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VOL. II. No. 5.

MAY, 1887.

Hamilton
TORONTO, - ONTARIO.

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RAILWAY LIFE

A MONTHLY JOURNAL
CANADIAN

DEVOTED TO
RAILWAY INTERESTS

Vol. II.]

TORONTO, ONT., MAY, 1887.

[No. 5.]

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The Niagara River Bridge Company will hold its annual meeting on 1st June next at St. Thomas.

The Chicago *Evening Journal* says.—No one need be afraid of Kingston & Pembroke. If it goes off a little in an unsettled market, that is the time to buy. Hold on when bought, for the stock is going up.

The *Financial Daily Record* of New York says:—The lake shipments of iron ore last year amounted to 3,500,000 tons gross. The following will be the probable output this year: Vermillion, 400,000 tons; Gogebic, 2,000,000 tons; Menominee range, 1,000,000 tons, and the Marquette range 2,000,000 tons, making a grand total of 5,400,000 tons, an amount that will be beyond what the vessels available will be able to handle. This amounts to about \$10,000,000 worth of freight

The Government of Canada has decided to build a canal on the Canadian side, at Sault Ste. Marie, opposite the American Canal, so as to prevent this country being placed at a disadvantage in case the threat of non-intercourse is carried out by the United States. An appropriation has been placed in the estimates for carrying out the work. It is stated in the Department of Railways and Canals that the

work will be proceeded with. Nothing has yet been made public as to the plans or contract.

WORK is proceeding satisfactorily on the Cape Breton Railway. On the western half, between the Grand Narrows and Sydney, 44 miles, construction is proceeding, under the contract of Messrs. Simms and Slater, of Ottawa. On the other half the line is now being located, under Mr. Hiram Donkin, chief resident engineer. Mr. Donkin has under him, as engineers in charge, Messrs. J. B. Brophy, H. J. McKenzie, Peter Grant, with the following assistants: Messrs. W. H. Mitchell, E. J. Walsh, J. W. Heckman, W. A. Hendry, C. M. O'Dell, W. J. Davis, T. R. Welford, M. B. Almon, A. J. Grant and John Hamilton.

THE State Line seems to be the favorite line for European travel this season. On Wednesday 18th the Union Station was all astir with friends and relatives, bidding good-bye to those who were fortunate enough to secure passage by the *State of Nebraska*, which sailed 19th May. Every convenience was provided for their comfort. A special sleeping car was engaged to convey them from the Union Station at Toronto to the Grand Central depot in New York. Baggage was transferred from railway station to steamship dock. Mr. Webster, general Canadian agent of Toronto, and Mr. J. E. Burroughs, travelling agent of the New York Central Railway, accompanied the party to New York. Another party for *S. S. State of Nebraska* will leave 22nd June.

At the conference of British Columbia, Manitoba and North-West members of parliament, with Mr. Van Horne, vice-president of the Canadian Pacific, the subject of rates was the main one of difference. Mr. Van Horne produced the freight rates of the St. Paul, Manitoba and Minneapolis and the Northern Pacific and compared them with those of the Canadian Pacific, showing that all the way from 25 miles to long hauls the rates were lower on the Canadian Pacific than on those lines. He denied that there had been any discrimination in the rates as against Manitoba, but acknowledged the rates had been

high in British Columbia. When, however, the new tariff was out, and it would be published in a fortnight, it would be shown that even in British Columbia there would be no such discrimination against the interior as was said to have prevailed in the past. Moreover, the maximum rate in the mountains would be reduced to five cents per mile. He urged that if, when the new rates were fixed, they were found to be satisfactory, and if the North-West people could not complain of the service, they could not reasonably press their views on disallowance. The conference was broken up when the division bell sounded shortly after midnight.

A despatch from Watertown, dated 16th inst., says:—A party of New York capitalists arrived here this morning in a special car. They were on their way to Kingston, Ont., from which place they will make an excursion up the Kingston & Pembroke Railroad, which runs through the richest iron region in Canada. The object of the trip is to organize a mining company with \$5,000,000 capital to develop this region. The company will be organized in Kingston to-morrow and the officers likely to be elected are: Henry Seibert, of New York president; Dan. L. Gibbons, secretary, and Fred S. Flower, Treasurer. Besides the above-named the following gentlemen were in the party that left this city—Jas. Tillinghast, Buffalo; H. H. Hollister, Charles F. Fearing, Lewis Snyder, E. Martin Blank, of the Wall Street *News*; Henry S. Kearney, W. E. Cooper, W. A. Speaght, Matthew Dean, J. T. Storey, E. T. Post, H. G. Craig, J. D. Flower, of New York; ex-Senator A. Daggett, of Brooklyn; Henry Folger, of Kingston, Ont.; S. L. George, Hon. A. C. Beach and B. B. Taggart, of Watertown. The party visited Kingston next day, and a despatch from that point stated that endeavors will be made for the establishment of iron smelting works here in view of the present high protection afforded iron men. A citizen, writing to the local press, suggests the granting of a bonus of \$100,000 by the city towards the new industry.

Personal.

MR. THOMAS DOUGLAS, passenger agent of the West Shore & New York Central Railway at Clifton, paid a flying visit to Toronto last week.

MR. PERCY BROWN, son of Mr. Champion Brown, of Montreal, is one of the engineers locating the Duluth, South Shore & Atlantic Railway.

AMONG the saloon passengers on S. S. *State of Nebraska*, sailed 19th May, was Conductor Wm. Woods and wife, of the C. P. R. The boys all wish him a pleasant voyage and safe return.

MR. A. F. WEBSTER's personally conducted steamship parties are becoming quite popular, being an experienced railway and steamship agent he knows how to cater to the wants of the public.

MR. ANDREW WATSON, general superintendent of the Detroit, Mackinac & Marquette Railway, formerly assistant supt. of the G. W. R., at London, has been appointed general manager and superintendent of the Marquette, Houghton & Ontonagon Railway. Both roads will be under one management in future.

MR. JOSEPH HICKSON, general manager of the Grand Trunk Railway, is quoted as saying that while feeling confident that the annual floods at Montreal can be prevented, that result will never be attained till the harbor and the river down to Quebec are placed under the charge of the Dominion Department of Public Works.

AN American exchange says:—When Jay Gould takes a train, as he very often does, he sinks into the first vacant seat he sees, and seems as diffident and shy as a young lover. He must know that men are constantly pointing him out to one another, but he appears never to notice it. His son frequently rides with him but they say but little to each other. David Dudley Field seems never to tire of looking out at the rapidly changing panorama of front windows. He frequently will ride down town or up town, for he walks one way each day, without taking his eye from the outside spectacle. Cyrus W. Field, on the other hand, always looks through the car to see if there is any one on board whom he knows.

A circular dated 16th May and signed by Mr. W. Whyte, general superintendent Western Division Canadian Pacific, says:—Mr. J. Niblock will be transferred from that portion of the line between Winnipeg and Port Arthur to that between Donald and Swift Current, with headquarters at Medicine Hat for the present. Mr. H. P. Timmerman will succeed Mr. Niblock as assistant superintendent between Winnipeg and Port Arthur, with headquarters at the latter place. Mr. Thos. Tait is appointed assistant superintendent between Brandon and Swift Current, with headquarters at Moosejaw. Brandon station will be under the jurisdiction of Mr. Murray, and Swift Current under Mr. Tait. These changes to take effect on the 23rd instant.

Construction.

THE Michigan Central track, to connect London with the main line of that system, is being rapidly constructed.

WORK has been in progress for some time on the new Bonaventure (Grand Trunk) station in Montreal, a large force of men being employed.

THE bridge over the Rideau, the Smith's Falls extension of the C. P. R., has been finished, and the line throughout will be opened for traffic within the next few days.

THE West Ontario Pacific Road from Woodstock to London will be completed and ready for light traffic by the time this issue of RAILWAY LIFE is in the hands of our readers.

IT is said that the Canadian Pacific Railway Company propose to erect a cable road under some of the worst spots in the Rocky Mountains, to prevent interruption of the service by snowslides.

THE double-tracking of the Grand Trunk will be begun at once and will be completed at points where the accommodation can be made of most use until the whole is completed. Some portions of the work will be carried out under contract.

A DEPUTATION composed of Messrs. John Lamb, E. Coatsworth, T. Davis, A. R. Roswell, Wm. McWilliam and J. Williamson waited on the Dominion Government recently, and asked for a subsidy for a short line of railway running from Medicine Hat northwards.

SIX of the leading railway companies of France have declined to take part in the proposed Universal Exhibition of Railways, on the ground that the universal exhibition will take place in Paris in 1889, and they are afraid that the proposed railway demonstration will discount the great national show.

THE total length of the Lachine Bridge is 3,334½ feet. The work is rapidly nearing completion. The structure is being built by the Dominion Bridge Company; Mr. P. Alex. Peterson, chief engineer; C. Shaler Smith, consulting engineer; Frank D. Moore, chief assistant engineer in charge of calculations and details.

THE location of the Gatineau & Ottawa Valley Railway is proceeding under Mr. W. D. Harris, C. E., and it is expected that twenty miles of the road will be built this year. Mr. H. J. Beemer now controls the road, and will push on the work with the same energy that he has exhibited in the Pontiac Pacific Junction and other lines.

THE contract for the superstructure of the new railroad bridge over the St. Mary's River at the Sault has been let to the Dominion Bridge Company, whose works are at Lachine, Que. The contract for draw has been let to the Detroit Bridge & Iron Works. The length of the draw or swing is 400 feet. It will be moved by steam, and may be opened or shut in 1½ minutes. The length of the approaches will be three-quarters of a mile.

HERE is a point with regard to the Interstate Commerce Bill which will bring the fact of Congress' action home to some people. The *Riverside, Cal., Press* says: Owing to the great rise in freight rates from the east under the interstate commerce law, the boarding houses and restaurants of the city are compelled to raise their rates of board."

IT is said the Northern Pacific and Manitoba Central, which has been granted a charter by the Manitoba legislature, have made arrangements with the Northern Pacific to build a branch from Grand Forks, Dak., north to the boundary line to connect with the Manitoba Central, which will run from Winnipeg south to the boundary line.

A despatch from Washington states that the Treasury Department has decided that Canadian contractors engaged on the Short Line through Maine must pay duty on plant brought in from Canada, notwithstanding that the articles are intended to be brought back into Canada, the same rule holding good as to horses to be used in the work. An inquiry made in Parliament elicited the statement that the Government had no official notification of this decision.

ARTICLES of incorporation have been filed by a company organized to build a railroad from Seattle to the boundary line of British Columbia to connect with the Canadian Pacific. The distance to be covered is a trifle over one hundred miles through a valley rich for agricultural purposes, and in a district abounding in mineral wealth. The capital stock is \$1,000,000. Fifteen hundred tons of steel rails are now on the way from Workington, England, for the new company.

A WESTERN paper says:—The Italians went out on a strike a few days ago, but it was settled by a small increase of wages. In the near future the C. P. R. will have to pay laborers something more than \$1.40 per day. The Montana fever is running high and it will probably carry some off to the other side. It is said the Shuswap & Okanagan Railway Company will build their road without Chinese. We wish them success. Construction will commence this summer.

AN American exchange says:—An important contract was entered into recently in St. Paul for the extension of the Duluth and Manitoba Road to Winnipeg. The line is already built from Lake Park, on the Northern Pacific, to the crossing of the Red River at Grand Folks. Parties interested in the Northern Pacific have undertaken to extend it through Grand, Walsh and Pembina counties to the Minnesota State Line. A Manitoba syndicate takes up the work at the boundary, and continues it through to Winnipeg.

SENATOR J. G. ROSS and other parties interested in the Waterloo & Magog Railway have been in negotiation with the Canadian Pacific authorities to transfer that road to the latter to form a portion of the C. P. R. short line. It is understood that the transfer will be carried out and the Waterloo & Magog be used by the C. P. R., if not as a part of the main line, yet as a branch. Trains will run,

it is expected, from Montreal to Sherbrooke over the new road in September, and a large new depot is to be erected at the latter place. It is also claimed that the line through Maine to New Brunswick will be completed ere the end of the year.

As Ottawa exchange of recent date says. Mr. Paul T. C. Dumais, who went up to survey the proposed branch of the Temiscamungue Railway, has returned to the city. The branch will junction with the main line at Crooked Rapids, and will be ten and a half miles in length. It will traverse a fairly good country. It will be called the Kippewa branch. Mr. Dumais will submit his plans to the Railway Committee, and if they approve work will be commenced at once. The line, he says, will not be difficult to build. A number of settlers are now settled on the line of the proposed road. It is thought that the new railway will be very useful to the lumbermen and will be patronized by them.

FRIENDS of the Eads ship railway enterprise state that progress of the work will not be delayed by Mr. Eads' death. The eminent projector had finished all the drawings and charts for the road, and had been over the route and made plans and specifications to the smallest detail. It is thought that Mr. James Andrews of Pittsburgh, who was Mr. Eads' principal assistant in the engineering work and his associate in the construction of the St. Louis bridge and the Mississippi jetties, will take charge of the enterprise. It is claimed that the men backing the scheme represent a bonded capital of over \$100,000,000, and that all that is asked from the Government is a charter, which is desired because it would give the company a standing abroad and assist in placing its bonds.

ELECTRIC railways are now running, or building, or under contract in New York City, Philadelphia, Baltimore, Boston, San Francisco, Detroit, Ansonia, Conn.; Montgomery, Ala.; Pittsburgh, Los Angeles, Cal.; Denver, Colo.; Windsor, Can.; Scranton, Pa.; Carbondale, Pa.; Ithaca, N. Y.; Binghamton, N. Y.; Lima, O.; Appleton, Wis.; Orange, N. J.; Kansas City, St. Louis, Chicago and Cincinnati. Some of these places will soon have two or three roads running. There are also scores of places where roads are seriously proposed, like Newton, Mass.; Bangor, Me.; Selma, Ala.; Birmingham, Ala.; San Diego, Cal.; Atlanta, Ga.; Jacksonville, Fla.; Reading, Pa.; Brooklyn, N. Y., and Jersey City. A great many other places might be mentioned if the negotiations were ripe enough to admit of publicity.

AMONG the new roads in Canada probably soon to be completed and in operation, is the St. Catharines & Niagara Central. It is expected by the promoters of this line that trains will be running from St. Catharines to Suspension Bridge early this fall. From surveys made it is found that the road will not be a difficult one to construct. The grades are light, the slope being in favor of the heavier hauling—it being expected that the more heavily laden trains will come from the south, the fall being from that direction. We believe

the company has no intention of joining with any others who may be seeking to place a road through the section to be served by the St. Catharines & Niagara Central. The building and operating of this road will, it is claimed, be of great advantage to Toronto. A number of our influential men are members of the company.

A LATE issue of the Ottawa *Citizen* says: Recently a large deputation was introduced to Sir John A. Macdonald by Mr. McMillan, M.P., in the interest of the Vaudreuil and Prescott Railway Company. It was composed of Messrs Higginson, F. Routhier, J. B. A. Mongenais, Wm. Rodden, E. A. Johnson, M. McCaig, Peter O'Brien, R. Ross, D. McCusker, John Millar, John Fraser, John Hunter, Pierre Paquet, D. McGillivray, A. Cunningham, N. Matte, D. McPhee, James Higginson, F. H. Wyman, Wm. R. Hayes, Z. Beaudry, D. McLeod, G. Rochon, K. Arnold, F. D'Arbie, and R. Landrum. Messrs Labrosse and Robillard, M.P.'s, were also present. The proposed road will run from Vaudreuil on the line of the Grand Trunk Railway to Ottawa, through the counties of Vaudreuil, Prescott and Russell, and they asked that the Government grant, for the present, a subsidy of \$3,200 per mile for that part of the line from Vaudreuil to Plantagenet. Sir John received the deputation courteously, and explained that he would place the matter before his colleagues. The delegates were highly pleased with their reception.

THE *Canadian American* says: A great many of our readers know that "Jim" Hill, president of the St. Paul, Minneapolis & Manitoba Railway, and virtual owner of that great line, is a Canadian. There are other Canuck "hustlers" in this country, but in the West, at all events, Hill is head and shoulders above all the others. He will now proceed to execute a feat in railway construction that has never been done, by building a railway without an hour's stoppage from commencement to finish. Mr. Marvel, general manager of the road, says that it is proposed to build 580 miles from the western end of the Manitoba Road to Great Falls, Minn., and ninety miles from Great Falls to Helena. The contract has been let for the whole work which stipulates that it shall be completed on or before November 23rd next. In order that this may be accomplished more than 5,000 graders will be required and in laying the steel the contractors propose to use a steam track-laying machine and employ three crews of men, who will work eight hours each day, using electric lights at night. Thus they expect to complete five miles per day. With this work done, the Manitoba will have advanced its western terminus to within 750 miles of the Pacific Coast.

THE steamer *Empress of India* has been refitted and refurnished and has started on her regular trips from Toronto to Port Dalhousie, connecting with trains for the Falls and Buffalo. She has the same officers as last year—Capt. Vau Vlick and Purser W. H. Smith.

A Protest Against Non-Intercourse.

A RESOLUTION from Duluth, Minn., dated April 28th, states that the following has been sent to the President of the United States by the Board of Trade of that city:

The Board of Trade of the city of Duluth, Minnesota, respectfully present to your attention the fact that this city and the states and territories of the North-west are deeply interested in the question of executive action touching the trade relations between the United States and the Dominion of Canada, which may be taken under the recent Act of Congress upon this subject. During the season of 1886, there was shipped from the port of Duluth to Montreal and other ports in Canada, over three million bushels of grain, four hundred thousand barrels of flour and a large quantity of other freight, and much freight was also received here as return cargoes, thus maintaining several lines of steamers in the traffic. Business plans for the coming year indicate that this commerce will be fully double that amount. This gives rise to the most intimate relations in trade between our city and the various cities in the Dominion. Branch houses of Canadian firms are established in business at Duluth, and millions of dollars of Canadian capital are employed in the grain trade in this city and its tributary country. We are now building a line of railway along the south shore of Lake Superior, crossing into Canada at the eastern end of the lake, which will be completed within a twelve-month, and is the only possible direct railway line from the North-west to the seaboard at New York and New England, and is counted upon to be of great value to Wisconsin, Minnesota, Dakota and Montana by the great saving in distance which it will accomplish. To Manitoba and the British North-west we are planning railway lines that may bring to this port much of the produce of that fertile region. The severance of these important trade arrangements, and an arbitrary exclusion from our markets of these customers for breadstuffs and competitors for the transportation of our produce, would make a serious disturbance of business, lower prices for grain, and higher rates of interest upon money. Believing that these are facts which should be brought to your attention, and that the magnitude of the interests involved may easily be lost sight of, unless presented by those who are thoroughly acquainted with the facts, we beg leave to urge that the freedom of trade and transportation between the North-western states and territories and the Dominion of Canada, should not be restricted, if it can possibly be avoided, that the rights and interests of our common country should be maintained by other means and without recourse to action which would cause such immense damage to the welfare of this portion of the union.

With the assurance of our sincere respect,
For the Duluth Board of Trade,
OWEN FERGUSON, RALPH W. BAKER,
President. Secretary.

THE annual meeting of the Canada Atlantic Railway takes place in Ottawa on 31st inst.



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Correspondence invited. Write on one side of paper only, and be specially careful with names and dates.

Our readers are requested to send us court decisions and newspaper clippings relating to railway interests.

It is desirable that communications, new advertisements and changes in old advertisements be handed in before the 10th of the month.

W. B. CAMPBELL, *Publisher.*

Offices—61 Bay Street, Toronto.

TORONTO, MAY, 1887.

THE IMPERIAL LINE.

A SPECIAL cable despatch to the *Toronto Globe* says:

"Sir Alexander Campbell has informed the Imperial Government that the Government of Canada is willing to provide one-fourth the annual subsidy required to establish a fleet of three first-class steamers to run between Vancouver and China and Japan. They also propose to give a subsidy of £25,000 yearly towards a line of steamers running between Vancouver and Australia."

This shows that the Canadian Government is still enthusiastic in the pursuit of its great object—the making of the Canadian Pacific road part of a great route from the Orient to the world's market place in Britain. The project is an inspiring one, and it is being pursued with a devotion worthy of so great a cause. But Canada is not alone to be benefitted by this scheme. It is a project which will benefit the whole Empire. This point is admitted by all, and is made much of by the many great men in Britain who seek the Federation of the Empire. However, it is much easier

to enthruse the average British public man over the link which may bind the uttermost parts of the Empire together than to induce him to demand that the Imperial Exchequer should be drawn upon to establish the ocean links which remain to be completed. Canada has good ground for complaint that the enthusiastic regard for the glory of the Empire, which was and is one of the strong arguments in favor of the completion of the road, has met with such a churlish response in the centre of the Empire itself.

Since the above was written the subject has been discussed in the British House of Lords on motion for papers made by Lord Harrowby. In presenting his resolutions Lord Harrowby spoke in eulogistic terms of the enterprise of the company and of the advantages to the Empire of securing this steamship communication at the cost of the proposed subsidy. The *Toronto Globe* correspondent, commenting on the debate, said:—

"Several important facts were elicited in the course of the discussion, which took place last night in the House of Lords, upon the proposals of the C. P. R., respecting the mail service between Vancouver and Japan. The first and most momentous fact is that after all the Government have not yet finally refused to grant the company the subsidy for which it has been so long applying. . . . For Sir George Stephen, who may be justly regarded as the highest authority on the subject, certainly left London a few weeks since, under the distinct impression that no aid of the kind would be forthcoming and that all the proposals put forward by the company for the consideration of the Government has thus fallen to the ground. . . . In reply to Lord Harrowby's inquiries the Earl of Onslow, the colonial under secretary, stated that the subject was still under consideration. . . . It is a curious commentary upon the very loud protestations of a desire to leave no stone unturned that may improve the defensive resources of the Empire or in any facilitate the development of colonial capabilities that so small a measure of financial aid should be withheld from this Canadian enterprise. Curious, too, is it to notice how this matter has dallied on from month to month and year to year."

The proposals of the company were to build, under admiralty supervision, vessels of first-class type, capable of steaming eighteen knots, adapted for the conveyance of troops and also for conversion at short notice into armored cruisers to carry the Japan and China mails between the Atlantic port and Vancouver free of charge, to carry troops on service between the Atlantic port and Hong

Kong at absolute cost, and to carry war materials and Government stores across the continent at absolute cost. This was to be made conditional upon the British Government granting £100,000 sterling annually for a tri-weekly service between Vancouver and Hong Kong, or £60,000 sterling for a monthly service. The Canadian Government has already agreed to pay one quarter of the subsidy for the monthly service, leaving the British Government all these advantages at a cost of only £45,000.

The *London Times*, which was at one time anything but favorable to the colonies, devotes a leading article to a consideration of the debate on this subject in the House of Lords, in the course of which it says:—

"The mails from China and Japan at present only bring in, according to the under secretary for the colonies, £22,000 a year. A tri-weekly service of mails by the Canadian route would require a subsidy of £100,000 a year, and a monthly service would cost £60,000, which, it appears, might be reduced by Canadian contributions to £45,000. It seems at first sight, therefore, as if the country would have to spend either £23,000 or £67,000 in developing a monthly or a tri-weekly service by the Canadian route. For this expenditure, however, the country would obtain an indirect return, the ulterior value of which can hardly be estimated in money, while its mere pecuniary advantages would be by no means inconsiderable. It has to be considered also that competition always secures better terms than monopoly, and if an alternative route for the conveyance of the mails to China and Japan were established—with a possible extension in course of time to New Zealand and Australia—the post office would be placed in a very favorable position for making more advantageous terms for the conveyance of mails through the Suez Canal.

In the course of his Budget speech the Canadian finance minister, Sir Chas. Tupper, referred to the fact that tenders had been invited by the Postmaster-General for rapid steam service across the Atlantic in order to use Canada's great transcontinental highway. He also referred to the trans-Pacific subsidy asked of the British Government and said that the Canadian Government had also offered to give £25,000 per annum, provided £160,000 per annum were raised in England and the Australian colonies to provide a mail service to those colonies, including New Zealand.

The completion of the Canadian Pacific Railway may be made the first step toward a true Federation of the Empire if those who favor that idea are really

in earnest in what they say, and it is not creditable to British statesmen that at the very least they do not decide on this important matter of making use of this link of communication one way or the other.

DISALLOWANCE.

SHORTLY after the last issue of RAILWAY LIFE a deputation of leading citizens from Winnipeg visited Ottawa and spent some days in seeking to convince the Government that the policy of disallowing railway charters of the Manitoba legislature should be discontinued. There was not a little excitement in Ottawa and in Winnipeg at the time, and there were high hopes among many people in the North-West that disallowance would be done away with. There was nothing in the attitude of the Government to indicate that they would change the system that had been followed ever since the first sod of the Canadian Pacific Railway was turned—that of retaining the trade of the country through which it passed for the road itself.

The difficulty was settled, so far as the Dominion Government is concerned, by Sir Hector Langevin, chairman of the railway committee of the House of Commons, announcing that the Government held itself bound alike by the agreement of the Canadian Pacific Railway Company and good policy in the interest of the country to maintain the Canadian Pacific monopoly for the present.

This decision seems to have caused great feeling in Winnipeg and to have led to the determination on the part of the Manitoba Government to construct the railway southward to a connection with the American system as a provincial work. The following telegram, in this connection, speaks for itself:

Hon. John Norquay, Winnipeg, Man.

I am informed that negotiations are in progress, if not already completed, between your government and others and the Northern Pacific Railway Company, with the view of giving that company an independent connection with Winnipeg. I cannot but regret this as an act of undeserved hostility towards the Canadian Pacific Railway, which, in the end, will do nothing but harm to Manitoba and the North-West, and, further, I consider it a breach of faith between the holders of the one hundred and thirty-four millions of private capital invested in Canadian Pacific Railway securities. If the mischievous agitation in favor of divert-

ing the business of the North-West into American channels is continued, and the Canadian Pacific Railway Company is to be treated as a public enemy by the people of Winnipeg, the company will at once take steps to establish their principal western shops at Fort William, which, from an operating point of view, has many advantages, leaving nothing at Winnipeg but the ordinary division shop. Pray, do not be mistaken; this is not an idle threat, it is a fixed purpose taken after full consideration.

(Signed), GEO. STEPHEN,
President C. P. Ry.

The reply, of which the following is a copy, was received by Sir George Stephen:

WINNIPEG, Man., May 20th.
To Sir George Stephen, Montreal.

Cannot understand how your company can construe contemplated action of Provincial Government to build a railway to southern boundary as breach of faith to holders of Canadian Pacific Railway securities. Government is acting on behalf of Province, uninfluenced by Winnipeg's attitude toward C. P. R. or C. P. R.'s contemplated removal of workshops.

J. NORQUAY.

Ultimately this matter resolves itself into a contest between the holders of real estate in Winnipeg and the proprietors of the Canadian Pacific Railway.

The latter have a strong show of right on their side, and judging by the fact that four Manitoba members out of five support the Government, their position is upheld by the great body of the people of Manitoba. Besides which, the Canadian Pacific men have power which, when exerted, must be well nigh irresistible, especially against those whose interests are all wound up in booming Winnipeg real estate.

THE INTER-STATE COMMERCE LAW.

IN another column we give a collection of extracts from articles and speeches showing opinions held of the new Inter-State Commerce Law regulating business of common carriers extending over more than one state. It will be seen that the most diverse opinions are held, but that the majority of the railway journals are opposed to the main feature of the law—the long and short-haul clause.

So far as our reading has gone, however, we have not observed the point made which we believe to be the most momentous of all—a point which, if it is well taken, will be admitted to be the most momentous that could possibly affect the railway world.

A careful and impartial consideration of the situation must, we hold, lead to the conclusion that in this new law the first decisive step has been taken toward turning over to the government the absolute control of the railways. This is not a question whether this is right or not but an opinion as to probability. What are the reasons which lead to this view?

In the first place, this new law will be found to be unworkable. The vast west has been settled on the assumption, justified by years of actual practice, that a differential rate would be made on through freight and that the produce of the western farm would be laid down in Liverpool at the least possible additional cost as compared with the produce of the eastern farm. The cheapness of land, the fertility of the soil and the adaptability of the prairie land to bonanza farming and ranching, have made it possible for the western man to bear the comparatively small extra cost of transport. But how is this to be continued if every mile of haul is to be charged for at exactly the same rate as every other mile. Even if local rates are put down, it simply means not that the man near the sea-board will be given better prices, but that competition will force prices down and leave the western farmer with his produce on his hands and the market out of sight. It simply means a reversal of the prime condition upon which the west was settled, and another Horace Greeley will have to arise to give the watchword: "Go east, young man, and grow up with the country. It is possible that such a resolution might take place if the conditions to force it arose gradually. But as those conditions are all summed up within twenty lines of an act of Congress, the easier and simpler method of changing that law will be attempted. Mr. Reagan himself, whose Bill this is, says that if clamor is made against the Bill it must be made more stringent.

It is the history of legislation that attempts at reform are made on the patchwork plan. Law-makers of all ages, instead of seeking a principle upon which to base their acts, merely seek to remedy existing grievances because they have become too serious to be borne any longer. The same plan, it is safe to predict, will be adopted in this case. Instead of abolishing the objectionable clause and reverting to the old state of

affairs, Congress will add certain checks to the existing law which may or may not be effective for the time. But, respecting them, two things may be safely said: first, that they will be applicable, if at all, only to the present, and will require to be changed as circumstances change; second, in any case they will result in establishing more clearly the idea that the state has the right to interfere with railways.

If railway companies, as at present constituted, are to be subjected to oft-changing and vexatious interferences, proprietors will demand that their rights, whatever they may be, shall be clearly defined and established. For, however much uncertainty and change may suit manipulators of stocks, boomsters and ringsters, they are the abomination of genuine investors. The legal changes will result in the recognition of the principle that capital has a right to fair remuneration, and, so long as it is assured of that, it has no right to monopolies or special privileges. At present the case is, broadly speaking, one of war between the people and the roads, each side demanding more than its share for fear of being outwitted and despoiled. But the public at large are willing to give the railway owners fair return for their money, and the owners at large ask no more. To make a fair division the operations of the concern must be open to the public view, and once this point is reached state control of railways in the fullest sense of the term will have been established.

Editorial Notes.

THE idea of a bath in a sleeping car, which originated with the Canadian Pacific, is being very generally adopted on the longer lines of the American continent. If the Americans will continue to adopt ideas from this side of the line, such as the dining car, the bath room car and others, they will be able to travel very comfortably in a short time.

THE elevation of Hon. J. J. C. Abbott to the leadership of the Senate does honor to one of the most prominent railway men of the country, and places in the leadership of the Upper House one who is a worthy successor of Sir Alexander Campbell. It was feared that one of the pigmies of the House would be

given this position, in which case the Senate would have been made wholly ridiculous. With such a leader as Mr. Abbott the first Chamber will have more weight than even Sir Alexander Campbell was able to give it.

THE *Railway Age*, speaking of the slight falling off in the profits of the Canadian Pacific during February last, owing to the very heavy snow, says:— "These difficulties of course were only temporary and under the beneficent working of the United States law, which will tend to turn trans-continental traffic from the roads of this country to those of Canada, the operations of the Canadian Pacific for the coming year will doubtless prove very satisfactory." "This," as Artemus Ward used to say, "was spoke sarkastikul." The prosperity of the Canadian Pacific was assured before the new law was passed and cannot be affected very much by any amendment of it.

A labor problem similar to that which exists in America is arising in Great Britain. *Vanity Fair* speaks of "the flooding of our labor markets, more especially in the east end, with foreign paupers and especially those from Russia, Poland and Germany," and endorses Lord Charles Beresford's proposal to place a tax upon these immigrants. These paupers displace native workmen just as they do here. They impoverish the country and lower the tone of society and of public affairs. It seems the height of absurdity to urge that there should be emigration from a country in which there is room for a flood of paupers of this kind.

THE gift of a million dollars by Sir George Stephen and Sir Donald A. Smith, to found a new hospital in Montreal marks the public spirit and generosity of these great Canadian railway magnates. This is an example which should be followed by dozens if not hundreds of men throughout Canada. They have more money than they can profitably use, and leaving it to philanthropic objects after they die is only a means of depriving themselves of the true enjoyment of it. We have sufficient faith in the good motives of the donors in this case to believe that they enjoy far more the giving of the money than can even the sufferers who get the benefit of it.

At last meeting of the Boston Railroad Clerks' Association, on April 19th, Mr. J. T. Furber, general manager of the Boston & Maine Railway, delivered a striking address, in which he declared his opinion that at no very distant day the United States Government might take control of the railway systems of the country. He seemed rather to favor the idea and thought it a simple matter now that roads were being united to form great systems. "What more," he asked, "has the government to do but to order the money collected by the railways paid into the United States treasury, appoint the employees and pay dividends to stock-holders, in order to take full and perfect possession of the railway lines."

THE *Railway Register*, speaking of the great thefts on the Pan Handle line, argues that the agitators who have stirred up the feeling that railway companies rob the public are largely responsible. All the tone of its argument implies that it believes these teachings unjust. We believe they are, but we believe also that if the management of a majority of the roads devoted one half as much attention to promoting a feeling of loyalty and enthusiasm among their men as they do in seeking to out-general opponents on routes or rates these very teachings would be the strongest incentive to care of the company's interest among the men. Only when the management and the men in the service are not united can the unjust attacks of outsiders find sympathizers within the ranks of railway men.

MONOPOLY is not always beneficial, even to the monopolist. Railways depend for their success upon the development of the country, and monopoly if not very wisely used, and in many cases wisely left unused, brings stagnation injurious alike to the country and the roads. An exchange says: "The trans-continental railway war has proved a great thing for California, and it is not certain but that the railways are better off for it on the whole. While the entrance of the Atchison, Topeka & Santa Fe system into California resulted in destruction of existing rates, it stimulated immigration and tourist travel enormously, so that although the Southern Pacific had to see its before exclusive field shared with an invader, its own

business was so greatly increased that on the whole it has made more money than when it had the country to itself and prohibitory rates kept down immigration."

In his speech on the Budget, Sir Charles Tupper, Finance Minister, referred at some length to the threat of non-intercourse made by the United States. He admitted that should it be enforced it would be a calamity to Canada. But he found some comfort in the fact that the Canadian Pacific Railway was completed and we need not go through American territory to keep up communication among all the Provinces. He had hopes that the confining of the through trade to Canadian routes and Canadian ports, also a discrimination in Britain against American products would repay Canada to some extent for being cut off from the American trade. Secretary Bayard has been interviewed on this subject and, while declaring that Canada would suffer most by putting up the barriers, declared that such an act would not pay the people of the United States. Surely it cannot be that in this age and in free and sensible America the absurdities of ancient feuds will be resorted to to settle questions in dispute between two peoples.

THE C. P. R. IN ONTARIO.

OUR Ottawa correspondent writes: I had the advantage of a conversation with Mr. J. J. Hawkins, who was the original promoter of the West Ontario Pacific, and was largely instrumental in interesting the Canadian Pacific in the construction of the line, and who is the chief promoter of a project which is a development of the above. In effect, Mr. Hawkins said:

In 1885 the Brantford, Waterloo & Lake Erie Railway Company took out a charter intending to connect with the Canadian Pacific Railway, also to build southward to a junction with the Canada Southern. The subsequent charter of the West Ontario Pacific Railway, and the taking of it over by the Canadian Pacific, necessitated a change with respect to the connection with that line. The charter-holders then determined to apply for amendments which would enable them to build a line to the west from Woodstock to Niagara Falls, intending to take in Hamilton if it could be arranged; also to construct a line from Hamilton, or some point near that city, to Toronto. After issuing notice to this effect the Board were notified to attend a railway meeting in Woodstock on 17th March. An agreement was made on the part of the Board to extend their application so as to cover the route through to Lake Huron, passing centrally through the

counties of Perth and Huron. At this meeting twenty municipalities were represented, and each municipality was pledged by its representatives to aid the construction of the road and to assist in procuring the required amendments of the charter. The merchants and manufacturers of Brantford were so earnest in their determination to secure this new connection that they subscribed \$10,700 for preliminary expenses, and to Brantford, therefore, belongs the credit of having borne the expense of the work of promotion. Shortly after the notice on the part of Brantford appeared, two other companies, one in Hamilton and one in St. Catharines, made application for the same route. Later the Canadian Pacific also made application, because of the number contending for the route. All these notices were followed up by applications for acts of incorporation, drawing great attention to the importance of this Niagara and Toronto connection. It was evident that the Canadian Pacific, in prosecuting the building of the West Ontario Pacific and in showing their willingness to construct the line from Woodstock to Niagara, was determined to secure, at an early day, connection through from Chicago to New York over their own lines in Ontario at least. When the Brantford application came up in the Railway Committee of the House of Commons, it was postponed at the request of the different companies, and also of the chairman of the committee, Sir Hector Langevin. The different companies were requested to meet and see if a common plan of action involving the issue of but one charter could not be arrived at. A delegation of leading men from Hamilton and one from Brantford having met, decided to proceed to Montreal and hold an interview with the Canadian Pacific authorities. On the 12th inst., Mr. Van Horne met the deputation on behalf of the Canadian Pacific, and the matter was discussed. An arrangement was reached under which the Hamilton, Guelph & Buffalo, and the Brantford, Waterloo & Lake Erie companies agreed to withdraw their Bills and allow the charter of the Canadian Pacific, under the name of the Woodstock and Niagara Railway, to pass, the directorate to be composed of six representatives from Hamilton, six from Brantford, and one from Woodstock. The gentlemen chosen are as follows:—Brantford: Geo. H. Wilkes, John J. Hawkins, Robert Henry, Thomas Elliott, Hugh McKay Wilson, and Sheriff Scarfe; Hamilton: Hon. W. E. Sanford, Mayor McKay, M.P., T. H. Macpherson, W. H. Gillard, Edward Martin, and W. H. Gasscow; Woodstock: James Sutherland, M.P. Among the amendments proposed by the Brantford and Hamilton delegates was one binding the company to pass through both cities, and, in the case of the latter, it is stipulated that all trains must run into the station and take up and let down passengers at the city station. It was agreed also that each city should give free right of way, and, in the event of the Canadian Pacific transferring or discontinuing the use of the Hamilton station for all connections, the money value of the right of way to be repaid. On the part of the Canadian Pacific, it was agreed that the line should be commenced within a year and wholly

completed within three years. Mr. Van Horne stating that in all probability the road from Woodstock to the Falls and the connection with Toronto would be completed within eighteen months. It is the intention of the company to proceed immediately to procure the passing of the necessary by-laws in the two cities to pay for the right of way. It is also expected, on account of the unanimous desire of the people of all that section of Ontario that this road should be immediately constructed, to ask the government for the usual aid of \$3,200 a mile. More than twenty-five municipalities have specially petitioned the government to grant the charter and also to give the aid. The completion of the West Ontario Pacific through to Detroit and of the South Ontario Pacific, by which name the new line from Woodstock to Niagara Falls will be known, will open the route through from Chicago to New York, because it is understood that Mr. Van Horne has completed his arrangements eastward and from Detroit the Canadian Pacific will have the Wabash. The company asks power to bridge the Niagara River either by itself or in connection with another company. The new line will not only give a new competition through from east to west but will also give competition in many important centres in Ontario, besides giving railway communication to some places not already served.

RAILWAY LEGISLATION.

OUR special correspondent at Ottawa writes: Owing to a variety of causes there has been considerable delay in Parliament in relation to Bills concerning railway companies. The first meeting of the Railway Committee of the House of Commons, through which the greater number of Bills must pass, was held on the 10th inst. The first Bill taken up was that relating to the Ontario & Sault Ste. Marie Railway Company. This is the institution controlled by Grand Trunk influence, whose location, according to the interim decision of the courts, the Canadian Pacific was appropriating, and with which an agreement was reached to divide the space in narrow and difficult places, on the route, under arbitration, with the Canadian Pacific. The object of the Bill was to bring the agreement referred to, as well as the Ontario & Sault Ste. Marie Company, within the jurisdiction of the Dominion Parliament, removing it from the control of the Ontario Legislature, by which the charter was granted. Other objects of the Bill were to ratify the extension of time for completion of the line granted by the Ontario Legislature, six years from 3rd of March last, and to give the company power to own and hold shares in the capital stock of the company to bridge the St. Mary River and to use the bridge for the traffic of the road. An effort was made to restrict the length of time allowed, but the committee was decidedly against the proposal. Mr. John Bell, the solicitor of the Grand Trunk, who was present in the interest of the measure, stated that the road would be hurried on to completion as rapidly as possible, consistent with their being no waiting for Ameri-

can connections. There would, he said, be no object in pressing forward only to leave the line waiting for the completion of the track on the other side of the river. The Bill was passed without important amendment.

The Bill relating to the Grand Trunk Railway was then taken up. The interests of this measure and, presumably, of the one first mentioned, were guarded by both Mr. Bell and Mr. Wm. Wainwright, assistant manager of the Grand Trunk. This Bill is the one referred to by Sir Henry Tyler, president, in his speech at the recent meeting of the company. Its main purpose is to extend the right of the company to issue perpetual debenture stock, not higher than five, to replace securities now outstanding bearing a higher rate of interest, or for other reasons deemed to offer an advantageous exchange. The total amount of these securities is £7,785,230, the annual interest being £418,845. They include among others the following—Chicago & Grand Trunk first and second mortgage; Grand Trunk Junction mortgage; Detroit, Grand Haven & Milwaukee equipment and consolidated mortgages; Michigan Air Line first mortgage, and Midland first and consolidated mortgages. The amount of consolidated debenture stock is limited to such as will not involve a greater payment of interest than that now paid on the existing securities. The new stock is to rank with the 4 per cent. perpetual debenture stock already authorized, and has priority over every security except the 5 per cent. perpetual debenture stock previously authorized. The proceeds are to be devoted to acquiring the outstanding securities mentioned and to the general purposes of the company. The company is authorized also to buy and hold certain lands in the township of Sarnia and village plot of Huron. The measure is to have no effect until ratified by a two-thirds vote at a general meeting held after notice is given. In reference to this Bill, Mr. Bell stated, as Sir Henry Tyler did at the general meeting, that the company hoped to save about half a million dollars in interest annually through the change in the issue of securities authorized.

The Bill respecting the St. Catharines & Niagara Central Railway Company as introduced provided that the work should be brought within the jurisdiction of the Dominion Parliament, and that the company should have power to build through Hamilton on the route from Niagara River to Toronto, instead of going by the beach, and to connect the same by a branch with any road leading to Toronto, also power to extend to Woodstock. This was amended, however, at the request of the promoters, so as to authorize the company to build a line from a point on their main line between Oakville and Port Credit to a point on the Credit Valley at or near the village of Oakville. In connection with this road Messrs. David Blain, John Shields and E. Smyth, of Toronto, and Dr. Oille, St. Catharines, were in Ottawa early in the month seeking a government bonus. They had interviews with the premier, the minister of railways and other members of the cabinet, who listened carefully to their representations and promised to give them full weight in the

consideration of bonuses to be granted this year.

On Thursday, 12th inst., the principal feature of the meeting was the withdrawal of the Bill to incorporate the New Westminster & Southern Railway Company, which sought power to build southward through British Columbia to a connection with the Northern Pacific. Sir Hector Langevin, on behalf of the government, announced its adherence to the policy of maintaining the Canadian Pacific Railway monopoly, declaring that the government had made an agreement with the Canadian Pacific which they must live up to.

It is understood that explanations have been made which satisfy the government that this road will not interfere with the Canadian Pacific but will be a benefit to it, and the Bill is again under consideration.

On the 16th inst., the committee met again, and passed three other measures. The first of these was the Bill to amend the charter of the St. Gabriel Levee & Railway Company. The company is given to 1st January, 1889, to complete the dyke and a year more to complete the railway. Power is given to the company to make the terminus of the road at Cote St. Paul, on the south side of theachine Canal, and to receive bonuses from municipalities.

The Goderich & Canadian Pacific Junction Railway Company was granted incorporation to construct a road from Wingham to Goderich. The incorporators are: Messrs. Charles Seager, Peter McEwen, J. T. Garrow, George Acheson, William Lee, M. G. Cameron, F. Gordon, E. Bingham, Horace Horton, J. H. Colbourne and Christopher Crabbe, all of the town of Goderich, who are also the provisional directors.

The Bill to incorporate the Kincardine & Teeswater Railway was passed, giving authority to build a railway from the harbor of Kincardine through the townships of Kincardine and Culross to Teeswater, there to connect with the Canadian Pacific Railway. The incorporators and provisional directors are: Messrs. Robert Baird, Andrew Malcolm, Dewitt H. Martyn, Thomas Bradley, Thomas J. Stewart, Robert Paxton, Thomas Fairbairn, William Fairbairn, Thomas Scott and William Scott. The capital of the company is half a million dollars.

There are many other measures before the House, so many that it will be impossible to deal with all in this letter.

Ottawa, May 19th.

Double Tracking the Grand Trunk.

At the half-yearly meeting of the Grand Trunk Railway Company on April 26th, Sir Henry Tyler, M.P., president, said, in the course of his address:—You are aware that for the last two or three years, while we have been going through a period of depression, we have kept down the capital expenditures to a very low point indeed. We thought, and you agreed with us, that it was not desirable during those times to spend any more money than we could possibly help, so long as we maintained the road and the rolling stock in perfect efficient order. But now the time has arrived when the question of doubling the

line between Montreal and Toronto should come under consideration. We propose, and we have been corresponding with Mr. Hickson on the subject, that during the present year we shall spend £100,000 on that work. Of course, we might ask you for a very large sum of money to enable us to proceed more rapidly in doubling the line, and we might let the work out by contract, and so get it done in the course of the next two or three years. But I do not think that would be a wise course. We should be spending a very large amount of money without security as to getting immediately a sufficient return for it, and it might upset to some extent our financial arrangements. I rather think, and I hope you will agree with me, that the wiser course to pursue will be to go steadily on by degrees, spending a moderate sum every year, as we may find to be expedient, and in this way you really will not feel any undue burden from the expenditure. Now, there are many reasons why we should do this work. In the first place, the traffic is very heavy, and we should save delays which are now experienced in working it, and some pecuniary advantage may be derived, no doubt, from that source—I mean, by saving delays to trains. It will, moreover, enable freight trains to be run at higher speed, thereby doing more work with fewer engines and cars. We have had estimates made from the different departments to show what such a saving would amount to, and we find it would be considerable, though, of course, not sufficient to pay interest on the whole of the money required for doubling the line, which would amount to considerably more than the mere cost of the permanent way, as might at first sight be supposed. It is not merely a question of laying down extra rails or making an extra bank by the side of the old one, but you have to widen bridges, to ease curves, to make all sorts of improvements, including station accommodation, which it is very desirable to carry out at the same time; and, taking all these matters into consideration, I do not think we shall get off ultimately with much less than £1,500,000 for doubling the whole line between Toronto and Montreal. Therefore, as I said, it is not wise to undertake such an expenditure all at once, and to put ourselves to inconvenience in doing it; but it would be better to do it gradually, and in such a way that we shall not feel the effects of it. (Hear, hear.) Then, again, we are bound, having a great railway in that country, to carry on our business in a thoroughly satisfactory manner; and we, therefore, entered into an engagement with the Canadian Government that of the extra capital which we are empowered to raise under the act of 1884 one million is to be considered as ear-marked for that particular purpose. No time has been specified in which the work is to be carried out, but that money is to be devoted, (whenever the work may be done) to the purpose of doubling the line. We propose, therefore, to spend £100,000 in the present year, in doubling part of the line in the neighborhood of Montreal, a small portion in the neighborhood of Toronto; further a portion in the central part of the line between Montreal and Toronto; and we shall go on

with that work, doubling those parts which are most required, and which can be done in the cheapest way, and so get the greatest benefit from the money which we spend as rapidly as possible

The Inter-State Commerce Act.

The following is a brief collection of facts and opinions bearing upon the Inter-State Commerce Act:

The Philadelphia correspondent of the London *Times* called:—The Inter-State Commerce Commission continues to hear complaints from all parts of the country about the Inter-State Commerce Act. The merchants of Boston complain that their foreign trade will be lost unless they are permitted to make the same through rates as apply to New York. All the Pacific railway companies ask for a suspension of the long-and-short haul clause, as the Canadian Pacific Railway will paralyse their business if the law is enforced against them.

Mr. W. De H. Washington, United States commercial agent at London, Ont., writes to the Department of the Secretary of State, under date of April 25th:—The result of the act has been most damaging to us, both as regards exports and imports, and is severely felt both by the buyers and sellers to and from the United States. The records of this office for the month of April show less activity and fewer exports than ever before for the same period, and the same I believe is true throughout Canada. In fact, for a week after the bill took effect business was at a dead standstill, and is at present confined almost exclusively to points like Buffalo and Detroit, which are immediately across the line and require no haul over American railways.

Senator Reagan, the father of the law, writes in a private letter:—Your letter of the 11th instant is before me in which you speak of the great dissatisfaction on the part of the railroad companies with the Inter-State Commerce Law. It is but the old contest that has gone on before Congress for years, in which the people have sought protection against the discriminations and unjust actions of the railroad companies on the one hand and the railroad companies in the interest of their officers (not of the stockholders) and of organizations and rings for the control of particular branches of commerce, have been struggling for the unrestricted and unlimited control of the transportation and commerce of the country independently of any government control in the interest of the people. If the Commission should yield to the demands of the railroad companies for the purpose of defeating this act of Congress, the true remedy will be to repeal so much of the present law as provides for the creation of the Commission, and let that part of it stand which provides for the protection of the rights of the people through the instrumentality of the courts of the country.

Irving A. Evans & Co.:—The Inter-State law has, without doubt, caused a hesitancy in business and manufacturing circles, and with

the decline in silver has been the only adverse element this month.

Press despatch from San. Francisco, April 24th:—The Canadian Pacific to day made a shipment of 310 bags of sugar from this city to St. Paul, and 23,790 pounds of wool for Boston. The freight goes by the steamer *Walla Walla* to Port Moody, the terminus of the road. This is the first shipment of any consequence that has left this city for the East since the Inter-State Commerce law went into effect. The rate on sugar, as charged by the Canadian Pacific, is \$2.24 per 100 pounds, which is two cents less than the rate of any other transcontinental railroad on the same articles. The rate on wool shipment shows about the same difference.

Railway News:—We have had about ten days of the Inter-State Commerce Law and have gone far enough with it to know that it does not please anyone—that the people who asked for it most persistently are the worst kickers on it and, that the commission itself has ventured to assume a power to suspend its provisions which lawyers insist that the act was never intended to give them. If they are correct in their views then there is really very little left of the law.

General Manager Furber, of the Boston & Maine Railroad, in an address to the Boston Railroad Clerks' Association:—We have, of late, heard considerable fault finding with the Inter-State Commission Law, but notwithstanding that it has broken up the free pass system and thus destroyed all the sociability of railroading the law will remain on our statute books and the courts will punish offenders. I don't hesitate to say that the law has given you, gentlemen, more work and trouble than it has anybody, still I have never heard a railroad clerk find fault with it.

Railway Register:—It is useless to argue that matters will adjust themselves very soon if patience be exercised, for while the waiting continues, many industries are crippled and will become impaired beyond remedy. Cast iron rules will not fit commerce. Then, let the power that made them undo the harm. National laws are necessary; a national commission is needful, but this interstate confusion must be remedied.

Railway Age:—A visitation of plague pestilence or famine could hardly have wrought the consternation and injury to business interests throughout the country which have ensued and are threatened by the operation of the strangely experimental "Act to regulate commerce." Although it is scarcely more than two weeks since the law was put in force it has been found to involve such a radical revolution in existing and long established conditions of manufactures and trade that a cry is going up from every part of the country for relief from its crushing effects.

General Manager Towne, of the Southern Pacific, says:—The traffic between the two seaboard for the last few years has been largely diverted from the ocean to the railroad by offering the merchant low rates and rapid transit. This is what the shippers here and the carriers want now under the provisions of the new law, and both look for a decision ac-

cordingly from the commissioners or the courts; until that is reached there will come much harm and embarrassment. But we here will not be alone in our trouble; the whole country, compelled so suddenly to adapt itself to impractical methods for regulation, cannot avoid the evils which are sure to follow; and the sooner the commissioners get together and grant the exemption necessary to relieve the carriers the better it will be for all.

Senator Stanford, of California, in an interview, said:—A literal enforcement of the fourth section of the Inter-State Commerce Law would be simply ruinous and destructive of our commerce, not only with the countries named, (China and Japan) but with Australia and all other countries whose trade naturally comes to us by way of the Pacific Ocean. My construction of the fourth section of the interstate law, as I said in my dispatch to Commissioner Cooley, is that it practically allows the application of the common law principle that a shipper can avail himself of competition, and that a common carrier is justified in meeting it, and may charge a less rate for a longer distance than for a shorter distance where more cannot be obtained. In fact, were not the penalties provided by the law so severe, I should not hesitate to adopt and apply that construction in dealing with this branch of our business.

Canadian Pacific Annual Meeting.

The annual meeting of the Canadian Pacific Railway Company was held in Montreal, on the 11th inst., in the company's offices on Place D'Armes. The annual report, submitted by the president, shows a very gratifying state of affairs. The directors announce with satisfaction that since the last annual meeting the obligations of the company to the Dominion Government have been discharged in full, and not only that, but the Government on 10th November last agreed to accept the work done by the company as fulfilling the conditions of the contract, and the company accepted the portions done by the Government, subject to the adjustment of certain deficiencies in the section in British Columbia. At the same time the Government agreed to pay the company the balance of the cash subsidy and to release \$4,000,000 of the \$5,000,000 of land grant bonds held by the Government under the original contract.

As to earnings and expenses the company makes the following very satisfactory showing on the year's operations:

Gross earnings for the year	\$10,081,803 59
Working expenses being at the rate of 63.26 per cent. of the gross earnings	6,378,317 05
Net earnings 36.74 per cent.	3,703,486 54
Less fixed charges accrued during the year	3,068,041 84
Surplus	635,444 70

The receipts and expenditures for the year were as follows:

<i>Receipts.</i>	
Surplus revenue as per statement	\$ 635,444 70
Dominion Government subsidy	480,067 13

Proceeds of 1st mortgage bonds	\$20,270,568 56
Less Dominion Government loan and interest	20,166,216 53
<i>Ontario and Quebec Railway</i>	
Balance in hand for completion of the work, entrance to, and terminals at Montreal and Toronto	\$ 1,774,951 15
Repayment of amt due by Ontario and Quebec Railway at end of 1885	1,219,018 15
Collections from station balances and various accounts receivable	516,147 40
Add balance in hand December 31st, 1885	5,297,812 73
Less current liabilities at that date	2,101,775 86
	\$ 4,196,036 87
	\$ 7,911,037 43
Deduct cash in hand Dec. 31st 1886	2,427,894 28
Less fund held for accrued fixed charges	1,222,205 78
	\$ 1,205,688 50
	\$ 6,705,348 93
Add current liabilities at Dec. 31st, 1886	3,092,291 66
	\$ 9,797,640 59
<i>Expenditures.</i>	
Construction and improvements as per schedule A	\$ 6,398,713 29
Equipment	1,176,661 75
Increase in material and stores in hand	87,685 47
Land department—expended promoting immigration and settlement in the North-West	131,314 37
Amount of land grant bonds received on account of sales in terms of mortgage, and cancelled by trustees	85,500 00
10 per cent. premium on redemption	8,550 00
	\$ 94,050 00
Town sites	
Expenditure at Vancouver grading streets, buildings, etc.	173,174 38
Receipts of cash from sales of lots	156,534 28
	\$ 16,640 10
Advances	
To St. Lawrence and Ottawa Railway	7,072 67
To Atlantic and North-West Railway	1,885,502 94
	\$ 1,892,575 61
	\$ 9,797,640 59

The position of the company on the 31st December last is shown by the balance sheet submitted, and may be summarized as follows.

<i>Assets.</i>	
Cost of railway including acquired and branch lines, and lines built by Dominion Government	\$ 164,474,322
Equipment	10,520,959
Cash in hands of government for a guaranteed dividend	11,803,499
Accounts receivable, supplies, cash in hand and advances, etc.	8,483,477
Balance due on land sold	1,223,538
	\$ 196,485,795
14,959,718 acres land	29,919,436
Total assets	\$ 226,405,231
<i>Liabilities.</i>	
Capital stock	\$ 65,000,000
Funded debt	44,258,019
Accounts payable	4,314,496
Land grant bonds outstanding	3,527,000
Total liabilities	\$ 117,099,515
Total assets	\$ 226,405,231
Total liabilities	\$ 117,099,515
Nominal surplus of assets over liabilities	\$ 109,305,716

On the 1st July next, when the St. Lawrence bridge and the extensions of the Ontario and Quebec Railway from Smith's Falls to Montreal, and from Woodstock to London, are turned over to the company in working order, and provision having been made for the new terminals at Montreal and Toronto, the position of the company will be approximately as follows:

<i>Fixed Capital Liabilities.</i>	
First mortgage bonds, £7,191,500	\$ 34,998,633
Canada Central bonds	1,823,333
Province of Quebec	7,000,000
North Shore Railway bonds	436,033
Leased lines capitalized at 5 per cent	25,226,000
Total fixed capital liability	\$ 69,484,019
Add ordinary share capital	65,000,000
Total capital liability	\$ 134,484,019
<i>Annual Fixed Charges.</i>	
£7,191,500 1st mortgage bonds at 5 per cent	\$ 1,750,000
£200,000 Canada Central bonds at 6 per cent	58,400
Canada Central 1st mortgage sinking fund	51,100
\$7,000,000 due Province of Quebec 5 per cent	350,000
\$436,033 North Shore 1st mortgage bonds 5 per cent	21,800
<i>Rentals.</i>	
Ontario lines	\$ 1,095,166
St. Lawrence and Ottawa Railway	38,934
Manitoba South-Western Railway	127,200
	\$ 1,261,300
	\$ 3,492,600

Commenting on this statement of capital liability the report says: To represent this capital liability, the company has a well equipped railway system of 4,651 miles, a thoroughly efficient commercial telegraph system, and nearly 15,000,000 acres of selected agricultural lands, the latter subject only to land grant bonds of \$8,527,000, of which \$4,000,000 are in the hands of the company and \$1,000,000 are deposited with the Government; these \$5,000,000 not bearing interest. The company has also a cash deposit in the hands of the Dominion Government sufficient to pay the guaranteed dividend of 3 per cent. per annum on its entire capital stock, until August, 1893. The lands, together with other valuable assets of the company held outside of capital account, will be available when required for providing for the further improvement of the line, and for such additions to the equipment and appurtenances as the increasing traffic may demand, so that, after the completion of the works now in progress, the surplus net earnings may be free, to be used for their proper purpose of paying dividends to the shareholders.

The Lake Superior section has been placed in thorough condition to bear the heavy demand expected to be made upon it by through traffic.

Last winter being exceptionally severe, with an unusually heavy snow fall, put the snow sheds on the Pacific Division to a severe test, but they withstood these tests perfectly. Additions to their length will be needed. These works and a considerable amount of ballasting are all remaining to be done except improvements which here, as on other parts of the line, will be added from time to time.

The through line was opened on 28th June for passenger traffic, and, a month later, for freight. Although, owing to the rate war which had been in progress for some time, rates were very much reduced, the company secured a fair share of the traffic at paying rates. Though open for through freight only five months, no fewer than seven cargoes of tea and other Chinese and Japanese goods were brought through, the consignees being distributed not only in the principal cities of Canada, but those of the United States as well. The fact that teas were transported from Vancouver to New York in from seven to eight days is held to be evidence that the road is in satisfactory condition.

The service of three steamships to Yokohama and Hong Kong is temporary, pending negotiations with the Imperial Government for a first-class steamship line, the results of which are expected to be satisfactory. The establishment of a first-class trans-oceanic line on the Atlantic is under the consideration of the Dominion Government, from which excellent results will accrue to the road.

Immigration has improved, and the prospects for the season are exceedingly good. The storage capacity for grain has been doubled by the building of the new elevator, and is now 1,200,000 bushels. The growth of local traffic has been rapid, as will be seen by the following table of earnings:

	1884.	1885.	1886
Passengers	1,980,102.30	2,850,222.98	3,170,713.60
Freight	3,410,265.79	1,881,965.58	6,112,379.89
Mails	85,736.81	137,151.92	205,021.18
Express	93,671.68	172,303.01	206,872.41
Parlor and Sleeping Cars	43,492.00	73,523.55	118,538.99
Telegraph and Miscellaneous	131,352.47	241,426.08	268,151.43
Total	5,750,521.25	8,308,481.12	10,081,803.59

The earnings per ton per mile, and per passenger per mile, for the past three years, were as under :

	1884	1885	1886
Freight	1.15 cents	1.20 cents	1.10 cents
Passengers	2.60	2.45	2.10

The copper mines at Sunbury, iron mines discovered at various places, the silver mines at Port Arthur already yielding large quantities of rich ore, the coal mines in the North-West, and the silver and gold discoveries now being located and developed in British Columbia are referred to as certain sources of traffic and revenue to the road. The grazing country north of the line has such advantages that large herds of cattle have been brought over from the United States.

The report further says: The proportion of working expenses to gross earnings, while comparing favorably with the neighboring railway in Canada, is not yet as low as in the case of some of the other Pacific lines; but as the local traffic of the railways develops, this proportion will naturally decrease. The following comparison with other companies, in respect of the proportion of working expenses to gross earnings for the past year may be of interest.

Union Pacific	66.18 per cent.
Northern Pacific	50.19 "
Southern Pacific	58.22 "
Grand Trunk Ry. of Canada	69.88 "
Northern & North-Western of Canada	59.62 "
Canadian Pacific	63.26 "

The Sault branch is being proceeded with so rapidly that it will be completed before the end of this season, by which time the American connections are expected to be ready. The bridge over the St. Mary River will be completed in time to form the connection. The bridge will be owned half by the company and half by the two connecting American companies. A great volume of trade is expected over this Sault line. The extension of the main line from Port Moody to Vancouver, 14 miles, delayed by litigation and also the New Westminster Branch, 9 miles, were completed during the year. The north branch of the Manitoba South-Western railway was extended 20 miles from Holland to Glenboro and the south branch from Boissevain to Deloraine. Two short branch lines, the one four miles and the other one mile in length, were built to the copper mines, near Sudbury, during the year.

The Smith's Falls line which will give the shortest practicable line between Montreal and Toronto is expected to be ready for business in a few weeks. It has been laid with 72 lb. steel rails as it is expected to carry a heavy through traffic. Satisfactory progress has been made in securing a western entrance to Montreal and an eastern entrance to Toronto. The extension from Woodstock to the Detroit River will be completed this month. There is a prospect of arrangements being made with

other lines which may obviate the necessity of continuing this extension to the Detroit River. On this point the report continues: It is very important, however, in the interest of the company, that failing such arrangements, the directors should be in a position to proceed with the work. You will be asked, therefore, to authorize the lease of this section of the Ontario & Quebec Railway, for a rental equivalent to the interest on \$25,000 per mile at five per cent per annum, this being the amount of debenture stock set aside for its construction. The distance from London to the Detroit River is 112 miles. The St. Lawrence Bridge is expected to be completed and open for traffic within four or five weeks of this time, and by the same time the western section of the "Short Line" to St. John's, P.Q., will have been extended to a connection with the South Eastern Railway, forming in connection with the Boston & Lowell Railroad, a direct line between Montreal and Boston.

Respecting the Short Line, the report says: During the past year, the Atlantic & North-West Railway Company—an organization controlled by this company, and created for the purpose of securing the necessary connections with the Maritime Provinces and the Atlantic sea-board—entered into an agreement with the Dominion Government to construct the "Short Line Railway," so-called, extending from the south end of the new St. Lawrence bridge, eastward by the way of Sherbrooke and Lake Megantic, and across the State of Maine to a connection with the railway system of the provinces of New Brunswick and Nova Scotia.

This agreement provides for the payment by the government of a subsidy for twenty years of \$186,000, equal to £38,486 6s. annually, for that section of the "Short Line" extending from the St. Lawrence bridge, near Montreal, to Mattawamkeag in the State of Maine, where junction is made with the Maine Central Railroad, over which permanent trackage rights have been secured on favorable terms to Vancleboro on the New Brunswick boundary, where connection is made with the New Brunswick Railway. Under the same agreement a subsidy of \$63,400 equal to £13,027.10 per annum for twenty years for the construction of a line from Fredericton to Moncton is also provided for.

The mortgage bonds authorized to be issued amounting to £1,330,000, being at the rate of \$20,000 per mile for 225 miles, the distance from the St. Lawrence bridge to Mattawamkeag, were recently sold in London at 103. These bonds bear five per cent. interest, and the interest will amount to £66,500 per annum, of which the Government subsidy will, for twenty years, provide £38,486 6s. leaving £28,013 14 per annum to be paid by the company.

The Atlantic and North-West Railway has been leased in perpetuity to the Canadian Pacific Company, at a rental equivalent to the interest on the mortgage bonds, less the amount of the Government subsidy, and this lease you will be asked to confirm.

The "Short Line" traverses, in the Province of Quebec, a well developed agricultural country, and touches a number of important manufacturing towns and cities. Crossing the State of Maine, it opens up a valuable

timber and mineral region, and, connecting with the railway system of that State, it will at once bring to the other lines of the company a large and profitable traffic. The saving in distance between Montreal and St. John, N. B., as compared with the Intercolonial route, will be 270 miles and between Montreal and Halifax 101 miles.

It is expected that this line will be completed between Montreal and Mattawamkeag, and a connection established with the Maritime Provinces by the end of the present year.

The company's lines of telegraph were opened throughout for commercial business in September last, and the results have been most satisfactory. Branch lines of telegraph have been built to the principal towns in Ontario and Quebec, and within a very short time all the principal towns in Canada will be reached by the Company's system. The Company has secured telegraphic connection with the lines of the Postal Telegraph Company and the Baltimore and Ohio Company for all parts of the United States, and also connection with the Commercial and French Atlantic cables. A telegraph has been built jointly by the Canadian Pacific Company and the Postal Telegraph Company from Vancouver, B.C., to San Francisco, Cal., which, although just put in operation, has already a profitable business.

The company has devoted itself rather to the settlement of government lands than to the sale of its own. The sales to settlers during the year were 55,937 acres at an average of \$3.28 per acre. Of the 18,206,986 acres of the grant, exclusive of the quantity surrendered to the government, the sales up to the end of last year were 3,527,954 sold; cancelled in 1886, 280,686 acres, leaving a quantity of land on hand of 14,859,718 acres. For the purpose of increasing and widening the influence of the company in Canada, and, if possible, of identifying the enterprise more thoroughly with the progress and development of all parts of the Dominion, it is proposed to increase, during the current year, the number of directors from twelve to fifteen, the latter number being the limit fixed by the charter of the company.

STATEMENT OF EQUIPMENT AT DECEMBER 31st, 1886.

Locomotives	372
First and second-class passenger cars, baggage cars and colonists' sleeping cars	304
First-class sleeping and dining cars	47
Parlor cars, official and paymasters' cars	27
Freight and cattle cars, all kinds	8,253
Conductors' vans	178
Boarding, tool and auxiliary cars	71
Lake steamers, Alberta and Athabasca	

The advertisement summoning the meeting stated that it would be made special for the purpose of

1. Confirming the lease of the consolidated line of the Atlantic and North-West Railway Company, extending from the River St. Lawrence to Mattawamkeag, known as the "Short Line."

2. Making provision for the construction or for assisting in the construction of a bridge over the St. Mary River.

3. Authorising the issue of bonds secured upon the Algona Branch, considering the

terms and conditions of the deed of mortgage securing the same, and approving the by-laws relating thereto.

4. Acquiring by lease or otherwise the remainder of the line of railway, authorized to be constructed or acquired by the Ontario and Quebec Railway Company, namely, from Woodstock via London to the Detroit River.

These several propositions were laid before the meeting and adopted. The old board was then re-elected, with the exception of Mr. Northcote, who retired, being replaced by Hon. George A. Kirkpatrick, M.P. The Board now stands as follows:

Sir George Stephen, Bart.; Mr. W. C. Van Horne, Sir Donald A. Smith, K. C. M. G., M.P.; Mr. Richard B. Angus, Mr. Edmund B. Osler, (Toronto) Mr. Sandford Fleming, C. E., C. M. G.; Hon. George A. Kirkpatrick, M.P.; (Kingston) Mr. R. V. Martensen, (Amsterdam and New York) Hon. W. L. Scott, (Etie, Pa.) Mr. George R. Harris (of Messrs. Blake Bros. & Co., Boston) Hon. Levi P. Morton and Mr. Richard J. Cross, (of Messrs. Morton, Bliss & Co., New York).

At the subsequent meeting of the directors Sir George Stephen was re-elected president and Mr. W. C. Van Horne, vice-president.

Railway Conventions.

The following list of railway conventions to be held this year is taken from the *Railway Age*.

June 8, Wednesday—Western Association of General Passenger and Ticket Agents. Meeting in Chicago.

June 14, Tuesday—Master Car Builders' Association. Twenty-first annual convention at Minneapolis, Minn.

June 14, Tuesday—American Train Dispatchers' Association. Annual meeting in Boston.

June 14, Tuesday—International Association of Travelling Passenger Agents. Annual meeting at Old Point Comfort, Va.

June 21, Tuesday—American Railway Master Mechanics' Association. Twentieth annual convention at St. Paul, Minn.

July 13, Wednesday—Association of Railway Telegraph Superintendents. Annual meeting in Boston.

July 20, Wednesday—National Association of General Baggage Agents. Semi-annual meeting in Denver, Col.

July 20, Wednesday—National Railroad Agents' Association. Annual meeting in Minneapolis.

October 5, Wednesday—Railway Section Foremen's annual meeting in Council Bluffs, Ia.

October 11, 1887, Tuesday—Roadmasters' Association of America. Fifth annual convention at Cleveland, O.

DAVID MATTHEWS, the engineer who ran the first passenger train in America on the Mohawk and Hudson Railroad in 1831, is still living, in California. He says that in 1832 he ran "Brother Jonathan" over that road 14 miles in 18 minutes, and a part of that distance at the rate of a mile in 45 seconds.

The Railway Service.

EXTENSIVE alterations in the constitution of the American Train Dispatchers' Association are proposed to be made at the fourth annual convention, to be held in Boston next month.

THERE are about 1,600 men employed in the Grand Trunk shops in Montreal and about 600 in the Canadian Pacific shops in the same city representing a population of about ten thousand in this department of these two companies alone. The advantage to Montreal of having these works located within its boundaries is easily seen.

A splendid new train has been placed on the Pontiac Pacific Junction. It consists of first and second-class cars and a composite baggage, mail and express car. Every detail has been carefully looked after, and the train presents a splendid appearance. The facilities for carrying on the work in the three departments of the composite car are exceedingly good, including many new points which lessen the labor very much.

The Pullman company had on exhibition at Chicago, on April 13th, a train of cars which it is claimed eclipses in elegance the famous trains recently put on the New York Central and New York and New Haven roads. The train is to run on the Pennsylvania line between New York and Chicago. It is composed of five coaches. Each of the three sleepers has twelve sections, besides a state room at each end, and each state room has its own private lavatory. The fourth car is a dining-room car and is arranged with portieres so that a party may have a private dining-room, if so disposed. The fifth car is half a baggage car, the other half being luxuriously furnished as a library with upholstered easy chairs. It also has a barber shop and bath-room in the rear. The cars are all united by a connecting vestibule, so contrived that the passengers may not only pass from one car to another with safety, but without annoyance from smoke or dust. Even the opening between the platforms is covered with rubber mats. The train has the appearance of one long coach.

At the twelfth annual convention of the Car Accountants' Association at Atlanta, Ga., on 19th April last, the following officers were chosen:—President, T. J. Hoyle, East Tennessee, Virginia & Georgia; vice president, E. C. Spalding, Western & Atlantic; secretary, H. H. Lyon, Chicago & Alton, re-elected. Executive committee: W. A. Moody, Richmond & Danville; G. J. Cook, N. Y. L. E. & W.; W. G. Watson, West Shore. It was voted to change the name of the organization to the "International Association of Car Accountants," and it was decided to hold the next annual meeting in Montreal, Can., on the third Tuesday in June, 1888. The following gentlemen were appointed a committee on arrangements: E. G. Squire, G. J. Cook, W. G. Watson, H. C. Johnson and R. Peckham. The per diem question was discussed at length, the report of the committee on the subject being reported and adopted, and a

committee appointed to inform the general managers of the action of the convention. Among other things the report makes the following provisions: Rate one-half cent per mile, and per diem rate fifteen cents per day; four-wheel cars one-half that amount. Per diem charge to commence on the date of delivery, and no per diem charge on cars received and delivered the same day. Line cars not subject to per diem, excepting on roads not on the line. Per diem not allowed on cars belonging to private car companies. The adoption of a junction report to owners of foreign cars. At the close of the session the members and their ladies were entertained by Gov. and Mrs. Gordon, and on the next evening they left for a six days' tour through Florida upon invitation of the East Tennessee, Virginia & Georgia, Jacksonville & Atlantic, and Jacksonville Tampa & Key West Roads.

Mechanical.

The *Winnipeg Sun* says:—It is announced by Mr. J. H. McTavish, Land Commissioner on the C. P. R., that the company intends erecting its foundries at Fort William, and that gentleman incidentally mentions that it is likely a considerable amount of work will be transferred from Winnipeg. The Fort William people expect that this will create a boom.

It is stated that a new process for obtaining aluminium is about to be tried on a large scale, and that experimental works are to be erected in England, calculated to turn out 200 pounds of aluminium per week. The addition of aluminium to iron or copper produces very valuable alloys, and hence even if the metal is too expensive to be used by itself, it will always be in demand as an alloy. It is already used with iron to form the Mitis castings, and it is claimed that the addition of aluminium to steel will insure sound castings. The strength, resistance to wear and fine appearance of aluminium bronze are well known.

In the C. P. R. shops at Montreal they are building ten freight engines with 17x24 cylinders, standard pattern, and two consolidation engines for mountain service. This will make in all six consolidation engines turned out of these shops. The first engine constructed in the shop has only now come back for light repairs. Mr. Francis F. Brown, mechanical superintendent, has, by the excellence of the work done in these shops, attracted the attention of several American railway and engineering journals, notably the *Railroad Gazette*, which publishes an elaborate description of the consolidation engine with working drawings.

In the Grand Trunk shops in Montreal business is rushing and a great deal of work is being turned out. Two Pullmans are building after designs furnished by the Pullman company. Two new freight engines have been completed and work is proceeding on eight more. Eight shunting engines are being turned out during the half year ending 30th of June next. Seven cars, especially designed

for the transport of horses, have already been turned out and five more are being proceeded with. Of these, ten are of full length, capable of accommodating 12 or 16 horses each, according to the arrangement of the stalls which are moveable. Two of the cars will be of only half length, to accommodate eight horses, with room for carriages.

Profit Sharing.

There has been some discussion in the railway journals of the United States on the subject of sharing the profits of railways with the employees. The idea seems to commend itself to many, but the question already asked is "How is it to be done." Here is a scheme proposed by President Ashley, of the Toledo, Ann Arbor & North Michigan Railway, which, at any rate, has the merit of comprehensiveness and simplicity:

Rule 1. The Toledo, Ann Arbor & North Michigan Railway Company hereby stipulates and agrees to pay to each of its officers (except its president), and to all its employees, a dividend, as provided in the terms and conditions following:

All officials and employees of said company who shall have been continuously in its service for five years or more, shall, in addition to the regular wages paid to each, receive an amount which shall equal the proportion hereinafter named of such dividends on its capital stock as may be declared by the board of directors of this company in any year.

Rule 2. The basis on which a proportion of the dividends earned by this company are to be paid to each officer and employee shall be as follows:

The board of directors, when declaring a dividend, shall add to the total amount of capital stock outstanding, the gross sum paid by the company, in salaries and wages, for the preceding year, to all its employees and officials (except its president), who shall have been continuously in its service for the five years next preceding the declaration of such dividends, and each of such officers and employees shall be entitled to receive in any year in which a dividend shall be declared, a dividend on an amount equal to his salary for the year preceding, as if he were an owner of a number of shares of the capital stock of the company to a like amount, at their par value.

Rule 3. Every officer and employee, who shall have been in the service of the company continuously for twenty years or more, and voluntarily retires from its service with an honorable discharge, shall be entitled to receive, and have delivered to him, a certificate of the full paid-up capital stock of the company, which shall equal in amount at its par value, the total sum paid him as wages for the last year he was in the service of the company.

Rule 4. If any officer or employee of the company as aforesaid, shall be so disabled, while in the line of active duty, as to be unable to resume his place for a period of six months or more, he shall be entitled to receive a certificate of the full paid up capital stock of the company, which shall equal in amount, at its par value, the gross sum paid him for the year immediately preceding his said disability.

And if any officer or employee shall lose his life while in the line of active duty, his wife, if he has one, and if not, his legal representatives, shall be entitled to receive a certificate of the full paid up capital stock of the company which shall equal in amount at its par value, five times the gross sum paid him for the year next preceding his death. Provided, however, that this rule shall not apply in cases where a claim for damages is made in the courts.

Rule 5. These rules and regulations touching the mode and manner of paying dividends and stock allotments to the officers and employees of the company, shall not be amended or abrogated except at a regular annual meeting of the stockholders of this company, and then only after due notice has been given to the stockholders, thirty days prior to the said regular annual meeting, that a proposition will be made at said meeting to amend or abrogate said rules and regulations, which notice shall be published by the secretary, with a printed statement of the change or changes proposed.

Rule 6. The President and Board of Directors shall have the power and authority necessary to carry into effect the foregoing plan of profit sharing and stock allotment.

The St. Clair Tunnel.

At the last meeting of the Grand Trunk Railway the president, Sir Henry Tyler, M.P., said:

I would now say one or two words about the St. Clair Tunnel. You will remember that I mentioned to you at the last meeting that we were about to commence a tunnel to connect the Great Western Sarnia Branch on the east with the Chicago & Grand Trunk Railway on the west. The line connecting these two railways will pass under the St. Clair River, and will be altogether about two and three-quarter miles in length. The actual tunnel under the river will be about 770 yards long, and, including the underground portion of the approaches on each side, about one mile long, with a gradient on each approach of one in fifty. We have sunk two shafts, one on each side of the river, these shafts being each about 80 feet deep and 16 feet by 8 feet in dimensions; and from those shafts we have been making a driftway, to connect them, six feet in diameter. The shafts have been sunk with the most perfect success, in clay all the way. One of the shafts was found to be a little wet near the top as it was being sunk, but timber was put in and measures taken to keep the surface water out, and the work to the bottom of the shaft was completed in the most perfect manner. They then began to bore the driftway through from one shaft to the other. On the Port Huron side, that is the west side, they had not got very far before they found soft clay oozing out, and they stopped them. On the Canadian side they had gone about seventy yards with the driftway, and were hoping to do well, when they came across some soft clay on that side also; and, although the reports by post have been favorable, we have heard by telegraph that

they have unfortunately tugged the gas from below. At the point where the gas escaped some water and soft clay also came into the shaft, and they have now water twelve feet deep in the bottom of the shaft. However, there is this satisfactory feature about it, that the water does not appear to be connected with the river, because it remains at the same level, although it is twenty-seven feet below the level of the water in the river. Therefore, instead of proceeding, as we hoped to do, safe from the gas below and from the water above, through hard clay all the way, having reached this soft clay, the contractor will be obliged to adopt the system of employing an iron head in front of the work, and pushing it through until he finds solid clay again, and this, no doubt, will add to the expense. Well, the contractor has undertaken, under penalty, to do the work, for £12,000, and I think you will say we were wise in not trying to do it ourselves, but in letting it to a contractor to do it. This is a very important work, and whatever happens we shall leave no stone unturned well, there are no stones in it: but we shall leave no clay unturned (laughter)—to push it through and make it a success.

A correspondent of the *Weekly Telegrapher*, signing himself "A. Longfellow" writes to that journal as follows. The organization referred to is the Order of Railway Telegraphers:—We bob up serenely this week with another petitioner for membership to the Grand Division. "13" Mr. S. sent out an autograph letter calling for an assemblage of operators from all points near Winnipeg, on Tuesday, April 29th, for the purpose of organizing a local division at that place. I asked our division superintendent a few days ago if he ever heard of this order. Of course he had not. I showed him a copy of the constitution. He said all the objection he could have was the non-teaching of telegraphy. I then explained to him what the true animus of the order was and what it proposes to do, and he heartily endorsed the movement in every respect, but was afraid it would be like a great many other organizations of this kind, would not enforce the rules in regard to the restriction of character and behavior of our members, referring to the third principle in our constitution. Now, brothers, I am in favor of strictly enforcing this and all other principles in our constitution. By doing this we will win the esteem of our officials and they will soon see that we are in earnest. Our superintendent has been known to say he has more trouble with his operators than any other department on the road. I hope he will see a change for the better now that we have a platform to work on and raise ourselves on a level with the other departments—the section men at least.

The Mann Boudoir Car Co. is complainant in a suit for \$250,000 damages against the Pullman Palace Car Co., charging infringement of patents in the "vestibule" train recently built and run by the latter company. The Mann people allege that they patented the arrangement some years ago.

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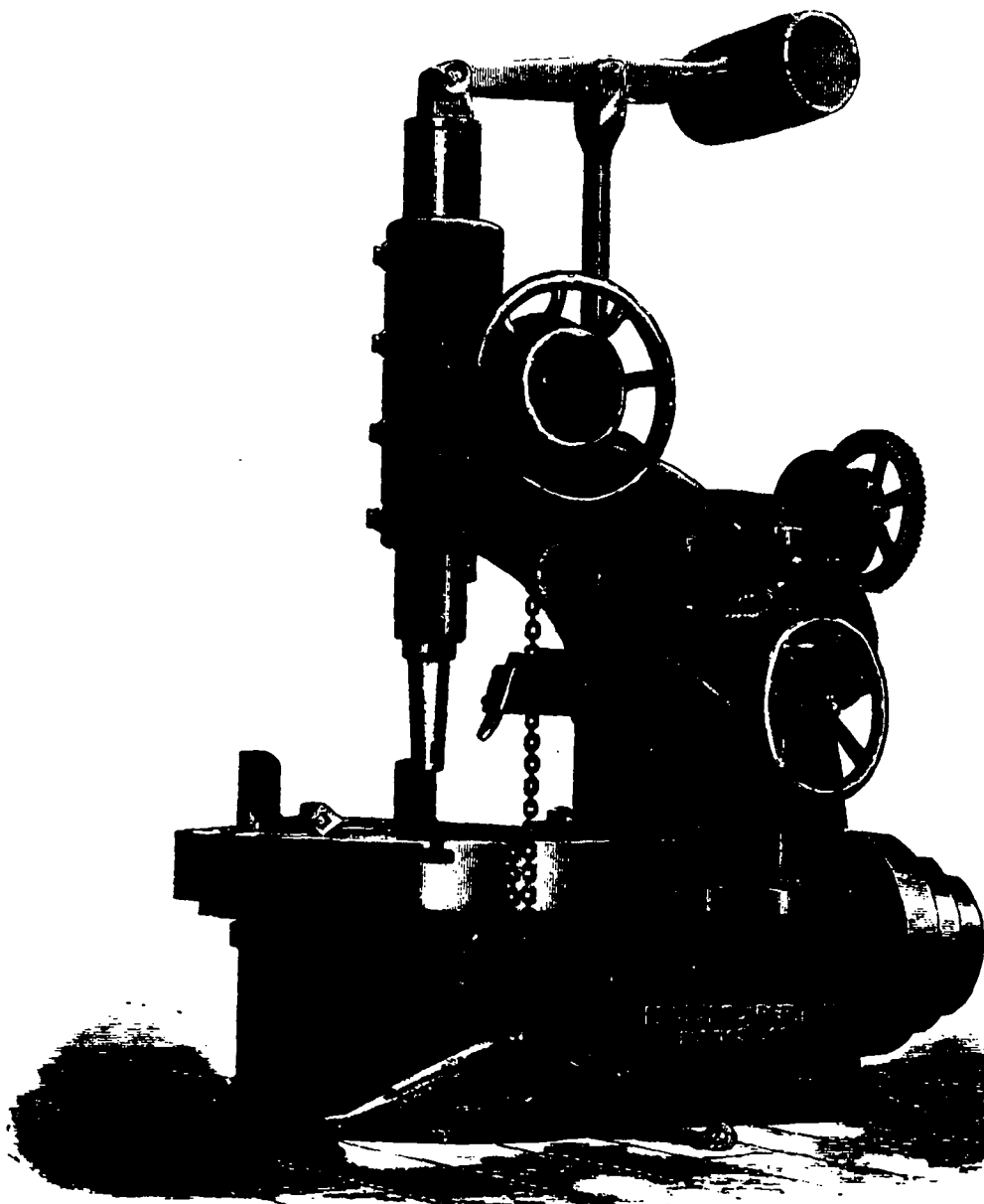
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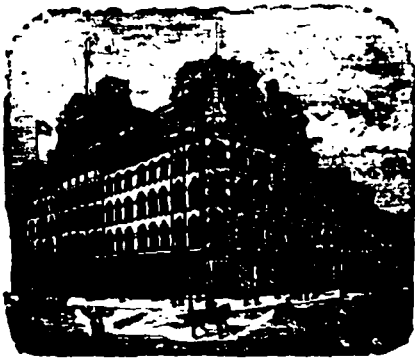
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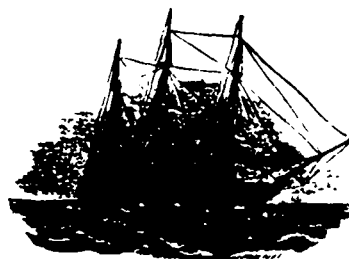
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