, resigned.

Canadian Northern Ry. Earnings, Etc.

Gross earnings, working expenses, net profits, increases or decreases from 1908-09, from July 1, 1909:

	Earnings.	Expenses.	Net Earnings.	Net Increase or Decrease.
July	\$ 843,500	\$613,900	\$229,600	\$26,700+
Aug.	807,100	602,700	204,400	18,300+
Sept.	1,076,800	765,300	311,500	60,400+
Oct.	1,384,200	903,500	480,700	60,600+
	\$4,111,600	\$2,885,400	\$1,226,200	\$166,000+
Inc. or Dec.	\$ 561,300	\$ 395,300	\$ 166,000	.....

Approximate gross earnings for two weeks ended Nov. 14th, \$710,100, against \$521,400 for the same period 1908. Mileage in operation during the periods as shown above, 3,131, against 2,876 for 1908.

C.P.R. Earnings, Expenses, Etc.

Gross earnings, working expenses, net profits, increases or decreases over 1908-9, from July 1, 1909:

	Earnings.	Expenses.	Net Profits.	Net Increase or Decrease.
July	7,140,029.93	4,660,159.20	2,479,870.73	205,297.48+
Aug.	7,426,984.02	4,402,926.75	2,964,057.27	385,159.16+
Sept.	8,323,178.03	4,891,288.86	3,431,889.17	1,317,281.40+

\$22,890,192.58 \$14,014,374.81 \$8,875,817.77 \$1,907,738.04+

Inc. \$3,819,682.59 \$1,911,944.55 \$1,907,738.04

Approximate gross earnings for Oct., \$9,684,000, and for 2 weeks ended Nov. 14, \$4,243,000; against \$8,753,000 and \$3,364,000 for same periods 1908.

DULUTH, SOUTH SHORE AND ATLANTIC RY.

Operating revenue for Sept., \$310,502.20; expenses, \$190,159.88; net operating revenue, \$120,342.32, against \$237,717.27 operating revenue; \$167,468.77 expenses; \$70,248.50 net operating revenue for Sept., 1908. Aggregate operating revenue for three months ended Sept. 30, \$904,176.30; expenses, \$591,293.31; net operating revenue, \$312,882.99, against \$686,381.18 operating revenue; \$493,749.88 expenses; \$192,631.30 net operating revenue for same period 1908. Approximate gross earnings for Oct., \$321,541, and for two weeks ended Nov. 14, \$136,025, against \$253,046 and \$113,392 for same periods 1908.

MINERAL RANGE RD.—Operating revenue for Sept., \$74,965.51; expenses, \$59,397.72; net operating revenue, \$15,567.79, against \$72,675.12 operating revenue; \$56,931.72 expenses; \$15,743.40 net operating revenue for Sept., 1908. Aggregate operating revenue for three months ended Sept. 30, \$224,931.89; expenses, \$182,640.50; net operating revenue, \$42,291.39, against \$218,882.05 operating revenue; \$173,867.28 expenses; \$45,014.77 net operating revenue for same period 1908. Approximate gross earnings for Oct., \$72,042, and for two weeks ended Nov. 14, \$30,382, against \$76,332 and \$29,867 for same periods 1908.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Operating revenue for Sept., \$1,669,434.05; expenses and taxes, \$811,404.25; net operating revenue, \$858,029.80; against \$1,498,464.87 operating revenue; \$762,797.10 expenses and taxes; \$735,667.77 net operating revenue for Sept., 1908. Aggregate operating revenue for three months ended Sept. 30, \$4,018,060.04; expenses and taxes, \$2,263,062.67; net operating revenue, \$1,754,997.37; against \$3,409,934.12 aggregate operating revenue; \$2,049,942.33 expenses and taxes; \$1,359,991.74 net operating revenue for same period 1908. Approximate gross earnings for Oct., \$2,510,672, and for two weeks ended Nov. 14, \$1,044,290, against \$2,157,411, and \$851,852 for same periods 1908.

CHICAGO DIVISION.—Operating revenue for Sept., \$732,529.72; expenses and taxes, \$500,589.31; net operating revenue, \$231,940.41; against \$706,890.42 operating revenue; \$448,343.17 expenses and taxes; \$258,547.26 net operating revenue for Sept., 1908. Aggregate operating revenue for three months ended Sept. 30, \$2,180,808.75; expenses and taxes, \$1,427,301.39 net operating revenue, \$753,507.36; against \$2,044,116.81 aggregate operating revenue; \$1,326,322.39 expenses and taxes; \$717,794.42 net operating revenue for same period 1908.

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 Sept., as compared with Sept., 1908:

GRAND TRUNK RAILWAY.			
	1909.	1908.	
Earnings	\$3,058,300	\$2,753,985	
Expenses	2,106,900	1,849,139	
Net earnings	\$951,400	\$904,846	
CANADA ATLANTIC RAILWAY.			
	1909.	1908.	
Earnings	\$189,600	\$147,661	
Expenses	160,200	159,756	
Net earnings	\$29,400	*\$12,175	

GRAND TRUNK WESTERN RAILWAY.			
	1909.	1908.	
Earnings	\$521,000	\$481,156	
Expenses	364,600	347,231	
Net earnings	\$156,400	\$133,925	
DETROIT, GRAND HAVEN & MILWAUKEE RY.			
	1909.	1908.	
Earnings	\$180,000	\$154,379	
Expenses	125,000	107,627	
Net earnings	\$55,000	\$46,752	

*Deficit.
Approximate gross earnings for Oct., \$4,043,361, and for two weeks ended Nov. 14, \$1,826,468, against \$3,786,170 and \$1,691,449 for same periods 1908.

TRAFFIC RECEIPTS OF THE SYSTEM
Aggregate from July 1:

	1909	1908	Inc.	Decr.
Grand Trunk ..	\$2,434,609	\$2,240,950	\$193,659	.....
Canada Atlantic	150,410	138,686	11,724	.....
G. T. Western...	430,389	398,581	31,808	.....
D.G.H. & M.....	141,364	124,157	17,207	.....
Total.....	\$3,156,772	\$2,902,374	\$254,398	.....

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 International Marine Signal Co., Ottawa, has issued an illustrated pamphlet describing the Willson Flare Light, which is specially adapted for construction work of all kinds.

The Robb Engineering Co., Ltd., Amherst, N.S., announces that it has changed its Montreal office from 709 Power Bldg. to 607 Canadian Express Bldg., and has appointed R. W. Robb as its District Manager, vice Watson Jack.

The British Corporation for the Survey and Registry of Shipping of Glasgow, after exhaustive tests has sanctioned the use of the Thermit process for repairs to fractured stern posts, lower portions of rudder frames and damages of a similar character.

The Dougall Varnish Co., Ltd., Montreal, manufacturers of railway and other varnishes, has formed an alliance with the Murphy Varnish Co., Newark, N.J., for the purpose of enlarging its business in certain directions. The company's products are already well known throughout Canada, and they will be maintained at their present high quality, and improved where possible, by the adoption of other formulae and processes. All the products of the company will be manufactured in Montreal, and the business will be carried on as heretofore.

THE CANADIAN NORTHERN ONTARIO RAILWAY COMPANY.

Notice is hereby given that the Canadian Northern Ontario Railway Company will apply to the Parliament of Canada at its next session for an Act authorizing the Company to amalgamate with other Companies, and empowering the Company to acquire the capital stock or securities of other Companies with which it may be authorized to amalgamate, and declaring that the Company has had the power to and may consolidate the securities issued by the Company or such other Companies, with other usual and customary powers in that behalf.

GEORGE F. MACDONNELL,
Assistant Solicitor.
Toronto, Ontario, November 10, 1909.

New Ways To The Woods

The six railways of the Canadian Northern Railway system offer the widest choice of new territories for the fisherman, canoeist, camper and hunter.

IN NOVA SCOTIA the Halifax and Southwestern Railway, from Halifax to Yarmouth, serves seven hundred miles of ocean shore; two score generous trout streams and the famous Rossignol lake system.

IN CAPE BRETON, sixty miles of the Gulf of St. Lawrence shore is skirted by the Inverness Railway, which gives easy access to the Margaree valley—far-famed for its salmon fishing.

IN QUEBEC, the Canadian Northern, Quebec and Quebec, and Lake St. John Railways give easy access to the Saguenay, Upper St. Maurice, the Batiscan, the La Tuque game and fish preserve, and the valleys of the St. Lawrence and Ottawa. All good fishing waters, abounding with ouaniche, trout and bass.

IN ONTARIO, the entire range of the Muskokas, the Georgian Bay hinterland, the French, Pickerel, Still and Maganetawan rivers—well stocked with bass, mascalonge, and pickerel, are best reached by the Canadian Northern Ontario Railway.

IN WESTERN ONTARIO and the prairie provinces, the Canadian Northern Railway serves over three thousand miles of splendid territory. The Rainy River section follows the old Dawson fur trail, which is the finest canoe trip on the continent. There is an amplitude of sporting opportunities for the camera hunter, the fisherman and canoeist.

For literature and general or special information inquire of the information Bureau, Canadian Northern Railway System, Toronto.

THE WILLSON PORTABLE FLARE LIGHT

Brilliant Powerful Economical

Specially adapted for use in all kinds of construction work.

Its candle power varies from 1,000—8,000 according to the size of apparatus. The cost of 8,000 candle power is less than 6c. per hour.

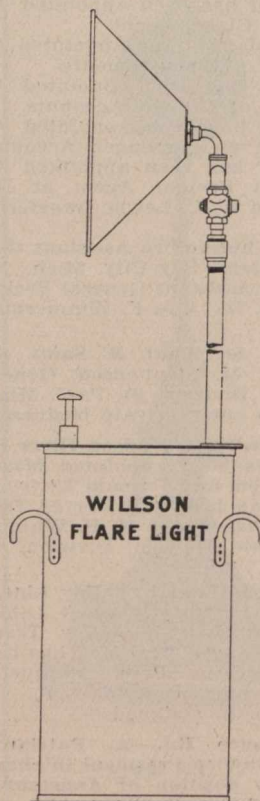
O'Brien & Fowler, Contractors to the G.T.P., say:—

"During the past two or three years we have used various kinds of lights, but none of them have proved the equal of yours, either in the matter of economy or usefulness. The effectiveness of your light is beyond dispute."

Manufactured by

International Marine Signal Co.,
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Canadian Northern Ry. Report.

The following directors' report, over the signature of W. Mackenzie, President, was submitted at the annual shareholders' meeting in Toronto, Oct. 30:

The result of operations for the year ended June 30 is as follows:

GROSS EARNINGS—	
Passenger traffic	\$1,928,686.35
Freight traffic	7,481,325.94
Express, mail, telegraph, dining and sleeping cars, interest and profits from elevators and other subsidiary companies	1,171,755.64
	\$10,581,767.93
WORKING EXPENSES.	
Working expenses, including taxes, etc.	\$7,015,405.76
Net earnings	\$3,566,362.17
Fixed charges	2,919,617.13
Surplus	\$646,745.04

The average mileage operated was 3,013 miles, compared with 2,866 miles for 1907-8. The gross earnings increased \$872,305.22, or 8.98%, and net earnings \$533,675.28, or 17.60%, over the preceding year. The working expenses were 72.55% of gross earnings of the railway proper, and 66.30% of the gross earnings from all sources, compared with 74.10% and 68.77% respectively last year. The increase in gross earnings, while comparing favorably with the increased mileage operated, is not as large as your directors hoped. This is explained in part by the unusually quiet conditions of business generally throughout the Dominion, which was reflected in a substantial decrease in the movement of westbound commodity traffic, a standard of traffic which earns for all railways the highest rates. Since the close of the fiscal year, however, there has been a very gratifying increase in the four months' business to Oct. 31, over the corresponding period of 1908, of \$561,300, and to this increase the westbound traffic has contributed largely; indeed, the volume of business received from the manufacturing sections of Eastern Canada and from Great Britain is quite as large as in the buoyant years of 1905 and 1906.

Your directors are confident that a proportionate increase over last year's figures will continue, for the grain crop of 1909 is one of the best for several years, and grades uniformly higher than any previous year. This opinion is fully sustained by the larger milling interests and the elevator companies operating in Western Canada. While the increase in yield and quality extends over the entire territory served by your railway, the outstanding fact of the year is the leading position gained by Saskatchewan in the production of wheat and other grains. The following figures are taken from the last estimates of the Saskatchewan Minister of Agriculture, published Oct. 2: Wheat, 84,000,000 bush.; oats, 102,800,000 bush.; barley, 8,000,000 bush.; flax, 3,800,000 bush. The rapid rise of Saskatchewan to pre-eminence is especially gratifying to your directors, because it is chiefly in that province that they have extended the mileage during the last four years. It has been their aim to acquire the advantages of first construction in the best districts of all sections of the province; and their efforts to pre-empt, as it were, the most advantageous positions for the company have been co-existent with the desires of the farming population, expressed through their representatives in the legislatures, to be served by your railway. The case of the extension from Saskatoon towards Calgary admirably illustrates this aspect of your directors' policy. During the year 60 miles were opened for traffic, and it is estimated will furnish your railway with 2,000,000 bushels of grain for shipment to Port Arthur, 1,000 miles distant. The line has recently been extended an additional 60 miles to Kindersley, and grading has been completed for a further 60 miles. The rail-

way traverses the most fertile section of the great Saskatchewan plains, in which your company has heavy holdings of land in the vicinity of the homesteads and pre-emptions which constitute the greatest remaining block of surveyed unoccupied wheat lands of this continent. The extension of your lines in Saskatchewan is the logical outcome of the methods adopted in Manitoba, which have proved so satisfactory in every way. In Alberta, following a demand to connect Edmonton with Calgary and the southern portion of the province, the construction of a line has been rapidly pushed forward; steps are also being taken towards reaching the Brazeau River coal fields, in which are most extensive deposits of easily mined high-grade coal. It is expected that your railway will reach Calgary from the north and east next year, and that Southern Alberta will be served in the following year. These extensions in territory which affords a large and expanding market for British Columbia, have already produced a widespread demand for the speedy continuation of your railway to the Pacific coast.

Your directors are glad to note the further justification of their policy of selling lands to the homeseeker as against the speculator that is seen in the substantial increase in the areas under cultivation in all the districts tributary to your newer branch lines. Adjacent to the line between Saskatoon and Calgary, now completed, your directors have sold large quantities of land, on which the increase in cultivated areas, since the railway was built, is phenomenal. At Rosetown, to take one example, which has only since the close of the present fiscal year been placed under the Operating Department, three elevators have already been built to receive the grain now being threshed. The land sales during the past year were 116,662 acres, and realized \$1,091,722.37—an average of \$9.36 an acre. Whilst the acreage sold was less than that of the previous year, the average price realized has been increased by \$1.04 an acre. Very satisfactory sales have been made since the close of the fiscal year at still higher prices, and negotiations are now going forward for numerous sales at further enhanced values. The increase in facilities for the production of grain, cattle and other farm product has the double advantage of increasing the demand for lumber, and other building materials, the manufacture of which, at various points on your railway, becomes each year a more important traffic factor. At Fort Frances large pulpwood and paper mill industries are being established in connection with the development of the water power at that point; but a notable feature of the recent expansion of the western provinces is the multiplication of general manufacturing plants, chiefly in Winnipeg, where there are now 144 operating factories of all kinds.

During the last five years certain allied companies have been amalgamated with your company, in addition to which a large amount of new mileage has been added to the system in respect of all which an adjustment of the capital stock has been made during the year. During the year £1,027,400 4% land grant bonds were issued on the security of 1,250,000 acres of selected lands, the proceeds of which have been applied to general purposes. Your directors have exercised their authority under the mortgage to redeem part of the issue, and from payments received on land sales have retired £40,000 of bonds, so that the liability is now £987,400 or \$4,805,346.66. Additional car trust obligations were incurred amounting to \$2,500,000 to provide the necessary equipment of all kinds to meet the requirements of traffic. Obligations incurred for the same purpose were repaid to the extent of \$2,350,000 during the year, so that the liability on this account has been increased by only \$150,000.

In pursuance of your directors' policy of keeping pace in every way with the development of each section of country served by your railway, it has been necessary to incur further large expenditures in maintaining and improving the physical conditions of your property as a whole. At Port Arthur additional docks and sheds for the accommodation of both passenger and freight traffic carried over the Great Lakes have been constructed. Interests closely allied with your railway are building a palatial hotel in close proximity to your station at Port Arthur, which will be ready for next summer's tourist business. Industrially the city continues to make satisfactory progress. The Atikokan Iron Co.'s furnaces are continuing to produce an excellent quality of pig iron, the ore for which is hauled by your railway. The construction of an extensive shipbuilding plant within the city's limits has been started; and other enterprises requiring large quantities of iron for the western market will be commenced shortly. In Winnipeg the completed Fort Rouge shops have proved of great value in the economical maintenance of equipment. The Fort Garry station, in which the Dominion Government and G.T.P.R. will be your tenants, is nearing completion, and will, it is expected, be in full use next spring.

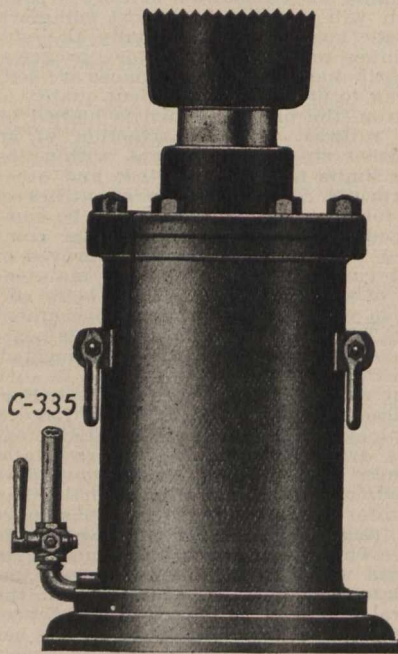
The connection of your railway at Fort Frances with the Duluth, Rainy Lake & Winnipeg Ry. has induced a satisfactory traffic from the middle western States through Duluth. This connection gives to your railway a much longer haul than heretofore from the growing passenger and freight business originating in the U.S. The lines under construction in Alberta will furnish abundant traffic immediately they are opened; for in the central and southern parts of that province the need for additional railways has been strongly represented to your directors. To the north of Edmonton and in the extensive Peace River District there is already the nucleus of prosperous agricultural settlement; and a general trade throughout a territory five times as large as the United Kingdom, at present without railway service.

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

GENERAL BALANCE SHEET.

ASSETS.	
Cost of railway and equipment	\$116,260,250.61
Acquired securities (cost)	5,725,060.21
Advances to other companies	1,420,423.62
Advances to lines under construction and terminals at Winnipeg	4,667,128.76
Value of material and supplies on hand	\$1,347,631.60
Due from agents, station balances, etc.	418,113.34
	1,765,744.94
Deferred payments on land sales	7,273,229.58
Cash with National Trust Co., account of land sales	4,302,637.08
	11,575,866.66
Cash on hand	982,534.64
	\$142,397,009.44
In addition to the above assets the company owns 1,398,013 acres of land in Manitoba and Saskatchewan.	
LIABILITIES.	
Capital stock	\$55,000,000.00
Bonds and stock (guaranteed by Government)	26,727,183.37
4% perpetual consolidated debenture stock	24,054,716.65
Land grant bonds, 1899	\$2,000,000.00
" " 1907	4,805,346.66
	6,805,346.66
Car trust obligations	9,776,232.17
Current liabilities—	
Unpaid pay rolls	550,214.36
Unpaid audited vouchers	924,352.51
Due to other companies (net)	2,688,621.14
	4,163,188.01
Coupons and dividend warrants due July 1, (since paid)	
	1,149,547.36
Accrued interest on bonds and equipment securities	196,147.53
	1,345,694.89

Compressed Air-Jacks



For short lifting around car and repair shops and manufacturing plants.

Rand Jacks are built in several styles from 4 to 30 thousand pounds capacity.

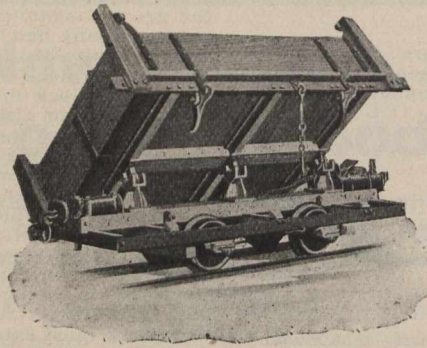
All of the latest construction, fitted with safety check valves for holding the load if the hose becomes detached or burst.

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MEAFORD, ONTARIO

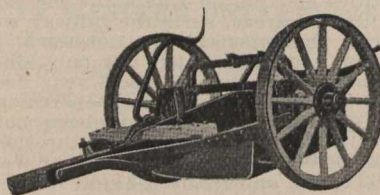
Manufacturers of Contractors' Supplies including:

WHEELBARROWS — both Wooden and Steel, also **STERLING** line of Roller Bearing Easy Pushing Wheelbarrows and Concrete Carts.

DUMP CARS, DUMP CARTS, GRADING PLOUGHS, WHEEL SCRAPERS both Square Box and Pressed Bowl.

DRAG SCRAPERS—Pressed Steel. **TRUCKS** of every description

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Air-Brake Instructor
Air-Brake Inspector
Air-Brake Repairman
Mechanical Engineer
Mechanical Drafts.
Machine Designer
Electrical Engineer

R.R. Con. Engineer
Civil Engineer
Bridge Engineer
Chemist
Mining Engineer
Architect
Bookkeeper
Stenographer
Ad. Writer
French } With
Spanish } Edison's
German } Phonograph

Name

St. and No.

Employed by.....

City..... Prov.

Equipment replacement fund	44,135.85
Gross land sales	12,531,993.91
Less	
Land grant bonds (issue 1899), as above, the money to redeem which is in hands of National Trust Co.	2,000,000.00
Surplus—	
Land grant account	10,531,933.91
Railway account	3,948,517.93
	14,480,511.84

ACQUIRED SECURITIES.	
Minnesota & Ontario Bridge Co.	
4½% first mortgage debenture bonds	\$180,000.00
Capital stock	100,000.00
Minnesota & Manitoba R. Co.	
5% general mortgage bonds	250,000.00
Capital stock	400,000.00
Lake Superior Terminals Co.	
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.	
5% first mortgage gold bonds	300,000.00
Capital stock	100,000.00
Canadian Northern Coal & Ore Dock Co.	
5% first mortgage bonds	375,000.00
St. Boniface & Western Land Co.	
5% first mortgage bonds	750,000.00
Capital stock	250,000.00
Edmonton & Slave Lake Ry. Co.	
5% first mortgage bonds	420,000.00
Canadian Northern Prairie Lands Co.	
Capital stock	483,393.55
	\$7,408,393.55

INCOME ACCOUNT.	
Operating expenses	\$6,896,413.10
Taxes, railway	58,956.61
Taxes on company's lands	60,036.05
Interest on bonds, etc.	
Consolidated debenture bonds, guaranteed by Manitoba Government	\$464,918.89
Ontario Division debenture bonds, guaranteed by Manitoba Government	230,722.56
3% debenture stock, guaranteed by Dominion	280,799.90
Consolidated debenture stock	938,388.66
Qu'Appelle, Long Lake & Saskatchewan Ry. 4% debenture stock	202,055.96
Qu'Appelle, Long Lake & Saskatchewan Ry. 6% bonds	1,927.20
Land grant 4% bonds	96,106.92
	\$2,214,930.09

Rental of leased lines:	
Northern Pacific & Manitoba Ry.	210,000.00
Minnesota & Manitoba Rd.	13,960.00
	223,960.00
Interest on equipment securities	480,727.04
Accrued interest to June 30	196,147.53
Less accrued interest at June 30, 1908, paid during current year	185,973.10
	10,174.43
Balance of income account	3,948,517.93
	\$13,893,715.25

Balance of income account, June 30, 1908	\$3,311,947.32
Gross earnings—	
Passenger earnings	\$1,928,686.35
Freight earnings	7,481,315.94
Express, mail and miscellaneous earnings	1,171,755.64
	10,581,767.93
	\$13,893,715.25
Balance at credit	\$3,948,517.93

GROSS EARNINGS.		
Class.	1909.	%
Passenger	\$1,928,686.35	18.23
Freight	7,481,315.94	70.70
Mails	74,382.40	00.70
Express	109,776.80	01.04
Miscellaneous	987,504.44	09.33
Total	\$10,581,767.93	100.

OPERATING EXPENSES.		
Class.	1909.	%
Maintenance of way and structures	\$1,436,440.01	20.48
Maintenance of equipment	1,252,764.36	17.86
Traffic expenses	128,728.36	01.83
Transportation expenses	3,863,704.74	55.07
General expenses	333,768.29	04.76
Total	\$7,015,405.76	100.

DESCRIPTION OF FREIGHT CARRIED.		
	1908-09.	1907-08.
Flour, sacks (100 lbs. each)	1,380,207	925,798
Grain, bushels	27,113,077	22,456,041
Live stock, head	91,546	44,639
Logs and lumber, feet	247,452,000	206,698,000

Firewood, cords	177,231	197,633
Fish, tons	4,547	4,435
Immigrants' effects, cars	3,129	3,383
Building material (lime, stone, brick, sand, etc.), cars	9,547	9,492
Miscellaneous, tons	1,073,872	1,133,508
	1908-09.	1907-08.

PASSENGER TRAFFIC.		
Passengers carried	1,028,787	937,036
Passengers carried one mile	78,044,255	74,468,415
Passengers carried one mile per mile of road	25,902	25,983
Average distance carried	75.86	79.47
Total passenger revenue	\$1,829,703.25	\$1,772,816.38
Average amount received per passenger	\$1.77.85	\$1.89.19
Average amount received per passenger per mile	.02.344c.	.02.381c.
Total passenger train earnings	\$2,112,845.55	\$2,026,272.48
Passenger train earnings per train mile	\$1.04.453	\$1.06.956

FREIGHT TRAFFIC.		
Revenue tons carried	2,958,802	2,615,580
Revenue tons carried one mile	1,000,875,386	875,287,887
Revenue tons carried one mile per mile of road	332,185	305,404
Average distance haul of one ton	338.27	334.64
Total freight revenue	\$7,370,376.28	\$6,823,528.42
Average amount received for each ton of freight	\$2.49.100	\$2.60.880
Average revenue per ton per mile	.00.736c.	.00.779c.
Total freight train earnings	\$7,481,325.94	\$6,911,814.80
Freight train earnings per train mile	\$2.46.189	\$2.39.426

PASSENGER AND FREIGHT, ETC.		
Gross earnings per mile of road	\$3,512.04	\$3,387.81
Operating expenses per mile of road	\$2,328.38	\$2,329.65
Net earnings per mile of road	\$1,183.66	\$1,058.16
Amount required per mile of road to pay fixed charges, including leased lines and interest on equipment securities	\$969.01	\$821.26

TRAIN MILEAGE.		
Mileage of passenger trains	2,022,778	1,894,491
Mileage of freight trains	3,038,859	2,886,832
EXPENSES PER TRAFFIC TRAIN MILE.		
Maintenance of way and structures	28.38c.	31.03c.
Maintenance of equipment	24.75c.	27.82c.
Traffic expenses	02.54c.	02.52c.
Transportation expenses	76.33c.	72.92c.
General expenses	06.60c.	05.31c.
Total	\$1.38.60	\$1.39.65

SUMMARY OF EQUIPMENT.		
	June 30, 1909.	June 30, 1908.
Locomotives	346	290
Sleeping and dining cars	39	35
Passenger coaches	164	122
Baggage and mail and express cars	72	70
Business cars	7	6
Freight, refrigerator and stock cars	9,465	8,065
Conductors' vans	118	104
Boarding, tool, auxiliary cars, steam shovels and snow equipment	355	126

The total number of miles of railway owned and operated, including leased lines, at June 30, was 3,140.1, located as follows: Ontario, 353.7; Manitoba, 1,522.1; Saskatchewan, 1,006.4; Alberta, 214.2; Minnesota, 43.7. The average mileage operated during the year was 3,013.

The report was unanimously adopted and the directors re-elected, as follows: W. Mackenzie, President; D. D. Mann, Vice-President; Z. A. Lash, K.C., F. Nicholls, Toronto; R. M. Horne-Payne, London, Eng.

Railway Rolling Stock Notes.

The G.T.P.R. has received four baggage cars from Rhodes, Curry Co., Ltd., Amherst, N.S.

The Intercolonial Ry. has ordered 10 consolidation locomotives from the Canadian Locomotive Co., Kingston, Ont.

The C.P.R., between Oct. 14 and Nov. 15, ordered at its Angus shops, Montreal, ten D-10 locomotives, four wing plows and two flangers.

The Michigan Central Rd. has ordered five Pacific type, 10 consolidation (236) and one consolidation (274) locomotives from the Montreal Locomotive Works.

The Canadian Locomotive Co., Kingston, Ont., has delivered two mogul locomotives to O'Brien, Fowler and McDougall, G.T.P.R. contractors, Fort William, Ont.

The Intercolonial Ry. has ordered six baggage cars from Rhodes, Curry Co., Ltd., Amherst, N.S., and 10 consolidation locomotives from the Canadian Locomotive Co., Kingston, Ont.

The Temiskaming and Northern Ontario Ry. has recently added to its equipment, two switching, two passenger and four freight locomotives, all from the Canadian Locomotive Co., Kingston, Ont. Details of these locomotives have been published in previous issues.

The Montreal Locomotive Works, between Oct. 23 and Nov. 18, delivered eight locomotives to the C.P.R., one to the Pacific Coast Coal Mines, Ltd., two to the Michigan Central Rd., and one to the New Canadian Co., the latter being for the Atlantic Quebec & Western Ry.

The C.P.R., between Oct. 14 and Nov. 15, received the following additions to rolling stock.—186 box cars, one refrigerator, one baggage car, two baggage and express cars, one colonist car, two store supply cars, four flangers and four M-4 locomotives from its Angus shops, Montreal; five vans from its Farnham shops, Que., and four D-10 locomotives from the Montreal Locomotive Works.

The C.N.R., between Oct. 15 and Nov. 15, received the following additions to rolling stock.—one baggage car and three cabooses from Rhodes-Curry Co., Amherst, N.S.; three first-class coaches from the Silliker Car Co., Halifax, N.S.; three consolidation locomotives from the Canadian Locomotive Co., Kingston, Ont., and three sleeping cars from the U.S.

The G.T.P.R., we were advised Nov. 2, had then outstanding orders for rolling stock, for delivery in 1910, as follows:—700 box cars, 200 stock cars, 200 refrigerator cars and 300 flat cars, with the Canada Car Co., Montreal; and five snow plows, ordered in the U.S. A number of passenger and freight cars are still to be received from the Canada Car Co., and Rhodes-Curry Co., on 1909 delivery.

The Temiskaming and Northern Ontario Ry. has ordered 50 forty ton steel underframe box cars from the Dominion Car and Foundry Co., Montreal, of which the following are the chief particulars: Length, over all 37' 9½" Length, inside 36' 0" Width, over all 9' 10½" Width, inside 8' 6" Height, over all 14' 6" Height, inside 8' 0" Axles N. S. Steel & Coal Co. Bolsters, truck Simplex. Brakes Westinghouse. Brake beams Simplex. Brasses Canadian Bronze Co. Couplers Tower, 5" by 7" Locomotive National Mall, Castings Co. Journal boxes McCord & Co. Side bearings Susemihl. Trucks Arch bar. Wheels Cast iron.

The Baldwin Locomotive Works has just completed for the Atchison, Topeka & Santa Fe Ry. the most powerful passenger locomotive now in use. Apart from its tender it weighs 376,450 lbs. and is 65 ft. long. The tender carries 12,000 gallons of water and 4,000 gallons of oil, which will be used as fuel. The length of the locomotive and tender is 105 ft. The tractive power of the locomotive is 53,000 lbs. There are five pairs of driving wheels, 73 ins. in diameter, working in sets of two, the locomotive being of the Mallet articulated type. The locomotive is the first for passenger service to be built of this type, and is the first to combine feed-water heater, superheater, and reheater in one machine. Its firebox is built on an entirely new plan which eliminates staybolts.

The Silliker Car Co., has been awarded a gold medal for its exhibit at the Nova Scotia exhibition, Halifax.

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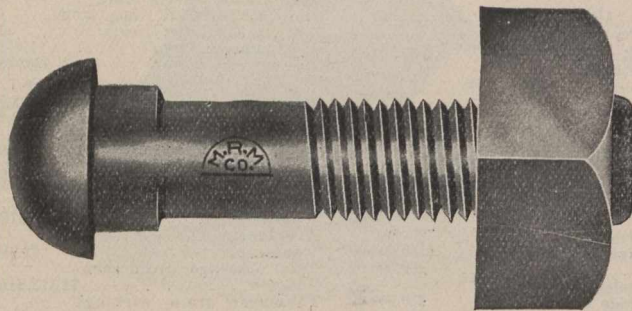
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Lord Northcliffe on the I.C.R.

Lord Northcliffe, who is better known as Sir Alfred Harmsworth, proprietor of a number of English newspapers and periodicals, and who is largely interested in Newfoundland, where he is operating as the Anglo-Newfoundland Development Co., went over the Intercolonial Ry. from North Sydney to Montreal early in November and gave out an apparently prepared interview condemning the railway in sweeping terms. Among other things he said:—

"The Intercolonial Railway seems to me like a chain round the neck of this fair part of the Empire. It is a warning to any one like myself, who sometimes indulges in the dream of state ownership of British railroads. With its army of officials, its late trains, its antique locomotives, it reminds me of the railroads of Spain, which are a good deal quicker than those of the Intercolonial. I have had five years' experience of the Intercolonial now and have not yet arrived promptly at any point at which I have aimed. I see that some of your papers call it 'the people's road.' They must be a strange sort of people if they are satisfied with it. I hope to escape it next year on my way to Newfoundland by going by yacht from Montreal to Point aux Basques, or to the port we are making at Batwood, Nfld."

Lord Northcliffe said he hoped, with a fair amount of luck, to arrive in Montreal by Friday. But as the train pulled out of the station he said: "When you travel by the I.C.R. you never can tell. Our car is provisioned for a month."

The extravagance of Lord Northcliffe's tirade shows evident animus. A moderately worded criticism might have secured some credence, but his absolute unfairness and untruthfulness is evident, and savors plainly of yellow journalism. Lord Northcliffe has not had very much experience of travelling on the I.C.R., and is not therefore a competent authority in regard to it or its service. As far as officials are concerned—and by the term "officials" we mean officials, not ordinary employes—the I.C.R. has no "army," and it may be remarked here that the I.C.R. officials generally are notoriously underpaid, getting much less than they would on a line owned by a company. In regard to employes, including station staffs, etc., there is no doubt whatever that the road has been and perhaps still is overmanned, owing to political pressure on whatever government may be in power, but we believe the new Managing Board is doing its best to remedy this, though it has met with much opposition and unfair criticism from local politicians and newspapers.

The writer of this article has travelled over the I.C.R. for a number of years, and during the current year covered more miles on it than Lord Northcliffe has done in all his Canadian trips put together, and has no hesitation in saying that the charge about general lateness of trains is altogether unfounded. The records of train movement will substantiate this denial. The Ocean Limited, which runs between Montreal and Halifax, both ways, in summer, is an excellent train in equipment and in speed, making splendid time with some few exceptions in the most crowded portion of the rush season. The Maritime Express, an all the year round train, also gives good service. The branch line services are as good as the traffic warrants.

The allegation about "antique locomotives" is absurd. Every road has some antiques which are used for branch line or other suitable service. But the I.C.R. management has no reason to be ashamed of its motive power, which is, generally speaking, up-to-date and in good condition.

There are some features of the I.C.R. which Lord Northcliffe carefully avoided, such as its excellent, and for the greater portion at least of its main line route, dustless roadbed, and its dining car service, which is not excelled in America at the price charged.

Lord Northcliffe may have struck bad

luck in going over the I.C.R., as travellers on any road are liable to do occasionally. As a matter of fact it appears that when going east he was delayed by washouts in New Brunswick, but notwithstanding this he was put into North Sydney in time to take the steamship Bruce to Newfoundland. On his return trip, which resulted in his lurid interview, the steamship was several hours late in reaching North Sydney. The regular train was held three-quarters of an hour, but was then dispatched as it would otherwise have been unable to make connections and a number of non-steamship passengers would have been greatly inconvenienced. In consequence of this late arrival at North Sydney he had to remain there over night, and when he reached Truro he had to wait to connect with the Maritime Express for Montreal, where he arrived 59 minutes late, 14 of which were occupied in watering and other attentions to his private car.

We believe the Managing Board is handling the I.C.R. as well as it is possible to do under existing conditions, but the members are no doubt hampered in many ways. We are convinced that the line could be better and more economically run under private ownership, but that is because of the absolute impossibility of divorcing a government controlled railway from political influence and not owing to any fault of the Managing Board or of the officials generally.

Edmonton Radial Ry.—The net revenue from operation in Oct. was \$10,224. The railway was put into operation, Nov., 1908.

Hamilton St. Ry.—Total earnings for nine months ended Sept. 30, \$251,933.01, against \$235,915.64 for same period 1908.

Toronto Ry.—Gross earnings for Oct., \$332,577.10, against \$306,457.10 for Oct., 1908.

At a recent conference at Ottawa, it was decided that the Canadian Brotherhood of Railway Employes would amalgamate with the Canadian Federation of Labor.

A. J. Mitchell, Comptroller Mackenzie, Mann & Co., Ltd., who was operated on in Toronto General Hospital for appendicitis towards the end of October, is convalescing satisfactorily and was able to go out for a drive on Nov. 25.

The Howe Sound and Northern Development Co., Ltd., has been incorporated under the B.C. Companies Act with a capital of \$500,000, for the development of lands in the Pemberton Valley and elsewhere, and in connection therewith to own and operate steam and other vessels, and to carry on the business of merchants, carriers by land and water, shipowners, warehousemen, wharfingers, forwarding agents, etc.

"Pardon my ignorance," said the lady passenger to the captain, "but how do you manage to find your way across the trackless ocean?"

"By means of the compass, madam," answered the captain, "the needle invariably points to the north."

"But," queried the lady passenger, "suppose you wish to go south?"

"I hope," said the captain, addressing the passengers on a small coasting steamer, "that all of us 25 will have a pleasant trip." Just then the soup appeared. "I trust, too, that we—er—24 will reach port much benefitted by the trip, and as I look on your—22 smiling faces, I am sure that this group of—er—17 will be a happy family. Will all of you—er—13 that I see at the table join me in drinking a toast to our coming trip? We seven, that is three—well, you and I, my dear sir—here steward, clear away these dishes."

C. P. R. Ambulance Association Work.

For giving prompt assistance in case of accidents there is an organization called the Canadian Pacific Railway Centre of the St. John Ambulance Association, which includes in its scope all C.P.R. employes. Its object is not to rival, but to assist, the medical profession. First aid is quite distinct from the work of the surgeon, for where the work of the ambulance man ends that of the surgeon commences. Lord Strathcona, Sir Thos. Shaughnessy and R. B. Angus are its patrons; D. McNicoll is president; J. W. Leonard, H. H. Vaughan, W. E. Fowler and Dr. G. P. Girdwood, Vice Presidents; L. R. Johnson, Chairman, and S. A. Gidlow, Secretary Treasurer.

During a recent three months first aid was rendered to more than 100 personal injuries at the Angus shops, Montreal, including fractures to different parts of the body, dislocations, electric shocks, burns, scalds, severed arteries, injuries to the eye, and many more or less severe accidents. Many cases of blood poisoning have undoubtedly been prevented by having at immediate call men who can treat wounds by antiseptic dressings before bleeding has entirely stopped, as it is after bleeding has stopped that bacteria find their way into an open wound. In cases of severed arteries there was an undoubted saving of life, as it is practically impossible for medical aid to reach the patient in time to save life in case of arterial bleeding. A great deal of suffering has been avoided by treating for shock immediately after the accident has occurred. Quite a number of men at the Angus shops have obtained certificates of qualification certifying to their ability to give first aid in any kind of accident likely to occur in connection with their occupation.

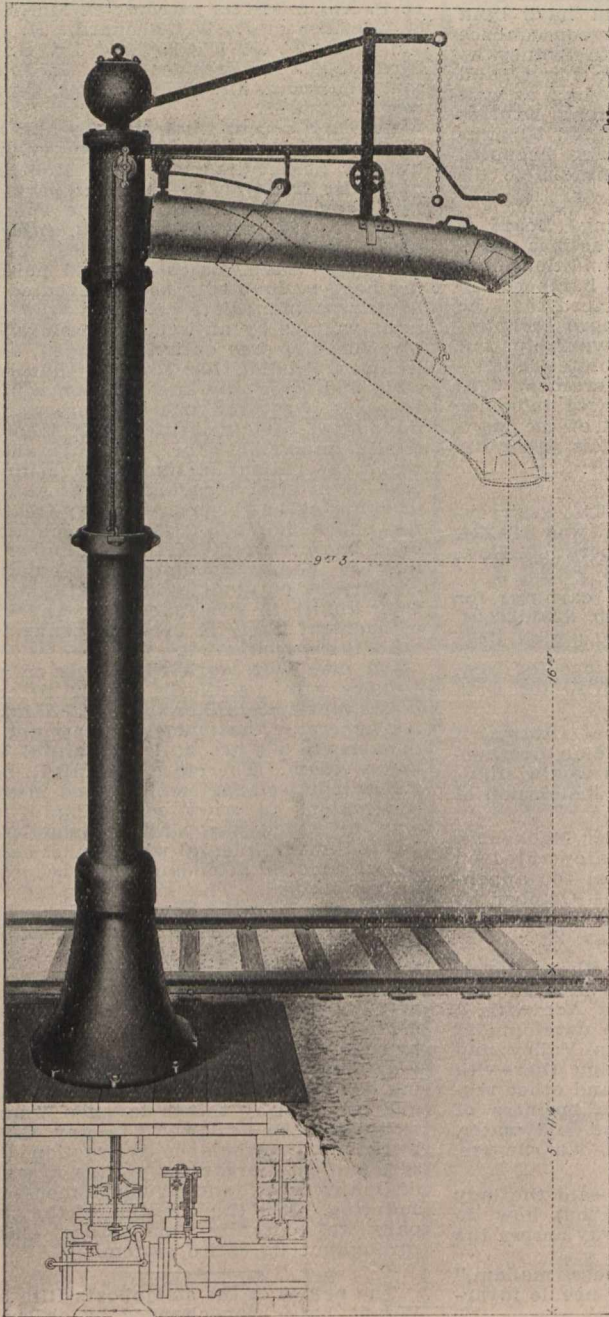
All men who work with tools or machinery are peculiarly liable to cuts, burns, sprains broken bones and injuries generally that may or may not be dangerous, but are at least painful and inconvenient. Therefore, the C.P.R. considers it is well for men engaged in such occupations to know something of the way in which such injuries should be treated in the interval which must elapse before medical attendance can be ordinarily obtained. The knowledge how to bandage a sprain, how to reduce pain from a burn, how to handle a broken limb, and how to carry a man unable to walk, means a great deal, both to the injured and the company. Instruction in first aid gives a man an intelligent conception of the nature of his injury, and by reason of the spreading of this important knowledge the old custom of applying cobwebs, tobacco juice, greasy waste and other filthy things to open wounds would not be allowed in any C.P.R. workshop. Ambulance instruction thus systematically organized means a saving of many lives, and much unnecessary suffering. It is the intention of the company to organize ambulance classes throughout its entire system.

The names of the steamboats Rita and Wanda have been changed by orders in council to Birnie and Tenno respectively.

At the time of the construction of the North Sydney Branch Ry., now part of the Intercolonial Ry., the town of North Sydney provided a right of way and land for station grounds, terminals, etc. For this purpose a sum of money was borrowed on debentures, of which \$3,200 is at present outstanding. Under an act passed last session of the Nova Scotia Legislature, the town council is authorized to borrow \$3,200 necessary to retire the debentures, pending the settlement of the council's application to the Dominion Government for a refund of the amount originally provided.

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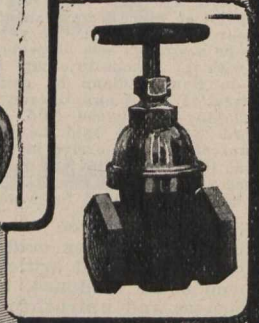
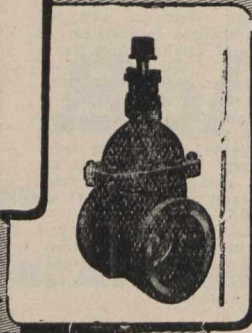
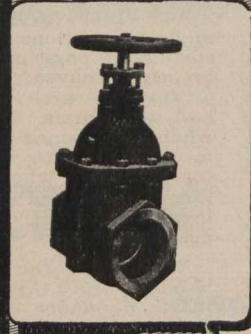
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Telegraph and Cable Matters.

A. MacNaughton, one of the oldest employes of the G.N.W. Telegraph Co., died at Montreal, Nov. 1, aged 71. He had been connected with the telegraph service for 58 years.

The Western Associated Press complaint against the C.P.R. telegraph tolls was heard before the Board of Railway Commissioners, at Winnipeg, Nov. 15, and judgment reserved.

W. C. Furness, Local Manager G.N.W. Telegraph Co., London, Ont., who has not been well for some time, is reported to be seriously ill at Victoria Hospital, and his recovery is considered doubtful.

The C.P.R. Telegraph department has announced that cable rates from Manitoba to Great Britain and European countries have been reduced three cents a word.

The G.N.W. Telegraph Co.'s line between Goderich and Kincardine, Ont., has been purchased by the Ontario West Shore Ry., for use as a telephone line, chiefly in the operation of its cars. It is also intended to adapt it for public use.

One of the witnesses in giving evidence before the West Indies Commission, sitting at Montreal, recently stated that the cable service with the West Indies was bad and expensive, and that it was about as quick to communicate by letter.

H. Smith, local manager Great North Western Telegraph Co., at Berlin, Ont., was reported to be missing, recently, and it was stated that a considerable sum of money was also missing. The company is reported to have offered a reward for information leading to his arrest.

The control of the Western Union Telegraph Co. has passed into the hands of the American Telephone and Telegraph Co. The Western Union Telegraph Co. operates 2,638 miles of lines, with offices at 219 points in Canada, and is one of the largest holders of stock in the G.N.W. Telegraph Co.

Press reports state that a number of wireless telegraph stations are to be erected across Canada, those which it is proposed to take in hand almost immediately are to be situated at Port Arthur, Ont., Winnipeg, Man., Regina, Sask., Calgary and Edmonton, Alta. It is anticipated that the stations at Port Arthur and Winnipeg will be completed and in operation by Jan., 1910.

W. Marconi, while in Montreal recently, is reported to have said that the company was looking to the Government, acting through the Board of Railway Commissioners, to grant the same privileges to his company on the land lines through Canada, as the cable companies have, and should those terms not be accorded, the company would have to establish its own land lines and stations.

The Direct Cable Co. is reported to be looking for a suitable site for the landing of a cable in the neighborhood of St. John's, Nfld. If such a site can be settled on, the Government will be approached for permission to land, and a suitable office building will be erected in St. John's. The company's cable is at present landed at Halifax, N.S., but it is stated that by locating in Newfoundland, a higher speed and an improved service can be obtained.

I. McMichael, Vice President and General Manager Great North Western Telegraph Co., Toronto, while in New York recently, was the guest at dinner of E. J. Nally, Vice President and General Manager Postal Telegraph Cable Co., to meet H. A. Tuttle, Vice President and General Manager North American Telegraph Co., in remembrance of the time when all three were telegraph workers in Minneapolis, Minn., in the early eighties.

Press reports state that a petition is to be sent to the C.P.R., asking that a telegraph line be constructed and operated to Cobalt, via Temiskaming station, at the foot of the lake, in opposition to the existing line operated by the Temiskaming and Northern Ontario Ry., on account of the alleged high rate at present charged. It is said that should the petitioners not succeed in getting either of the railways to erect an independent commercial line, an application may be made for a charter for a new company with that object in view.

A committee of the Winnipeg Board of Trade called on J. Kent, Manager, and B. S. Jenkins, General Superintendent, C.P.R. Western Telegraph Lines, recently, in connection with complaints regarding telegraph and cable tolls from points west of Fort William. The cable rate to Europe, which was reduced from 37 to 34 cents a word, last month, is considered to be too high, and the committee proposed a 30c. rate, and also suggested the reduction of the telegraph rate to eastern points, from 75c. to 60c. for 10 words. It was promised that consideration would be given to the proposals.

W. E. Earle, Manager of the Western Union Telegraph Office, North Sydney, N.S., recently celebrated his 50th anniversary as a telegrapher. He was born at St. John's, Nfld., in 1847, and commenced his telegraph service, in a casual manner, in 1855, with the New York, Newfoundland and London Telegraph Co., at the time of the laying of the first Atlantic cable. He entered the service permanently, Oct. 27, 1859. In 1866 he was appointed manager of the repeating station at Grandy Brook, Nfld.; in 1868, manager of the call station, Placentia, Nfld.; in 1869, assistant manager main cable station, Port Hastings, N.S.; 1875, assistant manager North Sydney, for Western Union Telegraph Co., which had assumed control of the old lines; 1899, on the death of the manager, he was appointed to succeed, which position he still holds.

The opening of the recently inaugurated institute for the treatment of tuberculosis at Montreal, by His Majesty, by cable, took place successfully. J. Kent, Manager C.P.R. telegraphs, explained recently that two circuits were used, one for the exchange of messages between the King and the Institute, these being relayed at Waterville, Ireland and Canso, N.S., and the other circuit connected through from Chichester, Eng., where the King was staying, to the Institute by means of automatic repeaters, the land lines in Great Britain working through repeaters into one of the Commercial Cable Co.'s cables at Waterville, and re-translated at Canso into one of the C.P.R. wires which was continued to the Institute. The total distance covered was 4,225 miles. The signal was received in Montreal about four o'clock, thus starting the machinery which unfurled the flag and opened the doors.

The dispute between the Newfoundland Government and the Commercial Cable Co., as to the latter's rights and privileges in respect to the landing and operating of its cables in Newfoundland, has not yet been ended. By its agreement with the previous Government, the company claims it has the right to land cables in the Colony, and that the Government is compelled to hand over, for 25 years, all messages collected by its land line system, and that a yearly payment is to be made by the Government for the establishing of an office at St. John's, which, but for this provision, would not have been established, as the company was debarred from dealing directly with the public. It also claims that all materials required by it be imported duty free. The Government view, appears to be that the agreement mentioned is not valid until

ratified by legislation, which ratification has not taken place, and that it is fully justified in taking time to consider the matter before embarking on such legislation. The Premier recently stated that the Government has not felt justified in granting, by Act of Parliament, the further concession attempted to be given in the agreement of 1909, namely, a monopoly for 25 years and freedom from taxation, while it is taxing the Anglo-American Co., \$20,000 a year. The Anglo-American Co., until recently, had the sole rights of operating telegraphs to Newfoundland, the agreement having come to an end by the effluxion of time.

Dominion Government Telegraphs.

The report of the Public Works Department for the year ended Mar. 31, shows that the amount expended on Government telegraph lines was \$535,480.12, and the receipts, \$113,175.34. The General Superintendent states that there are 6,973.75 miles of land lines and 259 knots of cables. There are 401 offices, at which were received and dispatched 149,649 messages. There was constructed, during the year, an extension of the Eskasoni branch line on Cape Breton Island, N.S., to the Grand Narrows, 16 miles. The Grand River branch to Enon, also on Cape Breton Island, was extended 12 miles towards Victoria Bridge, and it is proposed to extend this line to Gaberous. One mile of cable was added, to connect with the new buildings of the Main a Dieu-Scatterie Island cable. In Quebec, the Chicoutimi-St. Charles line was extended to Peribonka, and a new line was completed from Baie St. Paul to St. Placide, 8.5 miles. In Alberta, a line is under construction, from Athabasca Landing, for 70 miles towards Peace River. Contracts for the supply of poles and material for the extension of this line for 100 miles have been let. Extensions in British Columbia have been completed, as follows: Vancouver Island and Salt Spring Island line to Galiano Island, 20 miles; Nanaimo to Gabriola Island, 18 miles; Courtney to Campbell River, 40 miles; Victoria to Metchosin, 14 miles.

Among the Express Companies.

W. J. Kirby, formerly in the Dominion Ex. Co.'s service, has been appointed Great Northern Ex. Co.'s agent at Vancouver, B.C., vice F. A. Korner.

C. Rattray, a former agent for the Dominion Ex. Co. at Victoria, but who has for the past few years been in private business, died in California recently.

W. S. Burgess, when charged, Nov. 1, with the robbery of the Canadian Ex. Co.'s office at Truro, N.S., in the early part of the year, made a full confession. Of the \$14,000 stolen, it is stated that, at least, \$10,000 has been recovered.

T. Thompson, employed at the C.P.R. station, Headingley, Man., was arrested recently charged with theft of a book of Dominion Ex. Co.'s money orders, and also with having forged and obtained payment of several orders for various sums.

Scott Griffin, Manager Canadian Northern Express and Telegraph Companies, on his recent tour of inspection over the C.N.R. western lines, stated that several extensions were in contemplation throughout the west, following the extension of the railway.

J. H. Moore, heretofore acting route agent Western and Southern Divisions Canadian Ex. Co., has been appointed Line Inspector, reporting direct to the Vice President and Manager. No appointment will be made to the position of acting route agent.

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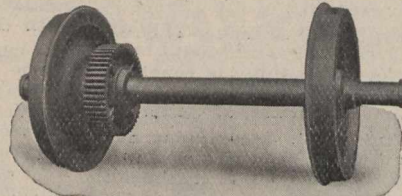
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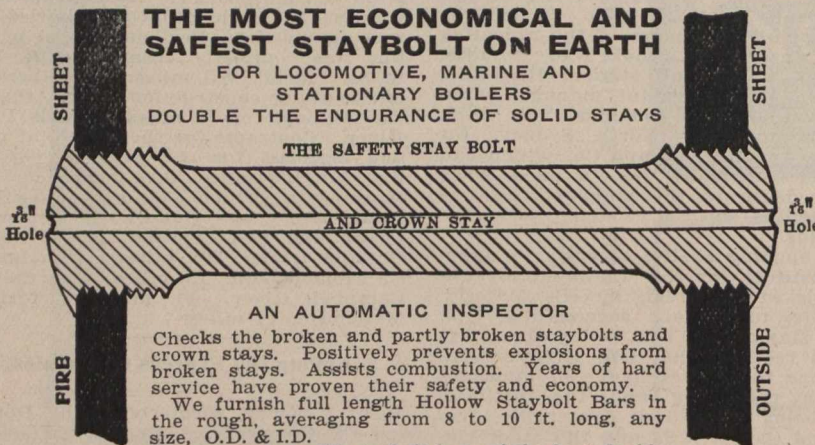
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Ill., have protested against the charges made by express companies on ladies' hats. It is contended that they should be charged by weight and not by size, as at present. The matter has been set down for hearing before the Illinois Railroad and Warehouse Commission, on Dec. 9.

The steamships Cairo and Heliopolis, the purchase of which for Canadian service has been mentioned in earlier issues, are to be taken to the Clyde shipyards; Scotland, where several important structural alterations will be made, so as to fit them for the transatlantic trade. It is stated that they will run between Hamburg, Rotterdam, Cherbourg, and an English port, probably Southampton, and Halifax, N.S. These vessels were built in Glasgow, Scotland, in 1908 for the Mediterranean service. Their dimensions are as follows: length, 545 ft.; breadth, 60 ft. 3 in.; depth, to shelter deck, 38 ft.; tonnage, 11,000, with engines of 18,000 i.h.p.

Grain Elevator Notes.

Melfort, Sask., has now five elevators, with a total capacity of 155,000 bush.

The Alberta Grain Co., Ltd., has increased its capital stock from \$100,000 to \$300,000.

Kennedy & Co., Toronto, are erecting a grain elevator at Pontypool, Ont., with a capacity of 10,000 bush.

The Western Terminal Elevator Co., Winnipeg, has increased the number of its directors from five to seven.

The Lake of the Woods Milling Co. has declared a bonus of \$10 a share, payable out of the surplus profits, Nov. 8, to holders of common stock on record Oct. 30.

The Fillmore Farmers' Elevator Co., Ltd., has been incorporated under the North-West Territories Companies Ordinance, with offices at Fillmore, Sask.

The ratepayers of Swift Current, Sask., have passed a bylaw, granting \$10,000 to J. W. Ford, for the erection of an elevator and flour mill there.

The Cummings Grain Co., Ltd., has been registered at Edmonton, Alta., under the North West Territories Ordinance respecting foreign companies, with head office at Calgary, Alta.

The National Elevator Co., Ltd., with head office at Winnipeg, has been registered at Edmonton, Alta., under the North West Territories Ordinance respecting foreign companies.

Included in the extensive scheme of improvements proposed by the Montreal Harbor Commission, at that port, is the construction of an elevator of 2,000,000 bush. capacity, with conveyor system as applied to the existing elevator there.

The Thunder Bay Elevator Co., which has recently completed the construction of a large elevator plant at Port Arthur, Ont., is reported to be considering the question of duplicating the plant during next year.

The Western Terminal Elevator Co.'s new elevator at West Fort William, Ont., received its first grain Nov. 8. It has a storage capacity of 900,000 bush., and can load 65 cars a day. The cost of the construction is about \$300,000.

The Saskatchewan Premier visited Ottawa early in November, and took the opportunity of urging his views on the question of the Dominion ownership of terminal elevators on the Government, considering such to be the first step towards the better regulation of grain inspection in the west.

The National Elevator Co.'s plant, which is under construction at Port Arthur, Ont., by the Barnett-McQueen Co., will, it is stated, by the contractors, be

of 50,000 bush. capacity as a start and will not be a shipping elevator. It is intended to deal with poor grades of grain only, and a milling plant will be installed to convert the grain into cattle feed, etc.

The Port Arthur Elevator Co., in response to a request that, like the other local elevators, it operate on Sundays, is reported to have stated that its plant is large enough to handle all the grain that is offered, during the six days of the week, and that the operation on a seventh would be an unnecessary expense.

Speers, Ross, Ltd., has been incorporated under the Manitoba Companies Act, with a capital of \$50,000, and office in Winnipeg, to own, operate and construct grain elevators, warehouses and grain handling facilities, and to conduct a general grain and grain elevator business. The provisional directors are: R. J. Speers, Wilkie, Sask.; L. Kennedy, W. S. King, D. M. King, T. J. Murray, Winnipeg.

At a recent meeting of the Grain Growers' Association, at Winnipeg, a resolution was passed urging on the grain growers to use every means to impress upon the Government the need for legislation having for its object the establishment of Government owned storage elevators, and to support only those candidates who may present themselves for election to the Legislature, who will give a pledge to endeavor to bring about such legislation.

Leitch Bros. Flour Mills, Ltd., has been incorporated under the Manitoba Companies Act, with a capital of \$400,000, and office at Oak Lake, Man., to carry on a general milling business, and in connection therewith to erect and operate grain elevators, and carry on a general grain elevator business in all its branches. The provisional directors are: A. Leitch, Cranbrook, B.C.; M. Leitch, M. Moore, G. B. Connor, and J. Black, Oak Lake, Man.

The Continental Grain Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$250,000 and office at Winnipeg, to construct, own and operate grain elevators, sheds, stores and warehouses for the elevating, reception and storage of grain and other produce, and to carry on a general grain and grain produce business. The provisional directors are: J. S. Lovell, W. Bain, R. Gowans, H. Chambers and R. M. Coates, Toronto.

A sample of rapid and economical grain handling took place at the Government Port Colborne elevator recently, when the steamboat, Keyport, was loaded with 2,500 tons of wheat in 1 hr., 15 mins. The grain was drawn from the storage bins, elevated 175 ft., passed through the automatic weighing machine, transferred over the conveyors and discharged into the vessel, loading her right up without hand trimming. The mechanical trimmers, with which this elevator is equipped made this possible, and it is said that the total cost for power and labor for loading this vessel was less than half a cent a ton.

Since the amendments made to the Manitoba Grain Inspection Act last year, and the placing of the eastern transfer elevators under Government supervision, the weighing facilities have all been overhauled, in an endeavor to correct, or place the responsibility for the shortage in outturns, which has been of such frequent occurrence. The following figures show the returns for Sept. and Oct.:

	B. lading, bush.	Outturn, bush.	Shortage, bush.
Wheat . . .	8,470,287-30	8,463,925-40	5,956-46
Oats	2,377,311-08	2,375,096-21	2,214-21
Barley . . .	245,121-14	245,189-08	*67-42
Flax	74,823-04	74,738-20	64-40

*Overage.

The grain handling plant which the C.P.R. has installed at Vancouver, B.C., is capable of sacking twenty 3-bushel sacks a minute. The cars are received at the bins and unloaded into a large steel receiving hopper, with a capacity of 1,000 bush. or one carload, by means of an automatic electric power shovel. The receiving hopper contains the boot of a vertical elevator, which is 75 ft. high; the elevator consists of a 36 in. belt, to which steel buckets are attached at intervals, and is operated by a 30 h.p. motor, connected by rope to the first countershaft. There are four bins, each 24 by 40 by 50 ft. high, with a capacity of 16,000 bush. Beneath the bins are four automatic sackers and weighers.

There appears to be a probability that the terminal elevators at the head of the lakes will be operated in the near future by the Manitoba Grain Growers' Association. Some proposals to that effect have been made to the C.P.R., and in response thereto, a letter from W. Whyte, Second Vice President C.P.R., to the following effect, has been given publicity:—"The season is so far advanced now that it would not be convenient to lease any of our terminal elevators this year. In any event we would not care to lease a single elevator, and I should be glad to know if you have any proposition to make in respect to taking over all our elevators at Fort William, so that if we decide to lease them all, the negotiations could be undertaken and arrangements completed to handle next year's crop." For the purposes of an investigation which took place before the Board of Railway Commissioners last July, into the question of elevator operation, a valuation of \$2,398,947 was placed on the C.P.R. elevators at Fort William, and it was stated that the earnings represented a return of about 3% on the capital outlay. From this, it is assumed that the Grain Growers' Association will be able to secure a lease on moderate terms, should the C.P.R. be willing to lease them.

Western Elevator Capacity.

The Department of Public Works in its report for the year ended March 31 states that for the storage and handling of the western grain crop there were 1,341 interior elevators, 36 warehouses and 13 terminal elevators having a total capacity of 58,535,700 bush. On the C.P.R. there were 919 elevators and 2 warehouses having a total capacity of 28,752,000 bush.; on the Canadian Northern Ry. 358 elevators and 11 warehouses with a capacity of 10,231,000 bush.; on the Midland Ry. of Manitoba and the Brandon, Saskatchewan and Hudson's Bay Ry., 18 elevators with a capacity of 520,000 bush.; on the Alberta Ry. and Irrigation Co., 10 elevators with a capacity of 274,000 bush.; Ontario terminal elevators, C.P.R., 11 elevators with a capacity of 11,758,700 bush., and the Canadian Northern Ry., two elevators with a capacity of 7,000,000 bush. During the past season, additional elevators have been constructed along the Grand Trunk Pacific Ry. as well as along the older lines. The harbors on Georgian Bay have now a combined elevator capacity of 7,499,000 bush, 4,000,000 of which is at Midland and Tiffin. The C.P.R. has under construction at Victoria Harbor a large terminal elevator which it is expected will be ready and thoroughly equipped for the handling of grain by the summer of 1910. A marked increase in traffic is also rapidly developing at Goderich, which has two elevators with a combined capacity of 700,000 bush. Kingston and Prescott have an elevator capacity of 1,506,000 and 1,000,000 bush. respectively, and the capacity at Montreal is 4,081,000 bush.

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ASSISTANT SECRETARY, Aubrey Acton Burrows, Secretary and Business Manager, Railway and Marine World.

Montreal Street Railway Co. Report.

The report for the year ended Sept. 30, was presented at the annual meeting, Nov. 3, as follows:

Gross earnings \$3,874,838 51
Operating expenses 2,255,019 20

Net earnings \$1,619,819 31
Interest from M. P. & I. Ry. 55,606 67

Total income \$1,675,425 98
From which deduct:—

City percentage on earnings, \$260,203 42
Interest 179,724 70
Rental leased lines 5,821 35

Net income \$1,229,676 51
Dividend, 10% 976,332 08

Surplus \$ 253,344 43
From which has been appropriated for:

Contingent account \$175,000 00
Fire insurance fund 25,000 00

Transferred to general surplus \$ 53,344 43

The gross earnings increased during the year \$197,406.06, or 5.37%, the operating expenses \$96,625.11, or 4.48%, the net earnings \$100,780.95 or 6.63%. The gross earnings continue to show satisfactory increases. The per cent. of expenses to gross earnings is 58.20 against 58.69 for the previous year. The increased payment to the city for the percentage on earnings being \$17,772.27, 7.33% over the previous year.

Your directors appropriated during the year from the surplus earnings, \$175,000.00 for renewals to property. This amount added to the balance of \$29,352.72 carried forward from previous years, made a total credit to the account of \$204,352.72. Against this amount there has been charged during the year

\$173,815.61. Your directors appropriated the sum of \$25,000.00 from the surplus earnings as a credit to the fire insurance fund. The interest on the investments for the year amounted to \$21,731.93. The amount now at the credit of this fund is \$470,109.45.

The premium on the last issue of new stock paid up during the year, amounting to \$142,684.50, has been credited to the general surplus account. The amount of \$59,027.07, representing the taxes on poles, rails, wires and machinery due the city, in accordance with the recent judgment up to 1907, has been debited to this account. The amount due for the last two years has been charged against operation. The company has expended during the year on construction account, \$121,865.58, on equipment account, \$43,837.41 and on real estate and buildings, \$23,745.17, a total of \$189,448.16. Owing to the increase of the system the present shops at Hochelaga are inadequate to take care of the repairs and construction work of the company, and as there is no further property adjoining that can be had, your directors have purchased 75 acres in the north-east end of the city, on which it is proposed to erect the new shops. The purchase of this land will secure for many years to come ample room for all extensions that may have to be made from time to time.

The company having in view the better accommodation for the employees at the different depots have under construction rooms and offices at St. Denis St., St. Henry and Hochelaga stations. These buildings, when completed, will furnish comfortable quarters for the men. The company was again obliged to refuse payment of a portion of the city's accounts for snow removal, owing to the wasteful manner in which the work was carried out. The snow fall according to the McGill records was nearly two feet less than the previous year, but notwithstanding this the city claims to have expended the sum of \$208,425.75, an increase over the previous year of \$5,901.37, and an increase over two years ago of \$77,799.08, with 20.2 inches less snow fall. The increase in street mileage during this latter period was one mile, which at the average cost would only amount to \$4,222.48. The company has paid to the city the usual property taxes and percentage on earnings, amounting to \$286,085.82, on account of the snow removal \$83,158.17,

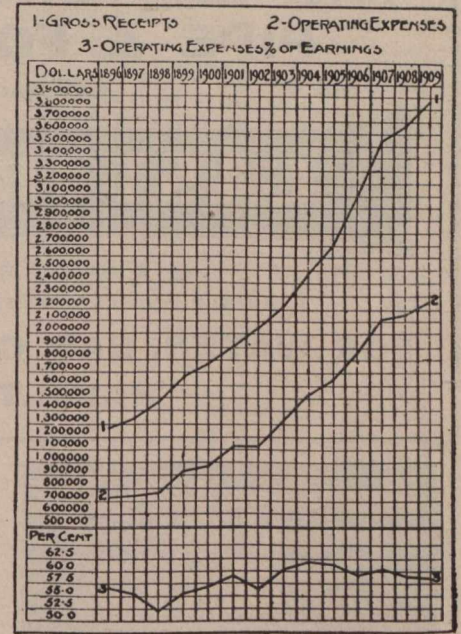
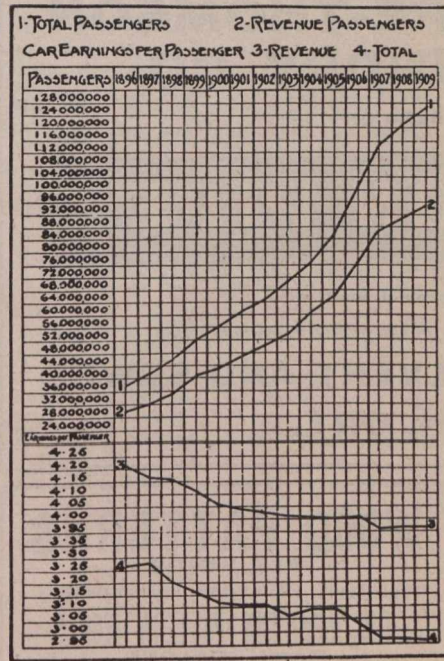
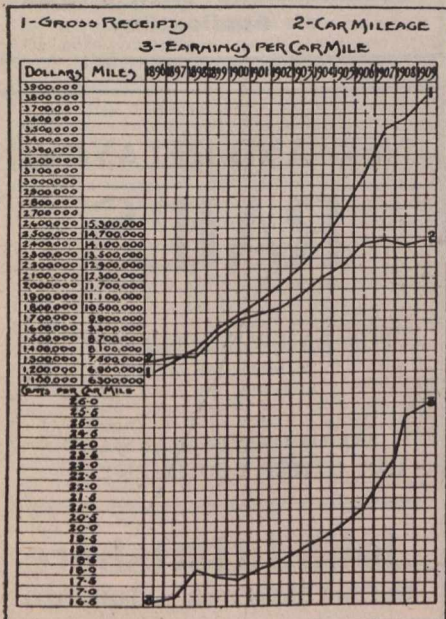
and taxes on poles, rails, wires and machinery for the year \$16,941.17, a total of \$386,185.16, being an increase of \$45,653.43 over the previous year.

The Montreal Park and Island Railway Co.'s earnings have been somewhat disappointing during the year, owing chiefly to the effect of last year's depression in business in the various factories, etc., situated on its lines. The gross earnings remained about the same as the previous year. The operating expenses were higher owing to a larger amount being spent on the maintenance of the property and to the new extensions that have been constructed and operated during the past year. It was not expected by your directors that these extensions would prove immediately profitable, but owing to the growth of the suburbs, and the building up they have and will induce, it is only a matter of a short period when they will show good earning capacity. The extension of the Sault-au-Recollet line to opposite St. Vincent de Paul was completed during the summer and is now in operation. During the year the company entered into an agreement for a franchise with the town of Rosemont for a period of 50 years. The gross earnings show a gross increase of \$2,858.92, the operating expenses an increase of \$16,947.10, the net results being \$57,057.56 against \$71,145.74 for the previous year.

The Montreal Terminal Railway Co.'s gross earnings increased \$11,260.86; the operating expenses increased \$308.02, and the net surplus for the year was \$5,477.08, against a deficit in the previous year of \$5,162.12.

BALANCE SHEET.

ASSETS—	
Cost of road and equipment:	
Construction, etc.	\$4,844,295.56
Equipment, etc.	5,183,089.89
Real estate and buildings.	2,119,780.66
Stock and bonds of other companies	3,649,434.19
	\$15,796,599.30
CURRENT ASSETS—	
Montreal Park & Island Ry. advances	564,790.09
Montreal Terminal Ry. advances	14,813.28
Accounts receivable	97,868.25
Stores	244,194.05
Cash	1,118,213.21
	2,039,878.88
Fire insurance fund investment	415,397.50
	\$18,251,867.68
LIABILITIES—	
Capital stock	\$10,000,000.00
Bonds—	
4½% payable Aug., 1922	681,333.33





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4½% payable Nov., 1922	1,500,000.00
4½% payable May, 1922	2,238,666.67
Mortgages	6,034.51
	<hr/> 14,426,034.51
CURRENT LIABILITIES—	
Accounts and wages payable	199,283.77
Accrued interest	75,645.00
Accrued tax on earnings	271,474.29
Employes' securities	18,480.10
Unclaimed Dividends	1,956.57
Unredeemed tickets	59,327.43
Dividend payable Nov. 2.	250,000.00
Suspense account	269,801.25
	<hr/> 2,145,968.41
Fire insurance fund	470,109.45
Contingent account	30,537.11
Surplus	2,179,218.20
	<hr/> 2,679,864.76
	<hr/> \$18,251,867.68

STOCKS AND BONDS, ETC. IN TREASURY.

BONDS—	
Montreal Park & Island Ry. Co.	\$1,025,000.00
Montreal Park & Island Ry. Co., overdue interest (not included in assets)	763,639.95
Montreal Terminal Ry. Co.	613,000.00
Suburban Tramway & Power Co.	850,000.00
	<hr/> \$3,251,639.95
STOCKS—	
Montreal Park & Island Ry. common	\$720,900.00
Montreal Park & Island Ry. preferred	315,000.00
Montreal Terminal Ry. Co.	1,000,000.00
Suburban Tramway & Power Co.	850,000.00
	<hr/> 2,885,900.00
Total	<hr/> \$6,137,539.95

At the annual meeting, Nov. 3, the directors were re-elected. The officers and directors for the current year are:—President, Hon. L. J. Forget; Vice President, K. W. Blackwell; Managing Director, W. G. Ross; other directors, Sir H. Montagu Allan, G. Caverhill, P. Galibert, and R. Meighen; Secretary, P. Dube.

Tube Railways for Toronto.

At the Toronto municipal elections in January the electors will be asked to vote on the question, "Are you in favor of the city applying to the Legislature for power to construct and operate a municipal system of subway and surface street railways, subject to the approval of the qualified ratepayers?"

The proposal came before the council in the form of a letter from a firm of engineers in London, Eng., outlining plans. These were submitted to a special committee and J. W. Moyes, who was one of the principal promoters of the Metropolitan Ry., and who is now constructing the Ontario West Shore Ry., was appointed as Consulting Engineer. After examining the plan as outlined by the English engineers, and looking into the whole matter Mr. Moyes reported to the sub-committee and his suggestions were approved. He recommended the adoption of certain routes which would entail the construction of 3.75 miles of subway, and about 18 miles of surface lines. The cost of the construction of these lines, together with the rolling stock necessary for their operation, is estimated at \$4,885,000. This estimate is based upon competitive cash prices for work of a similar character, and for the special equipment. It does not, however, provide for the generation of the motive power, but looks to the purchasing of power from the Hydro-Electric Commission. The cost of construction will be reduced by the utilization of the material excavated in the subways for filling out of the wharves on the bay front to the windmill line. The committee expressed an opinion that the question of the entrance of the radial railways into the city would be rendered easy of solution by the adoption of the proposed lines.

F. H. Probert, Roundhouse Foreman, I.C.R., St. John, N.B., writes: "The information contained in the Railway and Marine World is very useful."

Projects, Construction, Betterments, Etc.

Berlin to Port Dover.—J. S. Clarke, who has been identified with the promotion of electric railways in the vicinity of Brantford, submitted a proposal to the County Council of Waterloo, Nov. 10, for the building of an electric railway from Port Dover to Brantford, passing through Ayr and Roseville to Berlin and Waterloo, with branches to other municipalities in the county. A special committee was appointed to consider the matter and to report at the December meeting. A bylaw is under consideration in Ayr granting a franchise to Mr. Clarke for the construction of the line in that village.

Brantford, Ont.—T. R. Varding, Buffalo, N.Y., has made application to the municipal council of Brantford tp., Ont., for a franchise for an electric railway within the township. Details of the routes were not submitted.

British Columbia Electric Ry.—A contract has been let for the construction of a line about three miles long from North Vancouver up the Lynn Valley. The Paterson Lumber Co. will do the grading and tracklaying and the company will do the overhead work itself. The line will run out to some timber lands which are being developed.

A gang of men was put at work Nov. 1 clearing land in D.L. 118, on the far side of Hastings tp. along the line of the projected extension. Plans and specifications are being prepared, and it is expected that tenders will be called for the construction of the line early in Dec. The projected line will be about seven miles long and will traverse Burnaby tp. At the last meeting of the Burnaby tp. council the question of the construction of one or two lines from Hastings townsite to Port Moody, north of Burnaby Lake, was discussed. One route suggested was from D. L. 206, running along the northern part of lots 135, 141, 144, and 147; and the other was from the townsite to the north road, running on or parallel to the Johnson Road.

The New Westminster City Council on Nov. 3 gave the company permission to construct a temporary track to connect up with its Fraser Valley line, and to construct a temporary shed for use as a station while the new station is being built. The electric work on the line to Cloverdale was sufficiently advanced on the Fraser River bridge Oct. 30 to permit of the passing over it of the electric locomotive, which will be used to further the work of construction. It was expected that the line as far as Cloverdale would be placed in operation by Dec. 1. A. Purvis, the local manager of the line, has opened his office in New Westminster, and has made an inspection of the line. He will have charge of the operation as well as of construction work. A contract has been let, for the construction of five reinforced concrete substations along the line, to T. R. Nickson and Co.

The extension of the Vancouver and Lulu Island Ry. to Eburne has been taken over from the C.P.R. and it was expected to be used for traffic Nov. 15. (Nov., pg. 847.)

Cape Breton Electric Co.—A contract has been let for the erection of a one story stockroom and freight shed, 45 by 60 ft., at Sydney, N.S. (Nov., pg. 847.)

Chatham, Wallaceburg and Lake Erie Ry.—The Board of Railway Commissioners has authorized the construction and operation of a branch line or spur, on several streets in Chatham, by the company.

Grand Valley Ry.—The Simcoe, Ont., town council passed a resolution Nov. 1 granting permission to the company to construct its Brantford-Port Dover line through the town. The President, Chief

Engineer and some of the directors were in Simcoe recently. It was stated that the financial affairs of the company were all settled and that the line would be placed under construction at an early date and that it was expected to have it completed by the end of 1910. (Nov., pg. 847.)

Hamilton Street Ry.—A draft agreement has been completed between the company and the city Board of Works for the betterment of the street railway in the city. The new agreement was approved of Nov. 3 and was sent forward to the council for final adoption. The company agrees to reconstruct the lines on a number of the streets, and the city proposes to raise \$200,000 for the purpose of repaving the streets upon which the track is to be relaid. The new tracks will be laid with 80 lb. steel. It is provided that work will be gone on with next year. (Sept., pg. 684.)

Hamilton, Waterloo and Guelph Ry.—Application is being made to the Dominion Parliament for an act granting an extension of time for the construction of its lines, and for power to extend its line from Hamilton to Toronto; or in the alternative in part to enter into an agreement with the Hamilton Radial Electric Ry. for a lease of, or running powers over its lines from Burlington to Toronto, for special powers relating to terminals in Toronto, and for special powers to issue bonds for providing for the cost of terminals. The notice is signed by J. Patterson, Secretary.

The company has filed plans in the Registry office at Hamilton showing the proposed route within the county of Wentworth. The route from Dundurn Park to the county boundary was approved by the Board of Railway Commissioners in 1907. The route east from Dundurn Park has not been approved. Skirting the hill at Dundurn Park, the plans show the route crossing the following streets on an easterly angle:—Locke, Crooks, Barton at McGill, Locomotive, Oxford, Queen, Hess, Caroline, Railway, Canon, Bay, Park, McNab, Vine, James on the Copp property and Richter estate, crossing Vine to the Quimby estate. (Nov., pg. 847.)

Hull Electric Co.—A contract has been let for the steel work for the bulkhead at the power house at Lake Deschenes, Que., in connection with the reconstruction of the plant, which was destroyed by fire, Oct. 19. (Feb., pg. 135.)

Kingston, Portsmouth and Catarqui Ry.—The city council of Kingston, Ont., decided, Nov. 23, that it could not grant a five year agreement for the supply of power to the company. It was, however, finally decided to offer an agreement for five years at \$1.20 per kilowatt hour, the city to have the right of cancelling it at the expiration of three or four years. (Nov., pg. 847.)

Lethbridge, Alta.—The city council has under consideration a bylaw granting a franchise for the operation of a street railway. The bylaw provides for the granting of an exclusive franchise for 20 years to a company, the company to have completed and in operation 10 miles of line within two years, and a further three miles within six years. If the company fails to operate the lines constructed for a period of four months the city shall have the right to purchase the entire plant, as provided for at the expiration of the contract. The provisions for purchase at the end of the 20 years are that six months notice of intention shall be given, that a board of arbitrators shall ascertain the actual value of the plant at the time, and that this amount plus 10% shall be the purchase price. During the currency of the franchise the company shall pay to the city 1% annually of the gross receipts up to \$40,000 and 1% additional upon each additional

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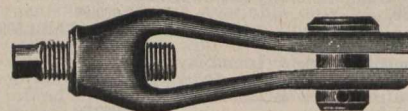
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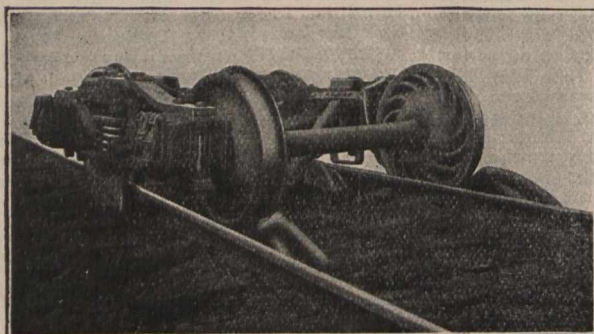
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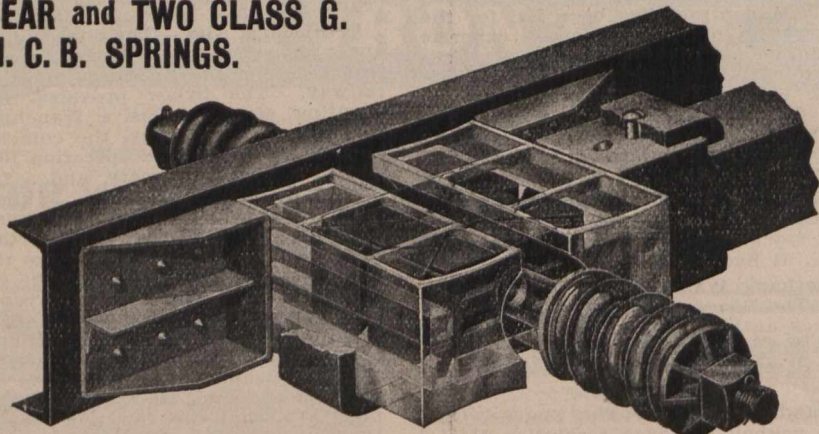
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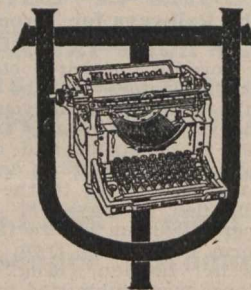
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\$20,000 until the gross receipts amount to \$100,000, and a flat rate of 5% upon all receipts over that amount. The bylaw provides for the construction of a line from Westminster Road, westerly along Redpath to Round St., south to London Road and west to the city limits. Other lines are to be constructed as desired, but it is provided that parallel lines shall be at least two blocks apart. The bylaw does not specify any particular company, but simply authorizes the council to make an agreement with a company. It is said that negotiations are in progress with a company. (Nov., pg. 847.)

London and Lake Erie Ry. and Transportation Co.—The purchaser of the South Western Traction Co.'s property, franchises and rights at the recent sale was J. E. McDougall, representing the London Stock Co., which has been provisionally organized to take over the concern, and to obtain legislative authority to operate and extend the lines. The purchase price was \$455,000 plus liens amounting to about \$80,000. The provisional directors are: W. K. George, G. B. Woods, S. Jones, Toronto; A. McKay, Ingersoll, Ont.; F. G. Rumball, J. Purdom, London, Ont.; A. E. Thompson, Cleveland, Ohio.

Application is being made to the Ontario Legislature to incorporate the London and Lake Erie Ry. and Transportation Co., to acquire the South Western Traction Co.'s undertaking, together with all its property and franchises; to acquire or construct the lines intended to be constructed by the S.W.T. Co., or any other company, viz.: from Brantford through Paris to Woodstock; from Woodstock to Ingersoll; from Ingersoll to London; from London to Strathroy and Glencoe; from Delaware to Lambeth, and from Aylmer to St. Thomas, Ont. The company also asks for power to charter and operate steam vessels from Port Stanley to Cleveland, Ohio, and other places; and to carry on various other businesses in connection with its lines and steamships. It is also asking for a declaration that its works are for the general advantage of Canada. The capital is fixed at \$2,000,000 and the provisional directors are the same as the directors of the London Stock Co. named above. (See South Western Traction Co., Mar., pg. 215.)

Montreal and Southern Counties Ry.—The formal opening of the first section of this line connecting Montreal and St. Lambert, Que., took place Oct. 30. The inaugural car started from the corner of McGill and Youville Streets, and ran to the corner of St. Denis and Ste. Elizabeth Streets in St. Lambert, 3.5 miles. The route in the city is along Grey Nun St. and Common St. crossing Black's Bridge, along Riverside St. and then across the Victoria Jubilee bridge. The party was welcomed by the Mayor of St. Lambert, and after some congratulatory speeches refreshments were served, and the party returned to Montreal.

The company's future plans include the construction of a line from St. Lambert to Chambly, 12 miles; from St. Lambert to Longueuil, three miles; and from St. Lambert to Laprairie, 7.5 miles. A good start has been made on the extension to Longueuil, over 100 men being engaged in the work of grading in the vicinity of Brooklyn Park towards Cote Rouge. It is hoped to have this line completed by the middle of June, 1910. It was announced at the gathering that the old Central Vermont line would be electrified and used as the Chambly section. The principal officers of the company are:—President, S. T. Willett; Vice President, T. Craig; Second Vice President, W. B. Powell; Secretary-Treasurer, H. W. Cooper.

Referring to the question of the St. Lambert bylaw, W. B. Powell, Second

Vice President, said Nov. 12, certain formalities which were not included in the document submitted to the Lieutenant-Governor had since been complied with, and the company expected that the bylaw would be approved in the course of a few days. (Nov., pg. 848.)

Montreal to Longueuil.—A proposition has been submitted to the Montreal City Council for the construction of a trolley line from Montreal, along the guard pier to St. Helens Island and across a bridge, to be constructed, into Longueuil. It is proposed by the applicants to take advantage of the dam and locks across St. Mary's Current, between the guard pier and St. Helen's Island, which it is proposed to construct in connection with the harbor improvements.

Nelson Electric Tramway.—A reorganization has been completed. The new company has raised \$25,000 of new capital, and an issue of \$25,000 of bonds, guaranteed by the city, has been made. With the new capital it is proposed to repair the line and to re-open it for traffic in Jan., 1910. Plans for the construction of an extension are under consideration.

The shares above referred to are of the par value of \$5 each, and the entire issue has been taken up locally, there being 228 shareholders, the largest investment made being \$500 and the smallest \$10. The shareholders decided to accept an offer of 99.25% for an issue of \$25,000 of bonds. A bylaw has been passed by the city council guaranteeing this bond issue. (Jan., pg. 53.)

Niagara, St. Catharines and Toronto Ry.—A press report states that it is expected that the extension from Port Colborne to Welland, Ont., will be completed and opened for traffic early in Jan., 1910. (Nov., pg. 848.)

Ontario West Shore Ry.—Tracklaying was expected to have been started on the first section of this line Nov. 15. One hundred carloads of rails, together with fastenings and other material had been delivered, Nov. 1. This material is sufficient to lay one-third of the mileage between the Guelph and Goderich Ry., near Goderich, where the line starts, and Kincardine, Ont. An order has been obtained from the Board of Railway Commissioners authorizing a connection with the G. and G. Ry., and the operation of its cars over that line into Goderich. As the O. and W.S. Ry. is a provincial corporation, the approval of the Ontario Railway and Municipal Board will also have to be obtained. (Nov., pg. 848.)

Ottawa and St. Lawrence Electric Ry.—J. McFarlane, a director, stated in an interview Nov. 1 that arrangements would be made with the New York Central and Hudson River Rd. for a direct connection with its system. Options had been secured on several falls on the Ottawa River, west of the city, from which the necessary power would be developed for the operation of the company's lines. The location surveys had been completed for 18 miles, and estimates were in preparation, so that the grading could be started at an early date. The preliminary surveys showed the line would be almost straight from Ottawa to Morrisburg. (Nov., pg. 849.)

Winnipeg Electric Ry.—The City Council has notified the company that it must proceed with the extension of its line on Selkirk Avenue, along Manitoba Avenue to McPhillips St. (Oct., pg. 771.)

People's Ry.—The City Council of Stratford, Ont., gave a first reading Nov. 15 to a bylaw and an agreement with the company for the construction of five miles of lines in the city and a number of radial lines. A special meeting of the council was held Nov. 22, when further consideration was given to the matter. It is hoped to have the by-

law in shape to have it voted upon at the regular municipal elections. The agreement was reached after a good deal of correspondence and several meetings between the company and a special committee. The company agrees to construct a line from New Hamburg to Stratford via Tavistock as authorized by its present act, and to apply for legislative sanction to construct the following additional lines:—from Stratford to Exeter by as direct a route as practicable via Avonton, Avonbank, Anderson and Kirkton, or such other route as will be satisfactory to the council, and extending from Exeter to Lake Huron; also from Stratford or a point on the last mentioned line to St. Marys; a line from Stratford to Goderich passing through Mitchell, Seaforth and Clinton. Within four months of the passing of the bylaw the company is to begin the construction of the New Hamburg to Stratford line, and on its completion to proceed with the construction of lines on streets in the city, such city lines to be completed and in operation by Dec. 15, 1910. The line to Mitchell and Seaforth is to be completed by Nov. 15, 1910, but an extension of time may be granted in the event of the Legislature not passing the act to be applied for. The whole of the lines mentioned in the agreement are to be completed and in operation by Jan. 1, 1912. The city agrees to subscribe for \$90,000 of the company's preferred stock, \$40,000 on the completion of the lines to New Hamburg and Seaforth and the city lines; \$10,000 on the completion of the line to St. Marys, and \$40,000 on the completion of the line to Exeter. The city will have two directors on the board. The agreement contains numerous sections dealing with fares, rights of the various parties, and provisions as to appeals to the Ontario Railway and Municipal Board. (Nov., pg. 849.)

Port Arthur and Fort William Electric Ry.—Commissioner Cooke stated Nov. 13 that the council has authorized the commissioners to proceed with the work of completing the Arthur St. extension. The switch, he said, would be put in at once; and progress was being made with the overhead work. The extension will be completed within a very short time. The City Council has under consideration a plan to extend the line from Dawson St. along Hill St. to Oliver Road. J. J. Carrick, who is interested in some building land which he is placing on the market, offers to pay half of the cost of the extension. (Nov., pg. 849.)

Quebec Ry., Light and Power Co.—A press report states that the company expects to let at an early date a contract for the erection of a substation at Ste. Anne de Beaupre. The municipal council of Montcalmville has under consideration a proposal from the company to extend its tracks from the Quebec city boundary through the municipality to Cap Rouge and St. Foye church. (Nov., pg. 849.)

St. Thomas St. Ry.—Track has been laid on Ross St., St. Thomas, Ont., in the subway under the Michigan Central Rd., and the line on the new route was opened for traffic, Nov. 6. (Sept., pg. 685.)

Southwestern Traction Co.—See London & Lake Erie Ry. & Transportation Co.

During Oct., 250,563 passengers were carried on the Port Arthur and Fort William Electric Ry., against 203,497 during Oct., 1908.

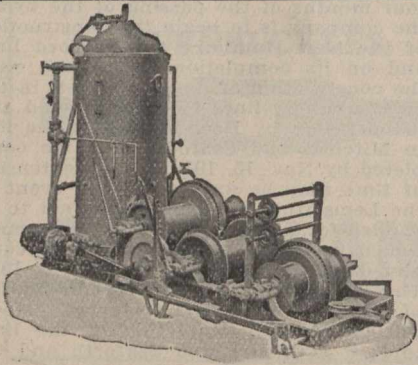
The British Columbia Electric Ry. has ordered five double truck semi-convertible pay-as-you-enter cars, two 55 ft. combination passenger, smoking and baggage cars, and two 55 ft. combination passenger and smoking car bodeis, from the Ottawa Car Co., Ottawa.

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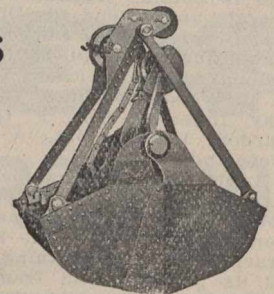


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Electric Ry., Finance, Meetings, Etc.

British Columbia Electric Ry.—Gross earnings for Sept., \$240,185; operating expenses, \$130,426; net operating earnings, \$109,759; renewal funds, \$16,394; net earnings, \$93,365; approximate income from investments, \$16,500; net income, \$109,865, against \$182,226 gross earnings; \$93,698 operating expenses; \$88,528 net operating earnings; \$14,550 renewal funds; \$73,978 net earnings; \$13,550 approximate income from investments; \$87,528 net income, for Sept., 1908. Aggregate gross earnings for three months ended Sept. 30, \$702,866; net earnings, \$321,563, against \$537,581 gross earnings and \$255,548 net earnings for same period 1908.

Cape Breton Electric Ry.—Gross earnings for Aug., \$22,005; expenses, \$11,504; net earnings, \$10,501; against \$22,958 gross earnings; \$11,886 expenses; \$11,072 net earnings for Aug., 1908. Aggregate gross earnings for eight months ended Aug. 31, \$148,388, against \$159,817 for same period 1908.

Guelph Radial Ry.—The commissioners have paid the Guelph, Ont., city council \$4,860 as the profits for the past year's operation.

Halifax Electric Tramway.—Traffic receipts for Oct., \$17,803.09, and for two weeks ended Nov. 14, \$6,477.93, against \$14,901.76 and \$6,208.99 for same periods 1908.

Kingston, Portsmouth and Catarqui Ry.—A letter from the company was read to the Kingston, Ont., city council, Nov. 8, stating that not having received any reply to the offer to sell the line it was presumed that the city did not wish to purchase. As the company was desirous, if possible, of continuing to operate the line a new proposition as to the supply of power was made. Further consideration will be given to the matter by the corporation committee.

London St. Ry.—Gross earnings for Aug., \$22,465.38; expenses, \$14,498.61; net earnings, \$7,966.77; deductions, \$2,441.75; net income, \$5,525.02; for Sept., gross earnings, \$24,937.83; expenses, \$14,663; net earnings, \$10,274.83; deductions, \$2,363.05; net income, \$7,911.78; for Oct., gross earnings, \$19,339.01; expenses, \$13,811.94; net earnings, \$5,527.47; deductions, \$2,463.63; net income, \$3,063.84. Aggregate gross earnings for 10 months ended Oct. 31, \$202,721.11; expenses, \$140,149.87; net earnings, \$62,571.24; deductions, \$24,082.76; net income, \$38,488.48.

Montreal St. Ry.—Passenger earnings for Oct., \$336,765.13; miscellaneous earnings, \$17,241.82; total earnings, \$354,006.95; operating expenses, \$174,734.97; net earnings, \$179,271.98; taxes, \$4,000; city percentage on earnings, \$12,251.20; interest on bonds and loans, \$14,329.61; rent leased lines, \$498.67; total charges, \$31,079.48; surplus, \$148,192.50; expenses per cent. of earnings, 49.36; against, \$312,432.94 passenger earnings; \$16,175.18 miscellaneous earnings; \$328,608.12 total earnings; \$165,424.02 operating expenses; \$163,184.10 net earnings; \$2,700 taxes; \$11,266.42 city percentage on earnings; \$15,769.43 interest on bonds and loans; \$444.43 rent leased lines; \$30,180.28 total charges; \$133,003.82 surplus; 50.34 expenses per cent. of earnings for Oct., 1908.

Quebec Ry. Light & Power Co.—Early in November it was announced from Montreal that a \$10,000,000 merger had been negotiated to include the Quebec Ry. Light & Power Co., Jacques Cartier Power Co., Quebec Gas Co., Frontenac Gas Co., Canadian Electric Co., and several smaller concerns, and that the Montreal directors would be W. G. Ross, Managing Director of the Montreal St. Ry. and President of the Quebec Ry. Light & Power Co., Hon. R. Mackay, R. Forget

and J. M. Greenshields. On Nov. 15 we were advised that nothing definite had been done about the merger up to that date, but that as the Quebec Ry. Light & Power Co. had to make large expenditures, application would be made to Parliament for power to issue debenture stock, and no doubt the merger would take place as soon as the various interests in Quebec got together on a fair basis and a holding company charter was applied for. On Nov. 23 it was announced that the Quebec Ry. Light, Heat & Power Co. had been incorporated.

St. Thomas Street Ry.—Receipts for Oct., \$1,122.63, against \$1,218.64 for Oct., 1908. The number of passengers carried was 32,147, against 32,724 in Oct., 1908.

Winnipeg Electric Ry.—Gross earnings for Sept., \$218,000; expenses, \$109,000; net earnings, \$109,000; against \$174,500 gross earnings; \$84,500 expenses; \$90,000 net earnings for Sept., 1908. Aggregate gross earnings for nine months ended Sept. 30, \$1,840,800; net earnings, \$921,600, against \$1,528,300 gross and \$764,800 net for same period 1908.

Electric Railway Notes.

The Port Arthur and Fort William Electric Ry. added two pay-as-you-enter cars to its rolling stock, Nov. 2.

The Edmonton Radial Ry. has ordered six double truck semi-convertible pay-as-you-enter cars from the Ottawa Car Co.

The Montreal and Southern Counties Ry. has received three 40 ft. centre aisle interurban cars from the Ottawa Car Co.

A charge against the Chatham, Wallaceburg and Lake Erie Electric Ry. for employing alien labor was adjourned sine die at Chatham, Ont., Nov. 11.

The Quebec Ry. Light and Power Co. has ordered two double broom sweepers, two wing plows, six 18 ft. closed cars and two 60 ft. interurban cars from the Ottawa Car Co.

The Nelson St. Ry. Co., Nelson, B.C., has ordered two complete equipments, each including four 40 h.p. motors with double end controllers from Allis-Chalmers-Bullock, Ltd., Montreal.

C. E. A. Carr, heretofore Manager Quebec Gas Co., has been appointed Assistant General Manager Quebec Ry. Light and Power Co., and will be given charge of the Operating Department.

The Nipissing Central Ry. has purchased a locomotive to haul ballast trains, and it is expected that it will be used to haul passenger cars pending the installation of the electric plant.

By the breaking away of a flat car from a train, and its subsequent collision with a passenger car on the B.C. Electric Ry., near Lake View station, Vancouver, Nov. 10, 14 persons were killed and seven injured, one of whom has since died.

The Hull, Que., Electric Co. is asking the Hull city council for an exemption of taxation for a further 15 years. The present agreement expires in 1910, and the council proposes to assess the company's property at \$60,000.

A. F. Townsend, Manager Cape Breton Electric Co., Sydney, N.S., is reported to have resigned, and to have been appointed to another position with Stone and Webster, of Boston, Mass., who control the Cape Breton Electric Co.

An action has been entered against the Ottawa Electric Ry., which will probably decide the size of a parcel which a passenger is allowed to take on a car without having to pay extra. D. Rotkin claims to have been put off a car for refusing to pay for a large parcel, and is suing for \$500 damages.

The Mount McKay and Kakabeka Falls Ry. is reported to have purchased a combined passenger and smoking car, with seating capacity of 70, and having

both gasoline and electric motor equipment, capable of hauling three cars. It has also acquired three 12-yard dump cars for hauling gravel.

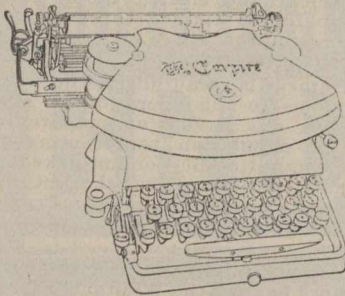
The Ontario laws authorize the taking of a vote as to the operation of street cars in any city having an population of 50,000. A deputation representing the citizens' committee of London asked the Government to declare that that city had the required population, but the Premier declined. A special census will probably be taken.

The action brought by the city council of Winnipeg against the Winnipeg Electric Ry., which has been dragging on for the past three years, has been argued before the courts, and the judges reserved judgment. The case arises out of the claim of the city that the company is not entitled to bring electrical power into the city which has been generated outside the city limits without first obtaining the consent of the city. The company has a power plant outside the city, and the city council has a power plant under construction on the Winnipeg River.

C. E. A. Carr, who has been appointed Assistant General Manager of Quebec Ry., Light and Power Co., Quebec, was born at Thornton, Ont., Nov. 8, 1870. He was educated at Barrie and Toronto, and entered the City Engineer's office, Toronto, in 1888, where he remained until 1892, since when he has been consecutively to 1894 secretary to General Manager Toronto Ry.; with Montreal St. Ry., and Cleveland Electric Ry., Cleveland, O.; during this period the two first named railways were changed from horse to electric traction; 1895 to 1905, General Manager, Secretary and Treasurer London St. Ry., London, Ont., directly in charge of the conversion from horse to electric traction, and from 1898 to 1900 was also General Manager and Secretary Montreal Park and Island Ry., spending alternate weeks in London and Montreal, until the latter was acquired by the Montreal St. Ry.; 1905 to 1908, Manager Helena Light and Ry. Co., Helena, Montana, in charge of construction and operation, and from Apr., 1908, Managing Director Quebec Gas Co.

The Public Service Commission of New York State, which has been considering the question of compulsory electrification of railways passing through the Adirondacks forest preserve, as a means of fire prevention in the latter, has rejected this remedy on account of its prohibitive cost. The additional cost of operation by electricity was estimated to be \$1,156,470 a year more than the present cost of operation by steam locomotives, for the New York Central lines alone, that figure being reduced by only \$100,000 if all the power were generated by water. This great expense is due to the very unfavorable conditions for electric service, the traffic consisting of a few heavy trains over comparatively long distances, whereas economical electrical operation requires a fairly uniform traffic composed of a large number of small trains at small intervals, as in the suburban service of large cities.

St. John Ry.—Negotiations are reported to be in progress for the acquirement of a right of way between St. John and Milledgeville, N.B., 2¾ miles. Several surveys are stated to have been made, the most practicable one leaving Main St., at the corner of Elm St., passing through the latter, alongside the rifle range to Milledgeville. It is also stated that the company intends laying out a number of amusement places at this point.



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MARINE DEPARTMENT.

The Shipping Federation of Canada.

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

Dominion Marine Association.

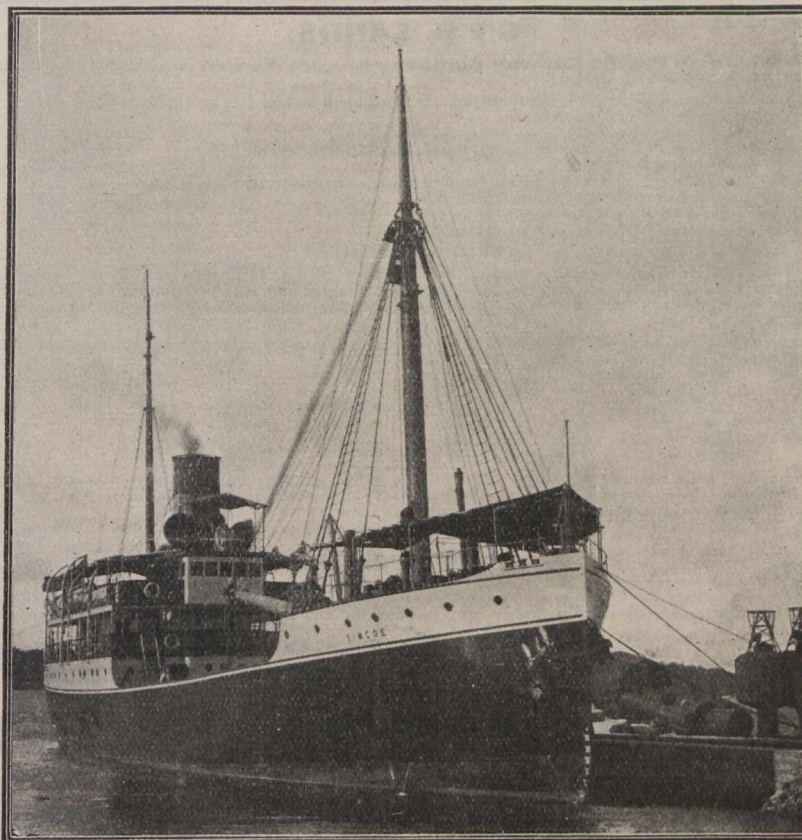
PRESIDENT, C. J. Smith, Montreal; COUNSEL, F. King, Kingston, Ont.

Canadian Association of Masters and Mates.

GRAND MASTER, Capt. F. Scott, Collingwood, Ont.; GRAND SECRETARY-TREASURER, Capt. H. O. Jackson, 376 Huron St., Toronto.

Parry Sound Marine Depot, Etc.

The Department of Marine's depot at Parry Sound, Ont., was established in 1905. The large increase in traffic in the Great Lakes and Georgian Bay, and in tonnage and size of vessels, rendered it imperative that an adequate lighthouse and buoy service be maintained in these waters necessitating a closer supervision and more frequent inspection of the aids to navigation in this vicinity, than had obtained heretofore. The work of attending to the lighthouse and buoy service in this district had continued to increase with a corresponding increase in the aids to navigation, and it was evident that before long steps would have to be taken to devise some means for the proper handling of this important service, so that every facility possible might be afforded vessels navigating these northern waters, in the way of a safe and well lighted route. The introduction of the large signal buoys, and the method of charging the same, necessitated the provision of proper facilities for their maintenance. Previously, the gas for the purpose of charging these buoys was manufactured in the Montreal-Kingston division of the service, and compressed into storeholders which were shipped by rail to Depot Harbor, where they were received by the contractor, who charged the buoys, placed them in position with his own tugs, looked after their maintenance during the season of navigation, and laid them up in the fall. This was the best possible arrangement with the facilities at hand, but it had its disadvantages, in-so-far as the service was at times handicapped in the matter of not having close at hand a suitable workshop and mechanic expert for repairing lanterns, etc., which might have been damaged by any cause, or otherwise in need of repair. In this case it was necessary to send the lanterns to one of the Department's depots on the St. Lawrence, which, however expeditiously the repairs were carried out, caused interruption to the buoy service at Parry Sound. It was thus evident that much



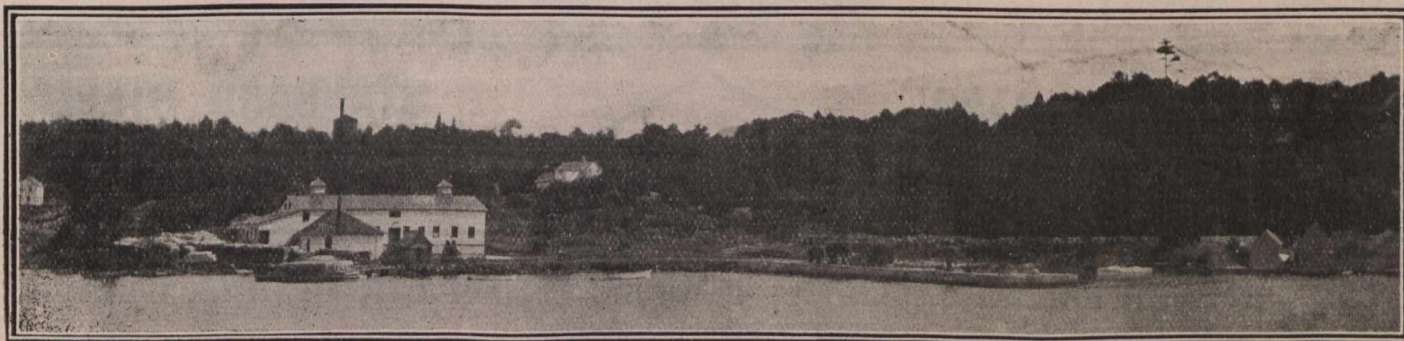
DOMINION GOVERNMENT STEAMBOAT SIMCOE AT PARRY SOUND DEPOT WHARF.

time could be saved if a depot were established close at hand, which besides providing the necessary facilities for the manufacture of gas in the vicinity, would also afford facilities for a closer and more frequent inspection of the lights and buoys, and, therefore, improve the service generally.

Previously, the maintenance of the buoy service had been carried out by contract and had given satisfaction to the Department as far as it was possible under the circumstances, but it has been found in practice that where buoy contracts are not efficiently supervised, indifferent results are sometimes obtained.

Of the aids to navigation in the Upper Lakes, the only inspection possible was the annual inspection of the Superintendent of Lights for the Ontario Division. This division comprises all the lights from Montreal westward to the Northwest Provinces, and each station was visited annually by the Superintendent, on a steamer chartered by the Department of Marine for the purpose of

delivering supplies to the light stations. The Department had no steamer of its own available for this work, and as the vessel was a chartered one the trip was usually made in the shortest possible time, many of the stations being visited through the night. It was difficult to make any satisfactory inspection under the circumstances, the main purpose being to supply the keeper with his annual supplies. In 1904, provision was made in the estimates for the purchase of property in Parry Sound for the establishment of the buoy depot in question. Negotiations were opened in this connection, and the Bobbin factory was purchased. Additional land has been secured since then, and the property now covers 6½ acres. The main building is 120 by 50 ft., and the boiler room is 35 by 35 ft. The old wharf measures 16 by 170 ft. which, together with the new wharf 40 by 250 ft., give all the accommodation necessary for the boats at the depot. There is a gas compressing plant in connection with the depot for the purpose of manufacturing gas for the



MARINE DEPARTMENT'S DEPOT, WHARF, ETC., PARRY SOUND, ONT.

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 to per acre.
 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
 All prices are subject to change without notice.

TERMS OF PAYMENT

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

100 Acres at \$ 8.00 per acre, cash payment	\$191.70	first year's interest	\$ 65.28	and nine instalments of	\$160.00
" " 9.00 " " "	213.70	" " " "	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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This Company has 525,000 acres of selected lands in Manitoba and Saskatchewan which offer excellent opportunities to settlers and investors who desire to secure good lands in well-selected districts. These lands are on sale at the Company's Office at Winnipeg, and at the various land agencies of the Canadian Pacific Railway Company.

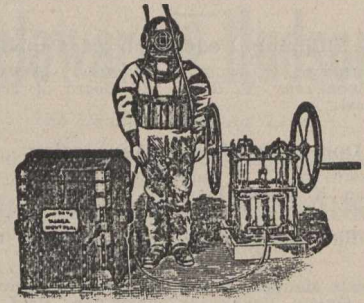
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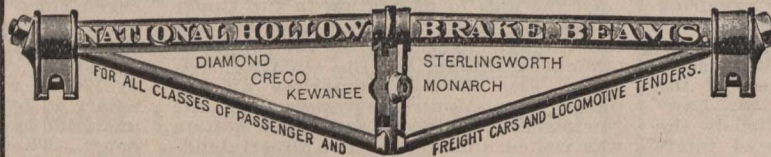
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compressed acetylene lights in the Parry Sound channel. There is also a lantern testing and repairing room. In addition to the buoys guarding the approaches to Parry Sound, the depot also cares for the acetylene beacon at Meaford, and the gas buoys at Lockerby rock and Surprise shoal. Several lights in the district have been changed from oil to acetylene, and this arrangement admits of grouping several lights under one keeper, and all the lights are supervised by the depot. Much lighthouse work in the way of installing lighthouse apparatus, has also been done by the depot; for instance, the new third order light at Lonely Island, and the lights at Collingwood, Meaford, and other places. A berth and dock have lately been completed, making the depot practically complete in every particular, and an establishment creditable to the Department. Up to this season, the buoy service was cared for by a chartered tug, with the aid of a derrick scow. The addition of the new C.G.S. Simcoe for this service, will dispense with the necessity of chartering a tug. The difficulty encountered by the Department in obtaining suitable boats for hire when necessary, and the large expenditures made for this purpose, influenced the Department to provide a steamer of its own, designed to fill the needs required, and which will be at its disposal when required at any time. It was evident that the only perfect and independent system could be obtained by the possession of such a boat. Besides delivering the annual supplies to the lightkeepers in the Ontario Division, and being available for the inspection work, when necessary, it is intended also to use this boat for the transportation of men and materials to isolated stations where repairs may be necessary, or new illuminating apparatus in the course of installation. Special care and attention were given to the designing of the boat, in order that she might meet the needs of the particular service for which she was intended. Detailed plans and specifications were prepared in the Department, and the vessel was built in England. Her principal dimensions are as follows:

Length	194' 0"
Length b. p.	180' 0"
Breadth moulded	35' 0"
Depth moulded	17' 6"
Depth to lower deck	10' 6"
Upper deck to poop deck	7' 6"
Poop deck to boat deck	7' 6"
Load draft in fresh water	11' 0"
Speed	12 knots
Coal, full supply	150 tons

She is classed 100 A1 at Lloyds Canadian Lake Service, with water ballast and double bottom fore and aft and full equipment to Board of Trade requirements and Canadian Steamboat Inspection Act. She is capable of being navigated through solid ice 12 ins. thick. She has straight stem, elliptical stern and seven water tight bulkheads, two steel masts, special consideration having been given to the forward one in view of the heavy derrick and gear fitted thereto. The derrick is capable of lifting 27 tons. The vessel has 70 ft. of clear deck forward. The great lifting power of the derrick and large deck space was designed for the lifting and storing of the large buoys in the service. She is electrically lighted throughout and fitted with one searchlight of 12,000 candle power. She carries 1 steam launch, 2 surf boats and 2 dinghys. She is propelled by twin screws driven by two sets of direct-acting triple expansion engines capable of driving her at a speed of 12 knots. High pressure cylinder 13½ ins., mean pressure cylinder 22 ins., low pressure cylinder 36 ins., stroke of piston 27 ins. She is equipped with two Babcock & Wilcox natural draft water tube marine boilers, the working pressure being 180 lbs. per square inch and tested by hydraulic pressure to 360 lbs. per square inch.

The U. S. Vessel Tonnage Tax.

The U.S. Department of Commerce and Labor has decided that vessels stopping at U.S. ports solely for bunker coal will not be liable for the new tonnage tax, and that this decision was to be effective from Nov. 4, and was to apply as well to Canadian as to other vessels.

The U.S. Department of Commerce through its Commissioner of Navigation advises that the tonnage tax falls impartially on U.S. vessels as well as on certain vessels entering from foreign ports. This renders an exact measure of retaliation by the Dominion Government undesirable. The Dominion Marine Association is working with the Lake Carriers Association and the Association of Passenger Lines in the U.S. with a view to having the Great Lakes excluded from the operation of the new law, which was passed by Congress largely with ocean tonnage in view, and chiefly with the repeal of British light dues in consideration. British tonnage preponderated on the ocean, and in the view of the Department of Commerce and Labor reciprocity was no longer desirable. Hence the new tax, falling on vessels entering from certain foreign ports, including Ontario. Having regard to comparative U.S. and British or Canadian tonnage entering U.S. ports from Ontario ports, the inclusion of the lakes in the law seems a manifest error.

Notices to Mariners

The Department of Marine has issued the following:

- No. 99. Oct. 18. 264.—British Columbia, Vancouver Island, Stuart channel, Boat harbor, hydrographic information, buoys established.
- No. 100. Oct. 20. 265.—British Columbia, Vancouver Island, south coast, Juan de Fuca Strait, Race rocks, change in fog alarm.
- No. 101. Oct. 21. 266.—Quebec, River St. Lawrence below Quebec, St. Michel, buoys established. 267.—Quebec, River St. Lawrence, chart St. Nicholas to Quebec bridge issued. 268.—Quebec, River St. Lawrence, ship channel between Quebec and Montreal, types of gas buoys not to be given in future in the Canadian List of Lights. 269.—Quebec, River St. Lawrence, Yamachiche Bend, color of

gas buoy light, Ile Deslauriers, character of gas buoy light.

No. 102. Oct. 22. 270.—Quebec, Gulf of St. Lawrence, entrance to Bonne Esperance harbor, Whale Island, beacon rebuilt. 271.—Newfoundland, Labrador, Belle Isle, north end, change in shape and color of lighthouse. 272.—Newfoundland, Strait of Belle Isle, Watts Point, beacon established.

No. 103. Oct. 26. 273.—Quebec, River St. Lawrence, Quebec, back range light destroyed by fire, temporary light.

No. 104. Oct. 30. 274.—Quebec, River St. Lawrence below Quebec, Morin shoal, gas and signal buoy replaced by gas buoy. 275.—Quebec, River St. Lawrence, Orleans channel, Orleans Island, intended improvement of St. Pierre range lights. 276.—Quebec, River St. Lawrence, Ste. Croix, light improved.

No. 105. Nov. 4. 277.—Ontario, Georgian Bay, south side, Vails Point shoal, gas and bell buoy established.

No. 106. Nov. 5. 278.—British Columbia, Active Pass, Mayne Island, Helen Point, change in fog bell. 279.—British Columbia, Chatham Sound, Malacca passage, Lawyer islands, new lighthouse tower. 280.—British Columbia, Queen Charlotte Islands, Hecate Strait, Skincuttle inlet, Copper islands, gas lighted beacon established, New England rock gas and whistling buoy withdrawn.

No. 107. Nov. 6. 281.—Ontario, Georgian Bay, Wingfield basin, dredged channel, buoys and beacons.

No. 108. Nov. 8. 282.—Nova Scotia, Cape Breton Island, east coast, Flint island, fog alarm established. 283.—Newfoundland, east coast, Catalina, Green island, change in fog alarm.

284.—England, west coast, Holyhead approach, South Stack light, alteration in character. 285.—Scotland, west coast, Skye, Neist point, lighthouse established.

No. 109. Nov. 10. 286.—Nova Scotia, west coast, Cape St. Mary, intended change in character of light postponed.

No. 110. Nov. 15. 287.—British Columbia, Vancouver Island, west coast, Quatsino Sound, Entrance Island, arc of visibility of light. 288.—British Columbia, Finlayson channel, Hiekish Narrows, rock located. 289.—British Columbia, Chatham Sound, chart of Prince Rupert harbor issued.

No. 111. Nov. 15. 290.—Ontario, Lake Ontario, west end, Burlington channel, intended fog alarm at front range lighthouse. 291.—United States of America, shoal water in upper Detroit River.

Lake Grain Shipments, 1909 Crop.

The following statement, prepared by F. E. Gibbs, Grain Inspector, Fort William, Ont., shows the bushels of grain shipped from the different elevators at Fort William and Port Arthur, of the 1909 crop, Sept. 1 to Oct. 31, inclusive, with the ports of destination.

	WHEAT	OATS	BARLEY	FLAX
CANADIAN PORTS				
Collingwood	37,665.00	29,880.10		
Depot Harbor	1,318,821.40	101,605.07		
Goderich	1,711,622.30	1,013,980.26	19,848.36	32,960.18
Kingston	2,591,182.40	558,249.04	108,832.04	
Montreal	1,800,265.30	362,758.30	100,132.30	118,954.17
Midland	120,000.00			
Meaford	215,423.40	110,886.16		
Owen Sound	857,794.10	836,973.00	93,049.12	
Prescott	2,077.30			
Port Colborne	1,151,870.00			
Point Edward	619,761.50	157,670.00	10,000.00	42,567.40
Tiffin	3,460,094.40	165,649.32	56,077.04	
Totals	13,866,579.10	3,337,653.23	387,939.38	194,482.19
FOREIGN PORTS				
Buffalo	5,821,372.20	59,000.00	305,678.26	149,724.39
Chicago	316,822.10			
Port Huron	121,000.00			
Totals	20,145,773.40	3,396,653.23	693,618.16	344,207.02
CANADIAN VESSELS				
	16,004,717.10	3,337,653.23	555,494.28	194,482.19
FOREIGN VESSELS				
	4,141,056.30	59,000.00	138,123.36	149,724.39
Totals	20,145,773.40	3,396,653.23	693,618.16	344,207.02

Canadian Pacific Railway Company.

Issue of New Ordinary Capital Stock.
NOTICE is hereby given that, pursuant to Resolution passed at the Special General Meeting of Shareholders on 7th October, 1908, an issue of \$30,000,000 additional Ordinary Capital Stock of the Company, or 300,000 Shares of \$100 each, has been ordered by the Board of Directors.

The Stock will be offered to the Shareholders of record at 3 p.m. on MONDAY, the 15th Day of November, 1909, at the price of \$125 per share, being at a premium of \$25 over and above the par value thereof on the basis of 20 per cent., or one share in five of their respective holdings.

The right to subscribe will expire at 3 p.m. on WEDNESDAY, January 5, 1910.

Payments will be received at the Bank of Montreal, London, New York, or Montreal, as follows:—

20% or \$25 per share on subscription on or before January 5th, 1910.

20% or \$25 per share on March 9th, 1910.

20% or \$25 per share on May 9th, 1910.

20% or \$25 per share on July 8th, 1910.

20% or \$25 per share on Sept. 7th, 1910.

Interest at the rate of six per cent. per annum will be paid in July, 1910, from the due date of each instalment to June 30th, 1910, on instalments up to and including that of May 9th, 1910, which have been paid on or before due dates.

All shares of the issue on which instalments have been paid in full on the due dates will rank with the existing stock for the full dividend accruing for the half-year ending December 31st, 1910.

A circular containing the terms of subscription and payment, and enclosing warrants of subscriptions, will be mailed to the Shareholders on or about the 30th day of November, 1909.

By Order of the Board,
W. R. BAKER,

Secretary.

Dated at Montreal, 20th October, 1909.

NOTICE.—The Canadian Pacific Railway Company will apply to the Parliament of Canada, at its next session, for an Act authorizing it to construct and operate a line of railway from a point on its Pheasant Hills Branch at or near Asquith, in the Province of Saskatchewan, in a northerly and northwesterly direction to a point in Township 38 or 39 Range 10, 11 or 12, a distance of about twenty miles, and for other purposes.

W. R. BAKER,

ANDREW T. THOMPSON, Secretary,
Ottawa Agent.

Dated at Montreal, the 1st November, 1909.

G.T.P. Branch Lines Co.

NOTICE is hereby given that The Grand Trunk Pacific Branch Lines Company will apply to the Parliament of Canada, at its next session, for an Act amending the Act incorporating the Company, Chapter 99 of the Statutes of 1906, and authorizing the construction of the following additional lines of railway:—

(1) From a point on the Western Division of the Grand Trunk Pacific Railway in the vicinity of the town of Watrous, Sask., to a point at or near Calgary, Alta., or to a point on the line authorized to be constructed by the Company from a point on the said Western Division between the 111th and 113th degrees of longitude to Calgary, Alta.

(2) From a point on the proposed line mentioned in paragraph (1), within ranges 4, 5 or 6, west of the third meridian, thence in a southeasterly and easterly direction to a point at or near Regina, Sask.

(3) From a point on the proposed line mentioned in paragraph (1) within ranges 21, 22, 23 or 24, west of the third meridian, thence in a northerly or northeasterly direction to a point at or near the town of Biggar, Sask.

W. H. BIGGAR,

Solicitor for the Applicants.

Montreal, October 21st, 1909.

THE JAMES BAY AND EASTERN RAILWAY COMPANY.

Notice is hereby given that application will be made to the Parliament of Canada, at its next session, for an Act incorporating a company under the name of the James Bay and Eastern Railway Company, with power to construct and operate a line of railway running from some point on the authorized line of the Canadian Northern Ontario Railway near Lake Abitibi, thence in a generally easterly and southeasterly direction, passing south of Lake St. John, to a point at or near the mouth of the Saguenay River, with a branch from such line or location in the County of Chicoutimi to Ha Ha Bay on the Saguenay River, also fixing the amount of securities to be issued with respect to such line, and authorizing amalgamation with other companies, with other usual and customary powers.

GEO. F. MACDONNELL,

Solicitor for the applicants.

Toronto, Ontario, 27th October, 1909.

THE ONTARIO & OTTAWA RAILWAY COMPANY.

Notice is hereby given that application will be made to the Parliament of Canada at its next session for an Act incorporating a Company under the name of The Ontario and Ottawa Railway Company, with power to construct and operate lines of railway running from a point on the authorized line of the Canadian Northern Ontario Railway at or near Lake Couchiching, thence in a generally easterly direction to a point in the Township of Snowdon, in the County of Haliburton, and from a point at or near Bird's Creek or Bancroft, in the County of Hastings, thence in a generally easterly direction to or near Renfrew, thence crossing the Ottawa River and continuing in a generally southeasterly direction to a point at or near the City of Hull, or re-crossing the Ottawa River to a point at or near the City of Ottawa; also fixing the amount of securities issued with respect to such lines, and authorizing amalgamation with other Companies, empowering the Company to acquire the capital stock or securities of other Companies with which it may be authorized to amalgamate, and to consolidate the securities issued by such Companies, with other usual and customary powers in the premises.

GEORGE F. MACDONNELL,

Solicitor for the Applicants.

Toronto, Ontario, November 9, 1909.

NOTICE.

In conformance with the Patent Act, and particularly Section 38, with reference to Canadian Patent Number 108,262, granted to H. E. Brown, for improvements in Brakes, the public are hereby notified that the manufacture of the article protected under the said patent is being proceeded with, and that enquiries for the supply of the same, for licenses to manufacture or other negotiations in regard to the Patent Rights may be made to the undersigned.

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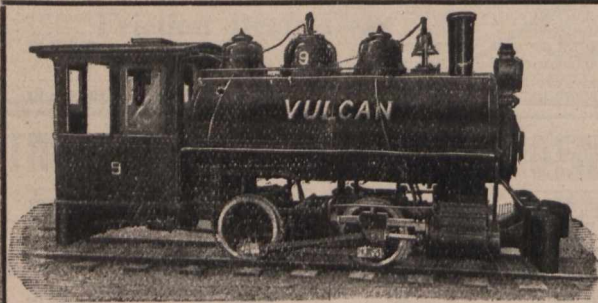
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Marine Insurance Legislation.

A meeting held in Montreal recently was attended by a number of manufacturers and lumbermen and also by solicitors for various interests, including foreign unlicensed insurance companies, for the purpose of considering the pending Dominion Insurance Bill and organizing opposition. The action taken was to adopt unanimously a resolution prepared and moved by F. King, counsel Dominion Marine Association, as follows: "That in the opinion of this meeting the right of the individual to insure his risks in whatever quarter he desires should be recognized as a first principle in any legislation; that the prohibitions and penalties of the proposed bill should properly apply only to those companies, associations and individuals who solicit insurance or carry on through established agencies an insurance business in Canada; and that a committee consisting of the legal representatives present be appointed to prepare and present a case in support of these views to Parliament; and that a further committee of business men be appointed to arouse public opinion and enlist the assistance of the press, the Bankers' Association and other commercial bodies in opposition to the bill."

The pending bill adds to the existing prohibition a penalty on the inspector of the risk and on the adjuster of the loss. This apparently applies to marine risks. The section which imposes the tax upon the insured appears to apply only to fire risks and would not include marine policies. The matter is, however, not sufficiently clear and the Dominion Marine Association will continue to oppose the bill unless by an amendment it is made absolutely clear that marine interests are not affected.

H. and A. Allan, Ltd.

Since the retirement of J. and A. Allan of Glasgow, Scotland, from any active part in the affairs of the Allan Line, a general transfer of shares has taken place, so that practically the whole are held on this side of the Atlantic. The list is as follows:—Sir H. Montagu Allan, 15,727; H. A. Allan, 14,132; B. J. Allan, 14,580; A. A. Allan, 14,698; J. S. Park, 500; J. A. Spens and A. D. Wylie, one each. Following is a copy of the balance sheet for the recently closed financial year of the company, to which reference was made in our last issue:

CAPITAL AND LIABILITIES.	
Capital issued	£ 603,390
Debentures issued	550,000
Amount of loan from J. & A. Allan, general managers	440,096
Amount owing by the company to various creditors and on current and open accounts, suspense account, bills payable, etc.	146,021
Balance	103,789
Total	£1,846,296
ASSETS.	
No good-will	
Steamships	£1,757,390
Buildings, wharf property, fixed plant and machinery	31,161
Movable plant, stock of materials, stores, etc.	33,352
Cash in bank and in hand, and unexpired premiums of insurance paid for	24,393
Total	£1,846,296

During Aug. and Sept., 17 employes were killed, and five injured in the course of their work in connection with the navigation of Canadian waters. Of the fatalities, ten were due to drowning, four to falls, two to falling material and one to being caught between a boat and a wharf; while, of the other accidents, two were due to falls and one each to falling material, flying material and to machinery.

Wreck of the s. s. Hestia.

An enquiry has been held into the causes of the wreck of the Donaldson Line s.s. Hestia, on Old Proprietor Ledge in the Bay of Fundy on Oct. 25, before Capt. W. R. Lugar, with F. Nash and R. Jones as Assessors, the judgment being delivered Nov. 12, as follows:—The Court is of opinion that the causes which led up to the loss of the s.s. Hestia were the error of compass; neglect of soundings when in sight of Gannet Rock light; insufficient allowance made for set of ebb tide and strong wind; error of judgment on the part of the master in allowing the vessel to get the bearing of Gannet Rock light to the southward of west magnetic; the vessel was about 5½ miles from the Gannet Rock light when she stranded.

Atlantic and Pacific Ocean Marine.

Owing to the repairs to the C.P.R. s.s. Empress of Ireland requiring longer time that was anticipated, its sailing from Liverpool, Eng., on Dec. 3, has been cancelled, and arrangements made with the Allan Line, for the s.s. Hesperian to take its place.

In referring to the wreck of the Donaldson Line s.s. Hestia, the Daily Telegraph, London, Eng., recently stated that the disaster occurred in the Bay of Fundy, while the vessel was on a voyage from Glasgow to Quebec. And after all the British editorial tours through Canada too.

The British Board of Trade held an enquiry, Nov. 6, into the causes of the loss of the Allan Line s.s. Laurentian, off Newfoundland Sept. 6, and held that Capt. Imrie was at fault in having altered the course landward and continued at full speed during a fog. His certificate was suspended for three months.

The Dominion Government has renewed, for one year, the contract with the C.P.R. for the winter freight service between St. John, N.B., Halifax, N.S., and London, Eng., on the basis of \$15,000 for 10 round trips. The company's steamships Lake Michigan, Mount Temple, Montreal and Montezuma will be utilized on this service.

The report, which has appeared recently in the daily press, that the Quebec Steamship Co. has purchased the Cunard Line s.s. Lucania, which was recently considerably damaged by fire at Liverpool, Eng., is incorrect. The vessel was sold to a firm of ship breakers and has been removed to Swansea, South Wales, to be broken up.

The estimates for the fiscal year ending Mar. 31, 1911, which have been laid before Parliament, provide \$25,000 in aid of a steamship service between St. John, N.B., and Cuba. It is stated that a company is being organized in St. John to operate such a service, and that it will apply for the subsidy. The Elder Dempster Co., which is at present operating a service to Mexico will also apply.

A contract is reported to have been made between the Canadian Northern Ry. and the British Columbia Government for the establishment of several distinct steamship lines on the Pacific Ocean. It is stated that four vessels will be operated in the Japan and China trade, four on the Australia and New Zealand route, and other vessels will be placed on the northern coast route.

An investigation was held recently at Newcastle, Eng., into the causes of the stranding of the Thomson Line s.s. Cairncrag, which occurred on the Snorting rocks, Big Dover Island, on the Nova Scotia coast, in July. The court found that the vessel was not being navigated at too great a speed, but that the lead was not used with sufficient care and

frequency, and the vessel was not navigated with proper and seamanlike care. The loss of the vessel was caused by the wrongful act and default of the master in setting too fine a course, improperly applying the local variations to that course, and subsequently navigating the vessel straight for the land, and neglecting to take proper soundings for the purpose of ascertaining her position. Having regard to the master's good character and length of service in one employ, the court did not deal with his certificate, but severely reprimanded him and ordered him to pay £5 towards the cost of the enquiry.

Maritime Provinces and Newfoundland.

The contract for the wharf, under construction at Leonardville, N.B., was let to T. P. Charleson; Ottawa, the price being \$9,895.

The final accounts of the liquidator of the New Panther Steamship Co. were presented at a recent meeting of shareholders at St. John's, Nfld.

The Eastern Steamship Co.'s winter sailings between St. John, N.B., and Boston, Mass., commenced Nov. 10, two sailings each week being undertaken.

The port of Little Bras d'Or, N.S., has been declared to be a public harbor, comprising all the waters of Little Bras d'Or west of a line drawn from Alder Point to High Cape, off Aconi lighthouse, and east of a line drawn from Moore Point to Grove Point.

McKinnon Harbor, N.S., has been declared to be a public harbor. Its limits comprise all navigable waters, north or inside of lines drawn from the extremity of McKinnon Point to Campbell Island lighthouse, thence to the west extremity of Round Island, and due north to the mainland.

Bowring Bros.' whaling steamship Terra Nova, which has been sold for the purpose of conveying the British expedition party under Commander Scott, to the Antarctic next year, sailed from St. John's, Nfld., towards the end of Oct., for London, Eng., where she will be equipped for the voyage.

The Judicial Committee of the Privy Council delivered judgment recently in London, Eng., in the case of the St. John Pilot Commissioners against the Cumberland Railway and Coal Co., by which the company's coal barges are declared not to be exempt from the payment of compulsory pilotage dues under the Pilotage Act. Judgment was entered in favor of the Commissioners for \$735 and all costs.

The s.s. King Edward, which was wrecked some time ago at Anticosti, and later salvaged and taken to Levis, Que., was offered for sale by tender recently, on behalf of the underwriters. She is equipped with triple engines with cylinders 13. 22 and 36 ins. diam., by 27 ins. stroke, supplied with steam from one Scotch boiler, steam windlass and winches. Her dimensions are: length, 149 ft.; breadth, 24 ft.; depth, 11 ft.; 355 tons gross, built in 1902.

The appeal of the Senlac Steamship Co., St. John, N.B., was dismissed recently by the Judicial Committee of the Privy Council, in London, Eng. The appeal arose out of the litigation in connection with the collision between the company's s.s. Senlac and the s.s. Rosalind, July 1, 1907. The Nova Scotia Admiralty Court originally decided that both vessels were to blame and ordered that the cost of repairs of each vessel be divided. As the s.s. Rosalind sustained little, or no damage, the owners appealed against this decision and the Supreme Court of Canada decided in their favor, which decision has been upheld.

In connection with the recent proposals for the construction of dry docks and

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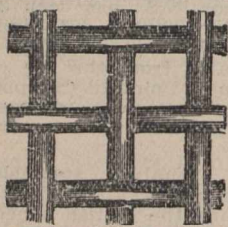
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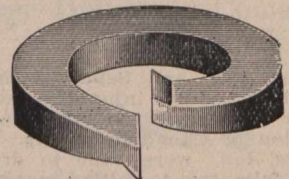
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shipbuilding yards in Canada, it is learned that a proposal has been submitted to the Government, whereby a company will undertake to construct a dry dock and ship repair plant at St. John, N.B., and a dry dock and shipbuilding plant at Levis, Que., in return for a bonus of \$250,000 a year for 50 years. Harland and Wolff, Belfast, Ireland, and MacArthur and Perks, Ltd., which has been incorporated in Canada, the principals residing in the United States and in England, are interested in the scheme. The former firm has built many of the principal trans-Atlantic vessels, and the latter firm is intimately connected with the Georgian Bay canal scheme. There is every probability that the scheme, on some such lines will go through, though it has been stated that the subsidy asked for is too large. Sir Robert W. Perks recently intimated that he would not seek re-election as a member of the British Parliament, owing to engagements he had undertaken in Canada.

Province of Quebec Marine

The work of removing gas buoys from the St. Lawrence channel was commenced between Montreal and Portneuf, Nov. 22.

The Richelieu and Ontario Navigation Co. is considering the building of a sister vessel to the recently constructed City of Rochester.

The hull of the Richelieu and Ontario Navigation Co.'s steamboat Prescott, which was recently destroyed by fire, at Montreal, has been raised from the river bed and taken to the guard pier for examination.

An order in council has been passed making regulations for the governance of the ferry across the St. Lawrence River, between Prescott, Ont., and Ogdensburg, N.Y., license for the operation of which has been granted for 10 years from Oct. 1.

Plans for a number of improvements in the Montreal harbor, to be spread over ten years, at a total cost of about \$15,000,000, have been placed before the Minister of Marine, and it is stated that a bill founded on them will be presented to Parliament at an early date.

The one-hundredth anniversary of steam navigation on the St. Lawrence River occurred Nov. 1. There was no celebration of the event, along the river, other than that the majority of vessels carried flags. The steamboat Accommodation, which operated between Montreal and Quebec in 1809, was the first steamboat entirely built and equipped on this continent.

The company which recently acquired the franchise for the operation of a ferry service between Quebec and Levis is reported to have placed contracts for the material for the construction of two pontoons during the winter. It is also stated that plans for summer boats had been completed, and that it was the intention to call for tenders for their construction at once, so that they might be ready for service next spring. Two winter boats will also be built next year in order to deal with the next winter's traffic.

Writs have been served on Capt. L. A. Demers, acting Wreck Commissioner; Capt. J. Bain and R. Bequet, pilot, at the instance of Pilot Pouliot, to prevent them from reopening the investigation into the grounding of the s.s. Georgetown in Sept. last. At the original investigation, Oct. 11, Pilot Pouliot acknowledged that he was in fault on account of defective eyesight, and surrendered his license as pilot, after 41 years service. This, it is claimed, was accepted by the court, and was considered a final disposition of the matter. On behalf of the Marine Department, it is contended that the Minister of Marine has full authority to reopen any trial, even after a judgment has been given. Counsel for the pilot protested against further proceedings, but the court ordered the issue of a warrant against Pouliot.

Ontario and the Great Lakes.

Forwarders, Ltd., Kingston, has purchased the steamboat Port Colborne, a description of which was given in our last issue.

The name of the steamboat Elsinore, no. 126507, registered at Owen Sound, has been changed by order in council to Runabout.

The Richelieu and Ontario Navigation Co. was fined \$250 at Buffalo, N.Y., Nov. 11, for landing an alien in violation of the U.S. labor laws.

The Board of Railway Commissioners has authorized the C.P.R. to load and unload its car ferries, which operate between Port Burwell and Ashtabula, Ohio, on Sundays.

Capt. W. Muir, of Muir Bors., owners of the Port Dalhousie dry dock, died at St. Catharines, Nov. 12, aged 89. He came to Canada from Scotland in 1834, and was connected with lake navigation for over 60 years.

The Farrar Transportation Co.'s steamboat Collingwood, which was recently sunk in collision in the Detroit River, has been repaired and left Detroit on her first trip Nov. 9.

The Dominion Marine Association has asked the Dominion Government to provide appropriations to begin the work of removing the Green shoals, Ottawa River, and to continue the improvement of Telegraph channel, Bay of Quinte.

The Canada Atlantic Transit Co.'s steamboat Ottawa foundered off Passage Island, Nov. 16, during a storm, the captain and crew escaping with difficulty. The shifting of the cargo is stated to have been the chief cause of the disaster.

C. J. Smith, General Manager Richelieu and Ontario Navigation Co., stated Nov. 16 that the company had decided to order another vessel in Toronto. It will be similar to the Rapids King and Rapids Queen, but of the most modern type.

The C.P.R. steamboat Athabasca, which was recently taken to Collingwood for repairs after being damaged on Flower Pot Island, near Owen Sound, is to be lengthened 36 ft. during the winter. This will increase her passenger capacity 25% and her cargo capacity 20%.

The rules and regulations governing ports in Canada have been amended, by the addition of a clause, providing that the speed of steam vessels navigating the Canadian waters of the St. Clair River shall not exceed nine miles an hour. A similar regulation applying to U.S. waters has also been passed by the U.S. Government.

The Ottawa Forwarding Co.'s steamboat Welshman was destroyed by fire, Nov. 7, on the Ottawa River, near Lachute. The loss is estimated at \$1,000,000. She was built at Ottawa in 1900, and was a screw driven steamer, with engine of 48 n.h.p. Her dimensions were: length, 105 ft.; breadth, 23 ft.; depth, 6 ft.; tonnage, 204 gross, 99 register.

An order in council has been passed making regulations for the governance of a ferry across the Detroit River, between Walkerville, Ont., and Detroit, Mich., providing for operation between 5.45 a.m. and 10.15 p.m., at intervals of not more than 30 minutes on week days and between 8 a.m. and 10.15 p.m. on Sundays. A license will be granted for 10 years from May 1, 1910.

The Dominion Marine Association has again asked the Dominion Government to introduce legislation for the inspection and licensing of gasoline launches carrying passengers for hire, so as to prevent the unfair competition and risk of life which is permitted by the Canada Shipping Act in not requiring these boats to comply with the statute in any way except in the matter of life preservers and fire.

The U.S. Lake Survey reports the

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Canada Iron Corporation, Ltd.....Montreal.
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Taylor & Arnold.....Montreal.
- Cranes**
Brown Hoisting Machinery Co...Cleveland.
- Cranes, Electric**
Babcock & Wilcox.....Montreal.
Dominion Bridge Co.....Montreal.
Mussens Limited.....Montreal.
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American Hoist and Derrick Co..St. Paul.
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- Dump Cars, Hand**
Meaford Wheelbarrow Co., Ltd. Meaford.
- Dynamos**
Northern Electric & Mfg. Co., Ltd. Montreal.
Dynamo and Electric Castings
American Brake Shoe & F'dry Co. Mahwah.
- Economizers**
Babcock & Wilcox (Ltd.).....Montreal.
- Electric Car Route Signs**
Acton Burrows Limited.....Toronto.
- Electric Apparatus**
Allis-Chalmers-Bullock Ltd.....Montreal.
Northern Electric & Mfg. Co., Ltd. Montreal.
- Electric Light Plant**
Allis-Chalmers-Bullock Ltd.....Montreal.
- Elevators, Grain**
John S. Metcalf Co.....Chicago, Ill.
- Enameled Iron Signs**
Acton Burrows Limited.....Toronto.
- Engines, Automatic**
Robb Engineering Co., Ltd. Amherst, N.S.
- Engines, Corliss**
Robb Engineering Co., Ltd. Amherst, N.S.
Allis-Chalmers-Bullock Ltd.....Montreal.
- Engines, Gas**
Allis-Chalmers-Bullock Ltd.....Montreal.
- Engines, Gasolene**
Canadian Fairbanks Co., Ltd.....Montreal.
Ontario Wind Engine & Pump Co. Toronto.
- Engines, Hoisting**
Allis-Chalmers-Bullock Ltd.....Montreal.
American Hoist and Derrick Co..St. Paul.
Dominion Equip't & Supply Co., Winnipeg.
M. Beatty & Sons.....Welland, Ont.
Robertson Mfg. Co.Welland, Ont.
I. Matheson & Co.New Glasgow, N.S.
- Engines, Stationary and Marine**
I. Matheson & Co.New Glasgow, N.S.
Polson Iron Works, Ltd.....Toronto.
Robb Engineering Co., Ltd. Amherst, N.S.
- Engines, Steam**
Allis-Chalmers-Bullock Ltd.....Montreal.
- Explosives**
Standard Explosives Limited.....Montreal.
- Express Office Signs**
Acton Burrows Limited.....Toronto.
- Fencing**
Owen Sound Wire Fence Co..Owen Sound.
- Fire Brick**
Mussens Limited.....Montreal.
- Flags**
The Hudson's Bay Co.....
- Flour**
The Hudson's Bay Co.....
- Forgings**
Canada Car Co., Limited.....Montreal.
Cleveland City Forge & Iron Co..Cleveland.
Crossen Car Mfg. Co.....Cobourg, Ont.
Hamilton Steel & Iron Co., Ltd. Hamilton.
Nova Scotia S. & C. Co., New Glasgow, N.S.
Standard Steel Works Co. Philadelphia, Pa.
- Foundry Appliances**
Goldschmidt Thermit Co.....Toronto.
Ontario Wind Engine & Pump Co., Ltd.,
- Frogs**
Canadian Ramapo Iron Wks. Niagara Falls.
- Furnaces, Corrugated**
Continental Iron Works...Brooklyn, N.Y.
- Fuse Batteries**
Standard Explosives Limited.....Montreal.
- Fuse Detonators**
Standard Explosives Limited.....Montreal.
- Fuses, Electric**
Standard Explosives Limited.....Montreal.
- Gaskets**
The Holden Co., Ltd.....Montreal.
McCord & Co.....Chicago, Ill.
- Gates**
Owen Sound Wire Fence Co..Owen Sound.
- Gates, Crossing**
General Railway Signal Co. Rochester, N.Y.
The N. L. Piper Ry. Supply Co. Toronto.
- Gauges, Locomotive**
Taylor & Arnold.....Montreal.
- Generators, Electric**
Northern Electric & Mfg. Co., Ltd. Montreal.
- Grates, Shaking**
Babcock & Wilcox, Ltd.....Montreal.
- Groceries**
The Hudson's Bay Company.....
- Guides and Outfitters**
Otto Bros.Field, B.C.
- Hammers, Cast Steel**
American Brake Shoe & F'dry Co. Mahwah.
James Smart Mfg. Co...Brockville, Ont.
- Handcars**
Canadian Fairbanks Co., Ltd.....Montreal.
Crossen Car Mfg. Co.....Cobourg, Ont.
Dominion Equip't & Supply Co., Winnipeg.
F. H. Hopkins & Co.....Montreal.
Mussens Limited.....Montreal.
Rice Lewis & Son.....Toronto.
- Hardware**
The Hudson's Bay Co.....
Rice Lewis & Son.....Toronto.
- Headlights**
Commercial Acetylene Co.Toronto.
The N. L. Piper Ry. Supply Co. Toronto.
Pyle National Elec. Headlight Co. Chicago.
- Headlinings**
Crossen Car Mfg. Co.....Cobourg, Ont.
- Heaters, Feedwater**
Robb Engineering Co., Ltd. Amherst, N.S.
- Heating, Car**
Canadian Gold Car H'g & L'g Co. Montreal.
Safety Car Heating & L'ting Co. New York.
- Hoists, Electric**
American Hoist & Derrick Co...St. Paul.
- Hoists (Pneumatic)**
Taylor & Arnold.....Montreal.
- Hollow Staybolt and Steel Bars**
Falls Hollow Staybolt Co. Cuyahoga Falls.
- Hoppers, Car (Wet or Dry)**
Duner Co.....Chicago, Ill.
- Hydrants**
Canadian Fairbanks Co., Ltd.....Montreal.
Kerr Engine Co.....Walkerville, Ont.
- Illustrations**
Acton Burrows Limited.....Toronto.
- Injectors**
T. McAvity & SonsSt. John, N.B.
- Inspections**
R. W. Hunt & Co.Montreal
- Insurance, Accident**
Canadian Ry. Accident Ins. Co...Ottawa.
Imperial Guarantee & Ac. Ins. Co. Toronto.
- Insurance, Boiler**
Canadian Casualty & Boll. Ins. Co. Toronto.
- Interlocking Plant and Signals**
General Railway Signal Co. Rochester, N.Y.
Montreal Steel Works.....Montreal.
Saxby and Farmer, Ltd.....Montreal.
- Iron and Steel Bars**
Hamilton Steel & Iron Co., Ltd. Hamilton.
- Iron, Pig**
Hamilton Steel & Iron Co., Ltd. Hamilton.
Nova Scotia S. & C. Co., New Glasgow, N.S.
- Iron Signs**
Acton Burrows Limited.....Toronto.
- Iron Staybolt Bars**
Falls Hollow Staybolt Co. Cuyahoga Falls.

levels of the great lakes, in feet above tidewater, for Oct., as follows:—Superior, 602.31; Michigan and Huron, 580.38; Erie, 571.79; Ontario, 245.84. It was anticipated that the levels would fall, during Nov., as follows:—Superior, 0.1 ft.; Michigan and Huron, 0.2 ft.; Erie, 0.3 ft.; Ontario, 0.3 ft. Compared with the average Oct. levels for the past ten years, Superior was 0.82 ft. below; Michigan and Huron, 0.43 ft. below; Erie, 0.33 ft. below; Ontario, 0.17 ft. above.

After conference with a committee of the Dominion Marine Association the Marine Department has decided to place the new light on the north east end of Michipicoten Island, where it will be of service to boats taking the northern channel past the island, whether bound up or down. It will be placed far enough east to be picked up by the boat up bound and far enough north to be seen by the down bound boat after passing the last preceding light on the north shore. Col. Anderson, Chief Engineer of the Department, made a special tour of the island to ascertain the best points available.

After considerable correspondence between the Dominion Marine Association and the Marine Department it has been arranged that men shall be added to the staff of employes, for their purpose of taking lines from vessels at the head of the Galops canal, the head of the Rapide Plat, and the head and foot of the Cornwall canal, the other locks, in the opinion of the Department not requiring this assistance, and in some cases no money being available this year for the purpose of paying extra men. On the Welland, the existing arrangement, under which each vessel employs men to follow the boat through the canal on the bank, will be continued. At Sault Ste. Marie the difficulty was corrected some time ago.

The C.P.R. plans for its new bridge over the Kaministikwia River, just below Mission River Jct., Ont., as submitted to the Dominion Public Works Department have been protested against by the Dominion Marine Association, which contends that the bridge's position is bad, that it has a central pier and that its span is too short. The Association urges the erection of a double bascule or roller lift bridge, with a clear open passage of 200 ft. The plan for a bridge over the McKellar River is also criticised and a full 100 ft. is asked there. A correspondent advises us that a ludicrous situation developed at the G.T.P.R. bridge at West Fort William recently. After dark a vessel had to send her own crew on to the draw to operate it, and then could not get her crew back as they would have to stay to close the draw. The G.T.P.R. has agreed to put on a night shift of men, and is trying to rush the installation of electrical apparatus to operate the draw.

Manitoba, Saskatchewan and Alberta.

The construction work on the St. Andrews locks is practically complete, the majority of the camps having been closed down, and the men discharged. A few minor details remain to be completed, but with favorable weather, it is expected that these will be cleared up very shortly. The placing in position of the lock gates has been accomplished, and the machinery for their operation is being installed. It is stated that everything will be in perfect readiness for navigation purposes immediately the ice clears in the spring.

The possibility of creating a navigable waterway from Cedar Lake to either Lake Winnipeg or Lake Manitoba has been much discussed of late. If Lake Winnipeg were chosen, it is stated that the construction of a locking system would have to be undertaken, to over-

come the Grand Rapids, while an alternative proposal has been made to build a dam on the Saskatchewan River and thus render navigable a channel to Lake Winnipegosis, west of High Portage. By so doing, it is stated, that traffic could be opened between points on the Saskatchewan River between Prince Albert and Cedar Lake through Lakes Winnipegosis and Manitoba, and connections made with the C.P.R. near Poplar Point, to the south of Lake Manitoba. By the Lake Winnipeg route, traffic would pass through the St. Andrews locks to Winnipeg by water direct. Government engineers are reported to be examining the proposals, and a report will be made in the near future.

B.C. and Pacific Coast Marine.

J. Mayers has been appointed a member of the Pilotage Authority for the New Westminster district.

F. A. Pauline, Victoria, has been appointed Commissioner for the Pilotage District of Victoria and Esquimalt.

The C.P.R. s.s. Amur returned to Victoria from the Queen Charlotte Islands, Nov. 1, for repairs, having received some damage, through grounding at Skidegate.

The Columbia Trading Co., Victoria, has deposited with the Public Works Department, Ottawa, area plans, site and description of works proposed to be constructed in Alberni harbor.

It is reported that an arrangement has been made between the C.P.R. and the International Steamship Co., whereby the winter service between Victoria and Seattle will be operated by the former, and between Vancouver and Seattle, by the latter.

Mackenzie Bros. have completed the purchase of the British steamship Puri, negotiations for which have been in progress for some months. The vessel is at present lying at Bombay, India, and it is the intention of the new owners to have her brought to Vancouver by Feb., 1910.

The B.C. Public Works Department received sealed applications for a charter to operate a ferry over the Bulkley River, about 1/4 mile above the mouth. The applicants are directed to state the size and kind of vessel it is proposed to use, the method of operation, and a list of the proposed tolls.

The G.T.P.R. has contracted in England for the construction of two vessels, to be named Prince Rupert and Prince George, for operation between Prince Rupert, Victoria, Vancouver and Seattle.

They will be 300 ft. long by 41 ft. beam, and it is expected they will be placed in service in June, 1910.

The Tacoma, Wash., Chamber of Commerce recently discussed the question of establishing a steambot service between that city and Vancouver. It was decided to make a proposition to the C.P.R., and should that company not consent to put on such a service, to lay the matter before another line, or incorporate a company for the purpose.

The G.T.P.R. has deposited plans at the Dominion Public Works Department for a wharf or dock to be reconstructed at Victoria, on lots 7 to 13 inclusive, and on the southerly portion of lot 14, block 70, having a frontage on Wharf St. of about 390 ft., together with foreshore and water lots in front of same, together with a description of the proposed works.

Foley, Welch and Stewart's steambot Omineca ran on the rocks in the Skeena River, about 15 miles below Hazelton, Nov. 8, and is believed to be a total wreck. She was built at Victoria this year, and was a stern wheel paddle steamer, with engine of 17 n.h.p. Her dimensions were: length, 137.5 ft.; breadth, 31.4 ft.; depth, 5.4 ft.; 168 tons gross.

The Dominion Government, through the Department of Trade and Commerce has entered into a contract with the Grand Trunk Pacific Ry. Co., for a steamship service between Prince Rupert and Queen Charlotte Islands, not less than two round trips each month, from Nov. to Mar. inclusive, and four round trips each month for the remainder of the year, calls being made at Port Simpson, Naas Bay, Stewart, Masset, Skidegate, Queen Charlotte City, Lockport, Ikeda Bay, Jedway, Collinson Bay and Porcher Island. A subsidy of \$200 will be paid for each round trip.

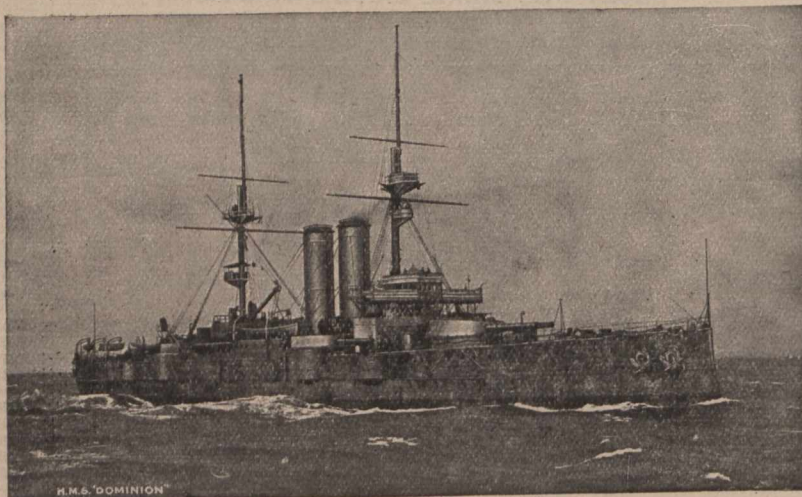
Steamer Cascade, Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$16,000, to purchase and take over as a going concern the steambot Cascade and the freighting business carried on by P. Dougall and Leeming Bros., Ltd., Victoria, and with power to build, purchase or otherwise acquire and operate steam and other vessels. The steambot Cascade was built at Vancouver in 1902, and is a screw-driven vessel with engine of 16 n.h.p. Her dimension are: length, 95 ft.; breadth, 22.6 ft.; depth, 7.6 ft.; tonnage, 119 gross, 81 register.

SAULT STE. MARIE CANALS TRAFFIC.

The following commerce passed through the Sault Ste. Marie Canals during Oct. :

ARTICLES.	CANADIAN CANAL	U. S. CANAL	TOTAL.
Copper..... Eastbound..... Net tons	1,092	13,247	14,339
Grain..... "..... Bushels	5,028,336	2,999,109	8,027,445
Building stone..... "..... Net tons		545	545
Flour..... "..... Barrels	282,720	1,050,809	1,333,529
Iron ore..... "..... Net tons	3,482,667	2,804,991	6,287,658
Pig iron..... "..... "..... "	250	9,002	9,252
Lumber..... "..... M. ft. B.M.	4,373	85,066	89,439
Wheat..... "..... Bushels	18,965,019	9,804,281	28,769,300
General merchandise..... "..... Net tons	3,003	17,675	20,768
Passengers..... "..... Number	617	1,237	1,854
Coal, hard..... Westbound..... Net tons	15,576	173,781	189,357
Coal, soft..... "..... "..... "	212,624	876,051	1,088,675
Flour..... "..... Barrels	1,270	75	1,345
Grain..... "..... Bushels		4,750	4,750
Manufactured iron..... "..... Net tons	17,735	35,246	52,981
Iron ore..... "..... "..... "	2,465		2,465
Salt..... "..... Barrels	8,407	38,691	47,098
General merchandise..... "..... Net tons	65,299	71,880	137,089
Passengers..... "..... Number	966	515	1,481
Vessel passages..... Number	995	1,968	2,963
Registered tonnage..... Net	2,955,190	4,644,258	7,599,448
Freight—Eastbound..... Net tons	4,192,308	3,457,147	7,649,455
“—Westbound..... “..... “	314,939	1,162,846	1,477,785
Total freight..... “..... “	4,507,247	4,619,993	9,127,240

- Jacks**
 Canadian Fairbanks Co., Ltd. Montreal.
 Dominion Equip't & Supply Co., Winnipeg.
 H and E Lifting Jack Co., Waterville, Que.
 F. H. Hopkins & Co., Ltd. Montreal.
 Montreal Steel Works, Ltd. Montreal.
 Mussels Limited. Montreal.
 A. O. Norton. Coaticook, Que.
 James Smart Mfg. Co. Brockville, Ont.
 A. R. Williams Mch'y. Co., Ltd. Toronto.
- Japans**
 The Dougal Varnish Co., Ltd. Montreal.
- Journal Bearings**
 Canadian Bronze Co. Montreal.
 Crossen Car Mfg. Co. Cobourg, Ont.
 Kerr Engine Co. Walkerville, Ont.
 Jas. W. Pyke & Co. Montreal.
- Journal Boxes**
 The Holden Co., Ltd. Montreal.
 McCord & Co. Chicago, Ill.
- Journal Jacks**
 A. R. Williams Mch'y. Co., Ltd. Toronto.
- Lager Beer, &c.**
 E. L. Drewry. Winnipeg.
- Lagging and Covering, Locomotive**
 Taylor & Arnold. Montreal.
- Lamps, Arc**
 Northern Electric & Mfg. Co., Ltd. Montreal.
- Lamps, Incandescent**
 Canadian Westinghouse Co., Hamilton, Ont.
- Lamps and Lanterns**
 The Hudson's Bay Company.
 The Hiram L. Piper Co. Montreal.
 The N. L. Piper Ry. Supply Co., Toronto.
- Lamps, Switch**
 The N. L. Piper Ry. Supply Co., Toronto.
- Lathes**
 John Bertram & Sons Co., Dundas, Ont.
- Laths**
 J. Harrison & Sons Co., Owen Sound, Ont.
- Launches**
 Poison Iron Works, Ltd. Toronto.
- Lighting, Car**
 Canadian Gold Car H'g & L'g Co., Montreal.
 Safety Car H'g & L'g Co., New York.
- Lights, Contractors' and Wrecking**
 F. H. Hopkins & Co. Montreal.
 Mussels Limited. Montreal.
- Locomotives (Compressed Air)**
 Baldwin Locomotive Works, Philadelphia.
 Canadian Locomotive Co., Kingston, Ont.
 Montreal Locomotive W'ks (Ltd.), Montreal.
- Locomotives (Electric)**
 Baldwin Locomotive Works, Philadelphia.
 Montreal Locomotive W'ks (Ltd.), Montreal.
- Locomotives (Logging)**
 Baldwin Locomotive Works, Philadelphia.
 Canadian Locomotive Co., Kingston, Ont.
- Locomotives (Rack)**
 Baldwin Locomotive Works, Philadelphia.
 Canadian Locomotive Co., Kingston, Ont.
 Montreal Locomotive Works, Montreal.
- Locomotives (Steam)**
 American Car & Equip. Co., Chicago, Ill.
 Baldwin Locomotive Works, Philadelphia.
 R. M. Burns & Co., Chicago, Ill.
 Canadian Fairbanks Co., Ltd., Montreal.
 Canadian Locomotive Co., Kingston, Ont.
 Dominion Equip't & Supply Co., Winnipeg.
 J. T. Gardner, Chicago, Ill.
 Hicks Locomotive & Car Works, Chicago.
 Montreal Locomotive W'ks, Montreal.
 Vulcan Iron Works, Wilkesbarre, Pa.
- Lorries, Tracklaying**
 Crossen Car Mfg. Co., Cobourg, Ont.
 F. H. Hopkins & Co., Montreal.
- Lubricators**
 The Holden Co., Ltd., Montreal.
 McCord & Co., Chicago, Ill.
 Taylor & Arnold, Montreal.
- Lumber**
 Parry Sound Lumber Co., Toronto.
 J. Harrison & Sons Co., Owen Sound, Ont.
- Machinery, Cement**
 Jas. W. Pyke & Co., Montreal.
- Machinery and Plant, Contractors'**
 American Hoist & Derrick Co., St. Paul.
 M. Beatty & Sons, Welland, Ont.
 R. M. Burns & Co., Chicago, Ill.
 Canadian Fairbanks Co., Ltd., Montreal.
 J. T. Gardner, Chicago, Ill.
 General Railway Signal Co., Rochester, N.Y.
 F. H. Hopkins & Co., Montreal.
 Mussels Limited, Montreal.
 Robertson Mfg. Co., Welland, Ont.
 Toronto Pressed Steel Co., Toronto.
- Machinery, Hoisting**
 American Hoist & Derrick Co., St. Paul.
 Brown Hoisting Machinery Co., Cleveland.
- Machinery, Tracklaying**
 F. H. Hopkins & Co., Montreal.
- Machinery, Wood and Iron Working**
 Canadian Fairbanks Co., Ltd., Montreal.
- Machines, Boring and Turning**
 John Bertram & Sons Co., Dundas, Ont.
- Machines, Drilling**
 John Bertram & Sons Co., Dundas, Ont.
- Machines, Milling**
 John Bertram & Sons Co., Dundas, Ont.
- Machines, Planing and Shaping**
 John Bertram & Sons Co., Dundas, Ont.
- Machines, Radial Drilling**
 John Bertram & Sons Co., Dundas, Ont.
- Machines, Shaping**
 John Bertram & Sons Co., Dundas, Ont.
- Machines, Slotting**
 John Bertram & Sons Co., Dundas, Ont.
- Machine Tools**
 John Bertram & Sons Co., Dundas, Ont.
- Manhole Frames and Covers**
 American Brake Shoe & F'dry Co., Mahwah.
 Canada Iron Corporation, Ltd., Montreal.
- Marine Repairs**
 Goldschmidt Thermit Co., Toronto.
- Marine Supplies**
 Rice Lewis & Son, Toronto.
- Metal, Anti-friction**
 W. Abbott, Montreal.
- Metal, Babbit**
 Tallman Brass & Metal Mfg. Co., Hamilton.
- Metals**
 Goldschmidt Thermit Co., Toronto.
- Metal Work, Structural**
 Canadian Bridge Co., Walkerville, Ont.
 Dominion Bridge Co., Montreal.
 Montreal Locomotive W'ks (Ltd.), Montreal.
 Jas. W. Pyke & Co., Montreal.
- Milepost Numbers**
 Acton Burrows Limited, Toronto.
- Motors**
 Canadian Fairbanks Co., Ltd., Montreal.
 McCord & Co., Chicago, Ill.
- Motors, Electric**
 Allis-Chalmers-Bullock Ltd., Montreal.
 Canadian Crocker Wheeler Co., Montreal.
 Northern Electric & Mfg. Co., Ltd., Montreal.
- Motor Generator Sets**
 Allis-Chalmers-Bullock Ltd., Montreal.
- Motors, Turntable**
 Taylor & Arnold, Montreal.
- Nickel**
 The Orford Copper Co., New York.
 Nickel for Nickel Steel
 The Orford Copper Co., New York.
- Numbers**
 Acton Burrows Limited, Toronto.
- Nut Locks**
 Positive Lock Washer Co., Newark, N.J.
- Nuts, Clevis**
 Cleveland City Forge & Iron Co., Cleveland.
- Nuts, Square and Hexagon**
 Montreal Rolling Mills Co., Montreal.
 Toronto Bolt and Forging Co., Toronto.
- Oakum**
 The Hudson's Bay Company, Toronto.
- Office Fittings**
 Can. Office & Sch'l Furniture Co., Preston.
- Office Signs**
 Acton Burrows Limited, Toronto.
- Oils**
 Galena Signal Oil Co., Franklin & Toronto.
- Packing**
 The N. L. Piper Ry. Supply Co., Toronto.
- Paints**
 Standard Paint & Var. Co., Windsor, Ont.
- Patterns**
 Hamilton Pattern Works, Hamilton, Ont.
- Pile Drivers, Railway**
 F. H. Hopkins & Co., Montreal.
 Mussels Limited, Montreal.
- Pinch Bars**
 The N. L. Piper Ry. Supply Co., Toronto.
- Pipe, Culvert (Cast Iron)**
 Gartshore-Thompson Pipe Co., Hamilton.
- Pipe, Gas (Cast Iron)**
 Gartshore-Thompson Pipe Co., Hamilton.
- Pipe, Sewer (Cast Iron)**
 Gartshore-Thompson Pipe Co., Hamilton.
- Pipe Stocks**
 Butterfield & Co., Rock Island, Que.
 A. B. Jardine & Co., Hespeler, Ont.
- Pipe, Water (Cast Iron)**
 Gartshore-Thompson Pipe Co., Hamilton.
- Planers**
 John Bertram & Sons Co., Dundas, Ont.
- Platforms, Steel**
 Standard Coupler Co., New York City.
- Ploughs, Contractors'**
 Mussels Limited, Montreal.
- Ploughs, Grading**
 Meaford Wheelbarrow Co., Ltd., Meaford.
- Poles**
 J. Harrison & Sons Co., Owen Sound, Ont.
- Porter**
 E. L. Drewry, Winnipeg.
- Posts**
 J. Harrison & Sons Co., Owen Sound, Ont.
- Powder, Blasting**
 Standard Explosives Limited, Montreal.
- Printing**
 Southam Press, Toronto.
- Pumps**
 Canadian Fairbanks Co., Ltd., Montreal.
 S. F. Bowser & Co., Limited, Toronto.
 Ontario Wind Engine & Pump Co., Toronto.
 James Smart Mfg. Co., Brockville, Ont.
- Pumps (Centrifugal)**
 M. Beatty & Sons, Welland, Ont.
- Rail Benders, Roller**
 Dominion Equip't & Supply Co., Winnipeg.
 F. H. Hopkins & Co., Montreal.
 Montreal Steel Works, Montreal.



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