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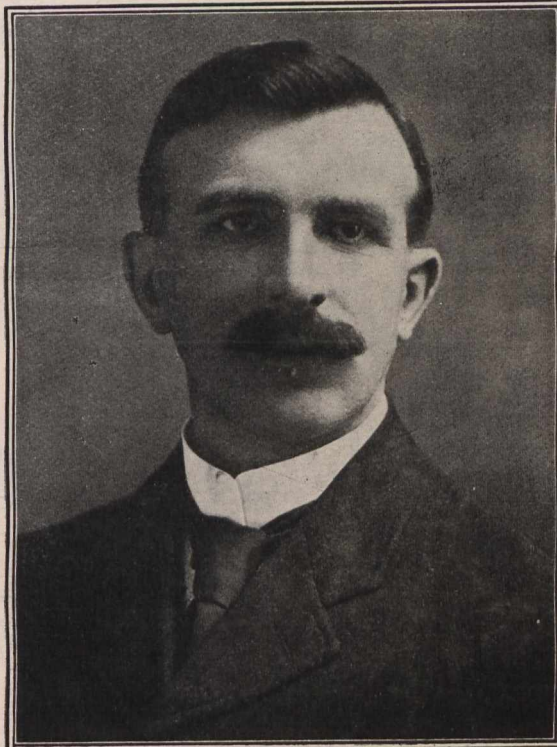
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Shop Timekeeping and Labor Dis- tribution.

By E. E. Lloyd, Chief Clerk Office of Auditor
of Stores and Mechanical Accounts, C.P.R.

Before endeavoring to illustrate the methods necessary for the proper handling of shop timekeeping, it will be well to enquire briefly into the theory of the subject, and by so doing better fit ourselves to understand the matter in detail. The latest report of the Interstate Commerce Commission shows that in the year 1906 railways paid out in wages \$950,000,000, and of this amount the shop pay rolls represented \$220,000,000, or about 23%. These figures will, no doubt, impress you with the necessity for extreme accuracy in the matter of shop timekeeping, whether the work be paid for by the hour, day, month, or piece. Any carelessness or inaccuracy in the method of compilation will, necessarily, result in injustice, either to the employe or to the company, and, it might be noted, involves also something far beyond the amount a company may lose through particular errors or omissions. It means dissatisfaction with the company if an employe loses the just return for his labor. It means the building up of an improper spirit if he gains something that does not belong to him, and the question of method by which the recording of time may be kept is of secondary importance to the knowledge that accuracy and truthfulness are enforced and a fair and just return is made to the employes for services performed, coupled with a correct distribution to the company for the money expended. There can be no chance hazards in this matter any more than in the matter of a company's traffic or the care of its monies. It must be known that the men have worked as represented, and that the rate paid is correct, also that the amount of money shown on the pay roll is charged to the accounts upon which the labor has been expended. These are the vital features of shop timekeeping, and whether a company shall have an efficient or an inefficient shop management, whether there shall be economy or extravagance, responsibility or irresponsibility, largely depends upon these features being properly appreciated. It can be stated as a general proposition that shop timekeeping should be taken care of under the direction of an officer acting independently of the person who hires or the official who directs. The officer to whom is assigned the charge of the timekeeping and labor accounts should, by performing his duty faithfully, protect

the interests of the employer and employe by preventing the introduction or growth of irregular or improper practices, and by affording the management accurate information of the extent and purpose of expenditures for labor and the measure of economy that has characterized such expenditures, and by formulating such a system as will insure the payment to employes every cent earned. To obtain these results calls for indefatigable watchfulness and the exercise of much skill and integrity, and he



S. J. HUNGERFORD
Superintendent Shops, Canadian Pacific Railway,
Winnipeg.

must be upheld in the exercise of the prerogatives of his office, allowed to go ahead untrammelled in the performance of his duty, and at the same time receive the most hearty co-operation of all with whom he comes in touch.

Various systems have been introduced with a view of bringing about these most desirable results. In days gone by, when shops were small, men reported directly to their leader or boss, and there was neither roll-call nor checking in or out, but as time progressed and shops grew, and the number of employes outstripped the immediate supervision of the boss, the necessity of some system of checking the employes on

and off duty became evident. As stated, the systems devised varied considerably, each, no doubt, having its redeeming features, and one cannot overlook the fact that it is necessary to study the physical conditions of the immediate surroundings before the most suitable, efficient, and economical method can be decided upon. My first experience was with the metal check system, a system which, to-day, boasts many advocates. Each employe is designated by a number upon the staff record of the time office, and upon passing in to work through the check office is given a metal check number to correspond with his number upon the staff record. This check he retains until passing out from work, when it is deposited with the check clerk, and so on. This method, however, proved to have its weak spots. For instance, it was virtually impossible to detect an employe depositing more than one check, thereby leaving a loophole by which he might assist a co-employe residing in the opposite direction to the check office or defraud the company by depositing the check of an employe who had decamped. But the most serious objection arises from the fact that, in the case of a dispute regarding the allowance or disallowance of certain time, which disputes, as a rule, come up some little time after the occurrence, the evidence available, when boiled down, resolves itself into a deadlock of one man's word against another's.

As the shop buildings or repair yards became more dispersed and grew, the distance from the check office to the immediate location of the work also became greater, and, as a consequence, resulted in the loss of valuable time to both the employer and employe. Some measures were, therefore, necessary to overcome these weak spots. To establish a record of evidence by which to satisfactorily dispose of the question of disputes, and to overcome the loss of time between check office and work, or vice versa, by inaugurating some system of time registration right at the job. Hence the adoption of mechanical time registers or time clocks. These registers or clocks are of various capacities, i.e., 50, 100, 150, 200, and 250 numbers, but for big shops and large staffs the most convenient register is one of 150 capacity. Each register is designated by a number, although in some plants the registration numbers of the clocks run in sequence from one up. The system of registering, assembling, and accounting for the time recorded on the registers is as follows: A successful applicant for work is given an order by the shop superintendent upon the timekeeper for a number upon the

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Please write to home office for further particulars.

CHARLES MILLER,

PRESIDENT

register. This order is made out, giving the man's name in full, his occupation, and the name of the foreman under whose immediate jurisdiction he is to work. Upon presenting this order at the time office he is called upon to endorse it, so that there shall be no question as to the correct manner of spelling his name, and as a means of subsequent identification, if necessary. The order is taken up by the timekeeper and entered on the staff record and in the time-book of the register to which he is assigned. The timekeeper then gives the man a slip, carrying reference to the register number, and his number upon such register, and instructs him as to the correct methods of recording his time. The registration or punching of the clock on and off duty by the men at the regular starting and quitting hours is supervised by a clock watcher, an employe who is selected for integrity and satisfactory service, and his ability to identify each and every man recording upon his particular register. As each employe registers himself on duty at one of the regular starting hours, he is handed a day time-card (see exhibit A) by the clock watcher upon which to record a statement of the various jobs upon which he is engaged. The clock watcher checks up the clock record, commonly known as a clock slip, with the list of employes assigned to his register, immediately after starting time, morning and noon, and makes a list of the absentees or possible late arrivals for the foreman's information, thus enabling the foreman to lay out his work to meet such conditions. Immediately before the men punch off duty finally at the regular shop closing hour, they deposit their day time cards, carrying a full distribution of their time, into locked metal boxes placed immediately adjacent to each register and in the commanding view of the clock watcher. A late arrival wishing to start at an irregular hour must first report to his foreman, at whose discretion he will be allowed to start

of his foreman, who, in giving him permission, takes up the time-card and enters upon it the hour at which the man quits and instructs him to punch the clock, after which he gives him a pass-out order carrying reference to the permitted quitting hour, which order is delivered up to the

[EXHIBIT B.]

Form S. & M. A. 7

CANADIAN PACIFIC RAILWAY COMPANY
CERTIFICATE OF UNRECORDED SHOP TIME.

To MASTER MECHANIC. STATION.....
SUPT. LOCOMOTIVE SHOPS. STATION.....
SUPT. CAR SHOPS. DATE.....190
ASST. MASTER CAR BUILDER. DATE.....190
DIVISIONAL CAR FOREMAN.

I hereby certify that..... clock no.....
check no..... reported to have omitted to register
himself at..... was to my own personal knowl-
edge on duty from..... to.....

Foreman.....Shop
To.....
Dept. of the Aud. of Stores and Mech'l Acct's.

I recommend that time be allowed to the above
employe from..... to..... on..... 190
in compliance with the Dey Register Regulations
now effective.
.....190

Head of Department.
NOTE.—This Certificate must in all cases be signed
personally by Head of Department and Foreman,
otherwise time will not be allowed

gate watchman, who again records the time of delivery, and turns the order into the time office. By these methods the possibilities of an employe omitting to register himself on or off duty, at the regular shop hours or at an irregular hour, are practically eliminated. Should an omission occur, however, it is promptly detected in the time office, where the clock slips and the time-cards are compared, and any inconsistencies are immediately reported to the shop superintendent on a form specially provided for the purpose. The matter of the omission is then taken up by the shop superintendent with the foreman, and he in turn with the employe, for an explanation as to his violation of the regulations. If satisfactory, the foreman is then required to make a declaration (see exhibit B) that, to his personal knowledge, the said employe was on duty between stated hours; the allowance of the unrecorded time is recommended or disallowed at the discretion of the shop superintendent, based upon the facts and conditions of the case. Each omission, however, if allowed, calls for the application of shop discipline, and should an employe become a frequent offender, he is dismissed.

In the event of it being necessary to work any portion of the staff overtime, the respective foremen make requisition upon the shop superintendent for the required number of overtime cards, which, on receipt, are distributed to the men. The overtime card is printed in red ink in order that it can be readily distinguished from the day time-card, which is printed in black ink. The register is punched upon starting to work overtime and upon quitting, in the regular manner. The overtime card, upon which is recorded the distribution of the time to the work performed, instead of being deposited in the metal boxes, is handed in to the gate watchman, thereby serving the purpose of a pass-out order. The gate watchman records upon the card the time at which the man passes out and turns the cards over to the time office.

The clock slips upon which the time is recorded are changed at a specified hour each day by the timekeepers, who at the same time collect the time-cards deposited in the boxes. The hours recorded opposite each number on the clock slip are then ex-

tended into the right hand margin of the slip, and the hours on the day and overtime cards compared with the slip to see that a full distribution has been given, the timekeepers at the same time checking the wage rate as entered on the cards by the employes with the official list. Should there be any discrepancies in the distribution, the card is immediately returned to the foreman for an explanation and full report as to what correction is necessary. All the cards that check out correctly are then returned to the respective foremen for their signature as a verification of the accuracy of the time distribution as given. The overtime cards have to be further approved by the general foreman or shop superintendent. Should the foreman detect any disparity in the distribution, he must make a notation across the card, "Distribution Incorrect," and return the card unsigned to the time office. The matter is then taken up with the shop superintendent, and each case thoroughly investigated. Under no circumstances is a foreman allowed to change the distribution on a time card.

The clock slips are then turned over to the time checkers who, after checking the extensions, cut the slips into 50 number sections, each section dated, and paste them into the time-book, overlapping each other in such a manner as to leave the outside edge on which the total number of hours worked is shown, exposed, under the day of the month represented by the clock slip, so that at the close of the month the timebooks themselves show the complete record of each man's time as well as the total hours' labor performed. The old method of taking the clock slips and entering from these into the time book gave opportunity for errors in posting time to the wrong man, and when it came to the settling of any dispute with an employe, the clock slips had to be located and comparison made with the entries in the time book. Much loss of time is obviated by the method now adopted, and it is absolutely impossible for any time to be credited to the wrong employe or to those not properly entitled thereto as shown by the clock records.

The time of men working away from their home station or temporarily transferred to another station is taken care of on a specially prepared form, the handling of which is as follows: The foreman, on issuing this form, enters the time thereon and instructs the man to punch the clock, and to report at the time office of his home station in order to obtain the signature of the timekeeper. The timekeeper, after checking the time, signing the form, makes entry in the time book opposite the man's number of his transfer to the point stated on the form. This with the object of putting the timekeeper on the lookout for the man's time before closing the check book at the month end. Upon the man's arrival at the point to which he is temporarily transferred, he must immediately report himself to the timekeeper, but in the event of arriving after the timekeeper is off duty, he must report himself to the foreman in charge, who will take up the form, recording upon the same the hour of arrival, and turning the form over to the timekeeper at the first opportunity. On receipt of the form by the timekeeper, the hours of departure and arrival are checked up to see that no unnecessary time has been occupied on the journey, and after entering the travelling time on the form, the man is given a number on the local register and must record himself on and off duty and deposit time-cards, the same as the regular shop employes. Upon the completion of the work, and his return to his home station, the timekeeper will transfer from the time book to the form a daily record of the hours worked,

[EXHIBIT A]

Form S. & M. A.

CANADIAN PACIFIC RAILWAY CO.....190
Daily Time Certificate } Name.....
Clock.....No.....Rate.....

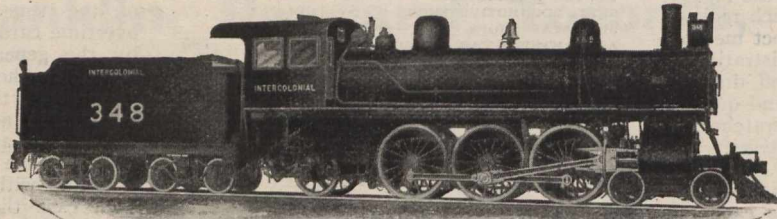
| DAY WORK | | | | | |
|-----------|-----------------|---------------------|----------------|----------------------|-------|
| CHARGE TO | Com-menced Work | Fore-man's Initials | Fin-ished Work | Total Hours Day Work | VALUE |
| | | | | | |

NOTE—When employe's full time is on Day Work. Foreman signs here.....

| PIECE WORK | | | | | |
|------------|-----------------|---------------------|----------------|----------------------|-------|
| CHARGE TO | Com-menced Work | Fore-man's Initials | Fin-ished Work | Total Hours Day Work | VALUE |
| | | | | | |

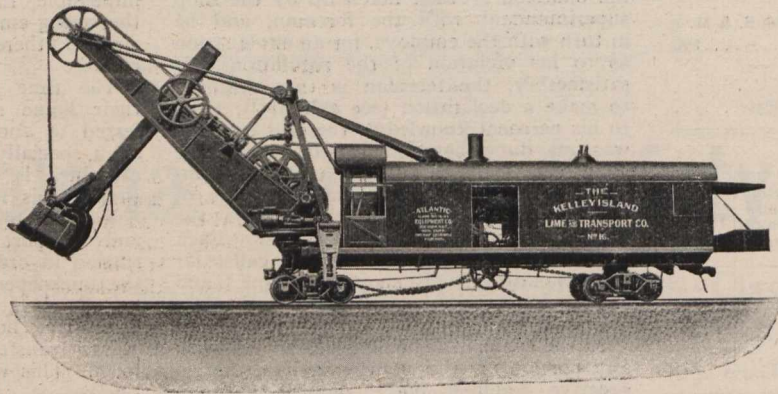
Piece work hours checked in time office by.....
Columns headed "Value" to be filled in by timekeeper
or otherwise. If allowed to start he punches
the clock and receives from his foreman a
time-card, upon which the foreman has
entered the starting hour. Should an em-
ploye desire to quit work at an irregular
hour, he must first obtain the permission

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Pacific Type Passenger Locomotive built for the Intercolonial Railway. Total weight of engine, 194,500 pounds. Weight on driving wheels, 132,000 pounds; diameter of driving wheels, 72 inches. Boiler pressure, 200 pounds. Maximum tractive power, 29,200 pounds.

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making notation in the time book, "Time transferred to (home station) on transfer form," at the same time instructing the employe to report himself to the home station timekeeper immediately on arrival. The timekeeper at home station takes up the form, checks up the departure and arrival hours, records the travelling time and transfers all the time from the form to the time book. The time-cards, representing a distribution of this time, are promptly forwarded to the home station time office and taken to account in the labor accounts of that office. This form permits of a proper supervision over an employe whilst travelling, eliminates the possibility of his time overlapping, and removes the necessity of reporting an employe more than once upon the same set of pay rolls, which is very desirable. All certificates, etc., covering time not recorded on the clocks are numbered in consecutive rotation and entered into the time voucher register before being credited to the employe affected in the time book, after which they are filed away in numerical order.

From the foregoing the advantages of the mechanical register in the settlement of disputes arising in regard to the allowance or disallowance of time, are, I think, evident. Every employe becomes his own timekeeper; you have his registration upon the clock borne out by his signed declaration on his time-card, and the check of the clock watcher, which is verified by the timekeeper.

As in the case of time registration, there are various methods in vogue of taking up and distributing shop labor to the accounts upon which it is expended. The first method that I experienced was that of time distribution clerks making the rounds of the shops with the time distribution books once per day and taking up the distribution of the time worked the previous day; a page was assigned to each man, the description of the work performed and number of hours, etc., recorded in the column headed up for the purpose. By this method a competent distribution clerk could take up the distribution of, on an average, 250 men. Barring clerical errors and lapses of memory on the part of employes, this method should give a correct distribution of the pay roll, but to draw off the distribution and assemble it to the individual jobs entailed a great deal of clerical work at the close of the month or at any time when it might be required to know the cost of any specific job to date. By a reversal in the headings of the time distribution book, that of assigning a page or pages to the job instead of the man, the distribution clerks' capacity was increased about 100%, and the assembling operation decreased 50%, and the aforementioned difficulty regarding cost of any job to date was largely obviated. Still, these methods were not altogether satisfactory; whenever the question of apparent excessive shop costs came up, the opportunity to excuse the shop management at the expense of the distribution clerks was always open, and in some instances the excuse was probably well founded.

By the time-card system the responsibility cannot be conscientiously shifted. The approval by the foreman of the distribution given by the men upon their time-cards must be considered binding, also the capacity of the distribution clerks is increased so that they can handle the distribution cards of from 1,200 to 1,500 men. I have explained the method of collecting the time-cards from the boxes, how the hours and rates are checked, and how the verification as to the accuracy of the distribution is obtained. Upon the cards being returned to the time office, after receiving the signature of the foreman, they are handed over

to the distribution clerks, who compute the value of the distributed hours by the wage rate on the card, transferring the distribution in dollars and cents into distribution sheets to the various jobs. This method removes the necessity of drawing off and assembling the distribution; as a matter of fact, a weekly progress report, or, in other words, a daily or weekly distribution of the pay roll, can be reported inside of 24 hours after the completion of the period, providing, of course, that there are no delays in the handling of the cards to and from the shops. Further, by following out the system in all its details, an absolute distribution can be obtained barring the possible value of cards delayed under investigation or the changing of an employe's rate during a broken period, and of which change the time office has not received the necessary approval. Periodical checks are made upon the distribution clerk's work by tabulating the value of the cards against the sum total of the entries upon the distribution sheet for any given period. At the large plants a check of the men at their work is taken care of by shop constables or watchmen, whilst at the smaller plants where the distribution clerk's time is not entirely occupied with the cards, he makes the rounds of the shops.

It is argued that the system of the workman writing up his own card is more costly than that of the distribution clerk making the rounds of the shops, and that too much time is lost. If time is never lost to a better advantage than in giving a company an accurate accounting for the wages paid, there might be grounds for the contention. From my own personal experience I question very much if any more time is taken up by the men in making up their cards than in giving their time verbally to a timekeeper, and the incidental delays thereto. For instance, in the machine shop it very often necessitates the stopping of a machine; in the blacksmith shop the smith will let his heat cool or fire die down, whilst in the boiler shop it often happens that a whole gang has to be silenced before a timekeeper can get a hearing, and so on. This, coupled with the discussion of various matters of mutual interest, causes a loss of time over which the shop management has little or no control.

The method by which employes doing contract work record themselves on and off duty, and that of reporting the distribution of their time, is the same as if working day work with the additional check of the contract timekeeper. Whilst it is very undesirable that an employe should work both day and contract work, it cannot always be avoided, and to meet this contingency the foreman is required to initial the time-card at the time the change is made from contract to day work, or vice versa.

The foregoing paper was read at a meeting of the Canadian Railway Club recently.]

Recent British Columbia Legislation.

The B.C. Legislature at its current session has passed the following acts affecting railways:

- Flathead Valley Ry.—Act of incorporation.
- Meadow Creek Ry.—Act of incorporation.
- South-east Kootenay Ry.—Extending the time for construction.
- Victoria and Barclay Sound Ry.—Act of incorporation.

We are advised that the Temiskaming and Northern Ontario Ry. officials, though keeping in touch with the matter of dispatching trains by telephone, have not as yet decided to supersede the telegraph system.

Government Expenditures on Railways.

During the year ended Mar. 31, 1908, the total railway expenditure made by the Department of Railways and Canals was \$35,495,196.37; of which \$23,684,005.25 was charged to capital, \$2,215,895.69 to income, and \$9,595,295.43 to revenue. The expenditure on capital included \$18,910,449.41 for the National Transcontinental Ry.; the expenditure on income included \$2,037,629.30 paid as subsidies to railways other than Government roads, and \$123,679.22 for the Board of Railway Commissioners. The expenditure on the Intercolonial Ry. was \$13,597,491.55, of which \$4,328,494.01 was on capital account, and \$9,157,435.53 on revenue account. On the maintenance of the Windsor branch \$37,912.11 was expended on revenue account. The expenditure on the Prince Edward Island Ry. aggregated \$700,409.62, of which \$390,461.83 was charged to capital, and \$399,947.79 to revenue. The revenue from the Government railways was \$9,534,569.04. The total Government expenditure on railways prior to and since Confederation up to Mar. 31, 1908, on capital account was \$185,734,462.04, which includes \$25,000,000 granted to the C.P.R. for its main line. In addition there has been expended from the consolidated fund \$179,021,681.56, which includes \$37,616,131.84 paid as subsidies to railways in addition to the above for the C.P.R., making a total expenditure of \$364,756,143.00. Of this amount \$13,881,460.55 was expended prior to Confederation on the construction of portions of what is now the Intercolonial Ry. system.

The total revenue derived from Government railways from July 1, 1867, to Mar. 31, 1908, was \$128,614,808.72. The gross earnings of the Government railways for the year ended Mar. 31, 1908, was \$9,534,569.04; and the working expenses \$9,595,295.43, showing a loss of \$60,726.39. The I.C.R. working expenses were \$9,157,435.53, and earnings \$9,173,558.80, showing a profit of \$16,123.27. The Windsor branch maintenance expenditure was \$37,912.11, and the Government earnings \$56,430.41, leaving a profit of \$18,518.30. The Prince Edward Island Ry. working expenditure was \$399,947.79, and its earnings \$304,579.83, the loss being \$95,367.96.

The subsidies paid to railways on account of construction during the fiscal year were:

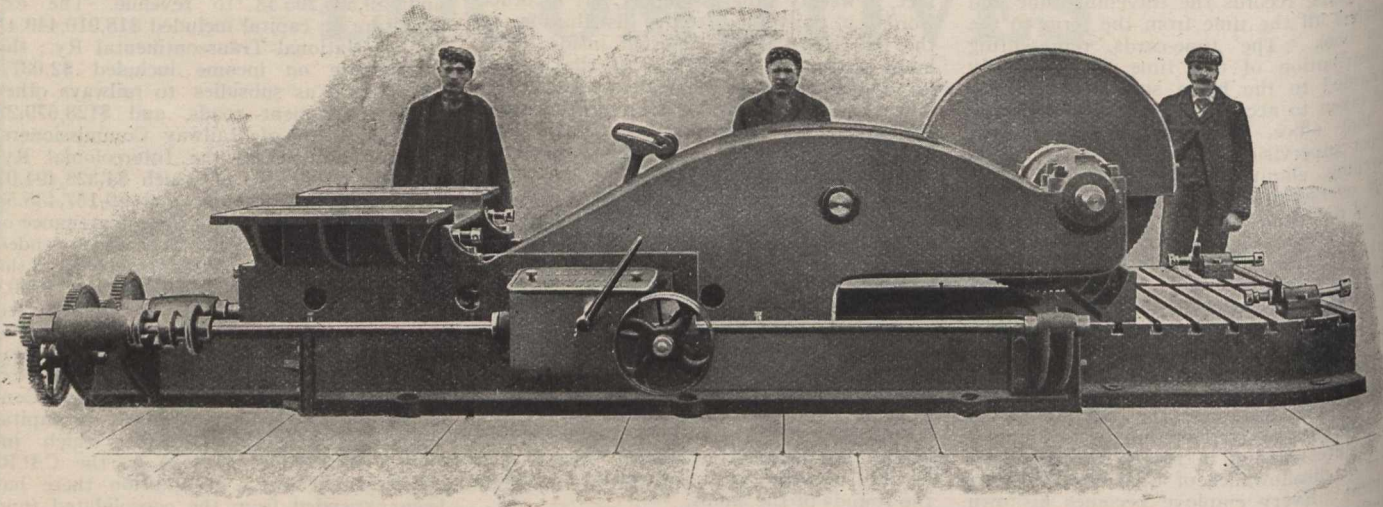
| | |
|--|-----------------------|
| Atlantic and North West Ry..... | \$ 186,000 00 |
| Atlantic, Quebec and Western Ry..... | 64,000 00 |
| Canadian Northern Ontario Ry..... | 244,224 00 |
| Canadian Northern Quebec Ry..... | 256,870 40 |
| Canadian Pacific Ry..... | 3,424 00 |
| Central Ontario Ry..... | 76,861 36 |
| Colchester Coal and Ry. Co..... | 12,800 00 |
| Edmonton, Yukon and Pacific Ry..... | 91,200 00 |
| Halifax and Southwestern Ry..... | 316,567 73 |
| Kettle River Valley Ry..... | 97,771 52 |
| Klondike Mines Ry..... | 101,184 00 |
| Midland Ry. (Ltd.)..... | 31,892 40 |
| Minudie Coal Co..... | 18,544 00 |
| Napierville Junction Ry..... | 173,440 00 |
| Nicola, Kamloops and Similkameen Ry..... | 190,208 00 |
| Orford Mountain Ry..... | 24,128 00 |
| Ottawa Northern and Western Ry..... | 4,243 20 |
| Quebec Central Ry..... | 55,638 69 |
| Quebec and Lake St. John Ry..... | 73,472 00 |
| York and Carleton Ry..... | 14,560 00 |
| | \$2,037,629.30 |

The Pullman Co. paid \$2,040.15 taxation to the Ontario Government for the year 1908.

R. G. Price, Car Foreman, Quebec Central Ry., Sherbrooke, Que., writes: "Find enclosed renewal subscription to your valuable paper, which I find very instructive."

A. E. Edwards, District Passenger Agent C.P.R., Detroit, Mich., wrote, Mar. 12, 1909: "I receive THE RAILWAY AND MARINE WORLD every month regularly, and find it very interesting."

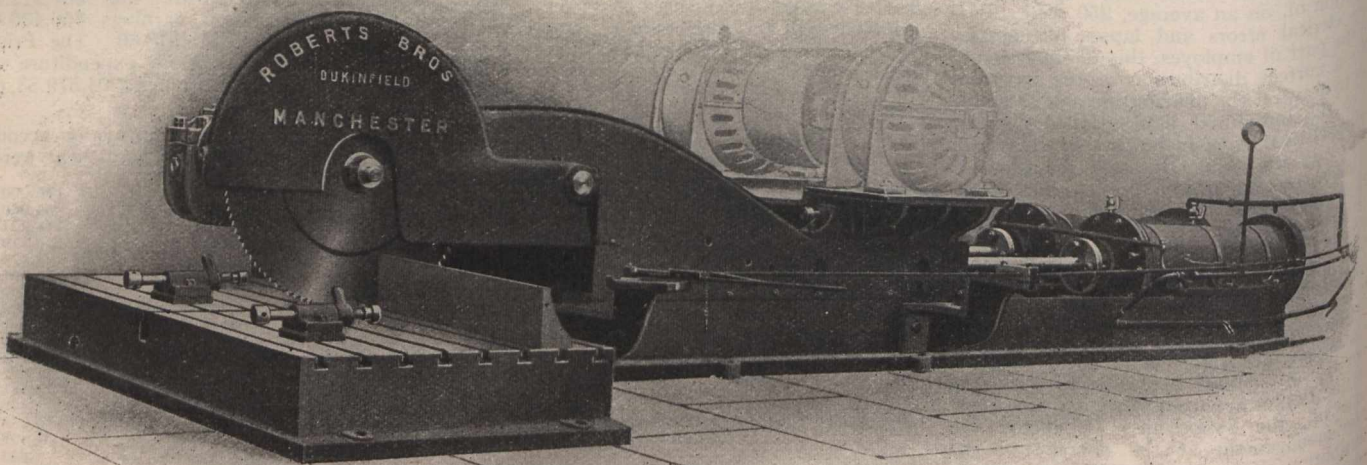
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The Intercolonial in Parliament.

The annual statement of the Minister of Railways with regard to the Government railways was made in the House of Commons Mar. 16. He said the I.C.R. gross revenue for the year ended Mar. 31, 1908, was \$9,173,558.80, and working expenses \$9,157,435.53, leaving a surplus of \$16,123.27. The earnings from passenger traffic were \$2,711,416.98; from freight, \$6,054,493.55; and from mails and express, \$407,648.37. The expenditure included the purchase of a considerable quantity of rolling stock, and increases of wages aggregating \$205,989. The capital expenditure for the year was \$4,382,494.01.

The gross revenue of the Prince Edward Island Ry. was \$304,579.83, and working expenses \$399,947.79, a deficit of \$95,367.96. The earnings from passengers were \$132,382.76; from freight, \$146,280.99; and from mails and express, \$25,916.08. The capital expenditure was \$390,461.83, and the expenses included \$11,322 on account of increased wages.

The Minister then proceeded to take up the question of cost of operation and argued that the I.C.R. was economically managed, the average cost of operation (wages and material) of the line for 1908 being 1.295, against 1.364, the average rate for all Canada; 1.493 for the C.P.R., 1.480 for the Canadian Northern Ry., and 1.154 for the G.T.R. The cost of the maintenance of rolling stock per mile run shows that while the I.C.R. kept up the standard well, it was not extravagantly run. In regard to maintenance of way and structures, the G.T.R. was the only line in the Dominion which showed less than the I.C.R. In regard to loaded and empty car mileage, the I.C.R. did not show to any disadvantage in comparison with other Canadian railways. In regard to earnings per train mile there was a marked difference, the I.C.R. having a smaller earning power than the other lines. His own opinion was that the railways covering practically the same territory as the I.C.R. had not made a dollar in the last ten years on their lines. The I.C.R. is a detached piece of line, a line covering part of a territory, a line without feeders from the west, simply a long railway feeding itself, though getting what traffic it can from other lines.

After having referred to certain difficulties in the way of the operation of the line, and the different method which had to be pursued in purchasing supplies, owing to the fact that all prices were published in the Auditor-General's report, and that many of them had to be purchased from firms which did not bring any freight to the road, the Minister proceeded to ask the question: What are we going to do with the road? A good deal of discussion, he said, has taken place as to what we are going to do with regard to its management.

My proposition is this: Not to establish a deal; and if I do not favor that solution, it is not at all because Mr. Borden advocates it. I have gone into the question of the management of Australian railways, and I came to the conclusion that, as a minister of the Crown, and management, two conditions confronted me. In the first place, I was not prepared to admit that the Crown itself, through proper means, could not manage a government railway. In the second place, I did not think the country would be prepared to say that the government ought to divest itself of the responsibility which the people had entrusted to its hands. Having that view, I made up my mind to make this proposition and give it a fair trial. That proposition is to establish a board, not responsible to Parliament—that is, not directly responsible—but responsible to the government of the day, whatever government that may be—responsible to the gov-

ernment through a Minister of the Crown, because after all we may say about commissions, this fact remains that the people will hold whatever government is in power responsible for the management of the I.C.R. so long as it is owned by the government. There is no use in our trying to get away from the inevitable. Any government must retain the responsibility, and any Minister of Railways must accept full responsibility. On that board I propose to retain two of the officials, now on the I.C.R., in very high places. I propose also to allow the Deputy Minister of Railways to act on that board, and I would call it, not a commission, not an advisory board, but a board of management. I propose, as well, to appoint on that board a man, whom I have not selected, from one or the other of the great railways—not an over expensive man, but a man with a good, practical, level head, who would bring with him the knowledge and experience he had acquired on one of the great lines and add these to the knowledge and experience possessed by the officials on our line of railway. This board would have the management of the road and be responsible, as a general manager would be, to the government. My idea was that this board would have to meet my deputy at least every thirty days and give a full and complete report and information of everything done on the line, so that the Minister would know at all times what was going on and what was being done. Would this relieve the Minister of the responsibility? Not of one iota. The Minister must retain all responsibility, but it would relieve him and his deputy of a multitude of details which now come here and which ought never to get beyond the head office at Moncton. We have to-day details coming to the department at Ottawa which never go to the president of a railway company, which never get by the general manager, and three-fourths of which never get to the general manager. But a condition has grown up on the government-owned railway for which nobody is to blame; and little details, instead of being settled on the spot by men detailed and paid for that purpose, keep filtering through by some means to the head office and to the Minister, until our department is at present flooded by these matters, which ought never to reach it. This board would be given power to settle these minor affairs without reference to the department at all. This would be a good thing for the railway, it would be a good thing for the men, and a great relief to the department.

Temiskaming and Northern Ontario Ry.

The report of the operations of the T. and N.O.R. for the year 1908 has been presented to the Ontario Legislature. The mileage operated during the year averaged 191. The total revenue was \$973,065.61, made up as follows: From freight, \$471,203.41; from passengers, \$366,504.53; from other freight and passenger train revenue, \$45,501.06; from telegraph and telephone services, \$27,950.22; from miscellaneous revenue, \$61,906.39. The operating expenses were \$688,397.43, or 70.8%. The distribution of the operating expenses was as follows: Maintenance of way and structures, \$125,563.45; maintenance of equipment, \$119,565.01; traffic expenses, \$12,499.96; transportation expenses, \$405,907.58; general expenses, \$24,863.45. The net earnings were \$284,668.18, and the revenue from ore royalties, \$134,820.27, a total of \$419,488.45. The Commissioners paid the Treasurer of Ontario \$350,000, the balance of \$69,488.45 being carried to profit and loss account. The cost of road and equipment to Dec. 31 was \$13,441,704.89, the cost of the 191 miles operated being \$9,651,751.43, or \$50,532.73 per mile. The interest on the

cost of this mileage at 3.8% was \$366,866.55.

The operating statistics show: Passengers carried earning revenue, 479,005; passengers carried one mile, 15,252,710; passengers carried one mile per mile of road, 79,857; freight carried earning revenue, 484,444 tons; freight carried one mile, 34,279,838 tons; freight carried one mile per mile of road, 179,475 tons; average distance each passenger carried, 32.05 miles; average distance haul of one ton of freight, 70.7 miles. Passenger earnings per mile of road, 2.43 cents; freight earnings per mile of road, 1.37 cents; gross earnings per mile of road, \$5,094.58; gross expenses per mile of road, \$3,604.17; net earnings per mile of road, \$1,490.41.

Chateau Frontenac Extension.

The C.P.R. has in course of construction a wing to the Chateau Frontenac, Quebec, which carries out the architectural design of the original building, and with it will form one harmonious whole. Owing to the fact that the site of the new wing is not level, it has been found necessary to build the additions considerably higher than the original building, and the work of grouping the new, so that it would be strictly in accord with the old, was one of exceptional difficulty. To ensure a uniformity of material and coloring between the two parts, it was decided to use the same materials for the exterior of the additions as had been used in the original building—Terrebonne stone and Scotch fire-brick. To provide a sufficient area for the additions it was found necessary to construct arches over two highways, in order to connect the new erection with the original work.

The new building is 155 by 55 ft., and the tower, which is at the end furthest from the old building, has a height of 175 ft. from grade. The main part of the building has nine floors and the tower extends four storeys higher. The construction throughout is of reinforced concrete. With the exception of the attic floors, which, like the roof, are of solid concrete slab construction, the floor system in general is a combination of concrete and hollow tile; this method giving flat ceilings of large span. The columns along the corridors in the lower stories of the main portion of the building are of structural steel, to economize space. These columns are fireproofed with concrete, the outside diameter of the finished columns being 18 inches. The structural steel columns do not extend above the sixth storey, while all other columns are hooped concrete. In the lower portion of the building, which is 55 ft. higher than the main part, the concrete columns start at the footings, where they have a diameter of 34 inches. The concrete skeleton is enclosed with brick and stone masonry, these walls being carried on reinforced concrete beams at each storey, these beams framing generally into wall columns and in some cases into cantilever brackets. In order to economize all the space within the enclosure, two living floors, besides an attic floor, are taken care of in the roof portion of the main addition. In the tower roof there are four floors, one for water tanks and one for general storage. The roof of the main building has a pitch of 60 degrees, and the tower roof a pitch of 75 degrees. They are of concrete slabs and will be finished off with copper in conformity with the roof of the original building. The stairs throughout the building are of cast iron and steel, and are covered with marble. In connection with the heating apparatus it was found necessary to construct a smoke flue underground for a distance of 100 ft. to the end of the building, where the chimney stack is. The plumbing is of the most modern type, the pipes being laid in specially built flues, to which access can be readily had to effect repairs.



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Victoria Rolling Stock Co. of Ontario.

The directors' report for the year ended Feb. 15 states that during the year the company has not issued any new debentures, and outstanding debentures against leases were reduced by \$282,000. All payments maturing during the year were promptly met.

The directors wrote off the balance at debit of discount and commission account in connection with Series S lease, \$16,000. The profit on the year's business, after charging up directors' fees, expense account and \$16,000 for discount and commission on debentures sold, is \$18,280.42; out of which a dividend of 12% for the year on the paid-up capital stock, amounting to \$14,400, was paid, leaving \$3,880.42 carried forward to profit and loss account, which now stands at \$121,599.01.

| ASSETS. | |
|--|-----------------------|
| Obligations on leases..... | \$1,725,441.06 |
| Debentures held by company and accrued interest..... | 168,451.39 |
| Cash in bank..... | 36,169.89 |
| Call loans..... | 100,000.00 |
| | <u>\$2,030,062.34</u> |

| LIABILITIES. | |
|---|-----------------------|
| Capital stock subscribed.. | \$600,000.00 |
| Capital stock paid up..... | \$ 120,000.00 |
| Debentures outstanding..... | 1,772,000.00 |
| Interest accrued on same..... | 16,463.33 |
| Balance at credit of profit and loss..... | 121,599.01 |
| | <u>\$2,030,062.34</u> |

| PROFIT AND LOSS ACCOUNT. | |
|---|----------------------|
| Interest paid and accrued on debentures | \$ 78,541.14 |
| Discount and commission on debentures sold, Series S..... | 16,000.00 |
| Expense account..... | 972.82 |
| Directors' fees last year..... | 1,300.00 |
| Dividend account..... | 14,400.00 |
| Balance carried forward..... | 121,599.01 |
| | <u>\$ 232,812.97</u> |

| | |
|--|----------------------|
| Balance at credit profit and loss, Feb. 15, 1908..... | \$ 117,718.59 |
| Rents received and accrued on leases, and interest on advances and debentures held by company..... | 115,094.38 |
| | <u>\$ 232,812.97</u> |

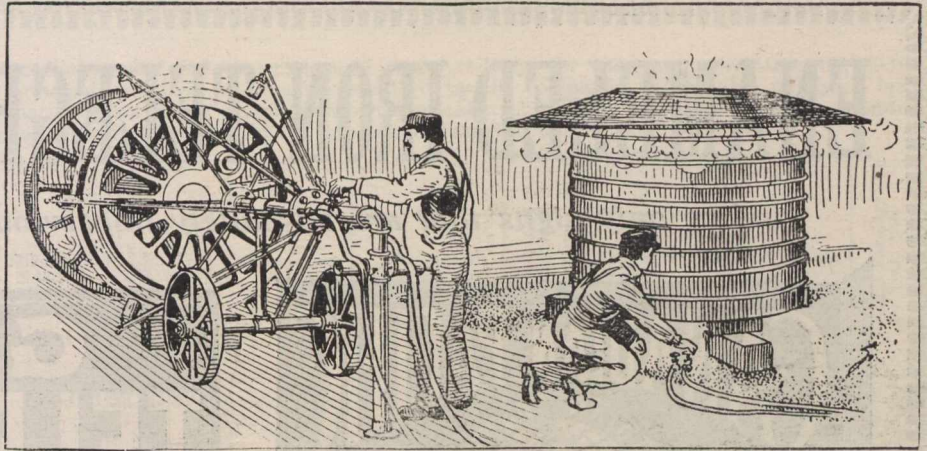
| MEMORANDUM RE ROLLING STOCK. | |
|---|-----------------------|
| Original cost of rolling stock held under existing leases..... | \$4,439,802.53 |
| Amount paid in on account by railway companies in addition to interest..... | 2,668,108.88 |
| | <u>\$1,771,693.65</u> |
| Total amount of the company's debentures outstanding..... | \$1,772,000.00 |

The officers and directors for the current year are: President, E. B. Osler, M.P.; Vice-President, W. D. Matthews; Managing Director, R. A. Smith; other directors, D. Coulson, Hon. J. S. Hendrie, H. Pellatt, D. R. Wilkie; Secretary, G. T. Chisholm.

Railway Taxation in Ontario.

The Ontario Government collected from railways operating in the province taxes amounting to \$400,902.71 during the year ended Dec. 31, 1908. Following are details:

| | |
|---|-----------------|
| Algoma Central and Hudson Bay Ry.... | \$ 1,365.00 |
| Brockville, Westport and N.W. Ry..... | 675.00 |
| Bay of Quinte Ry..... | 675.00 |
| Canada Atlantic Ry..... | 1,405.12 |
| Canadian Pacific Ry..... | 20,666.08 |
| Canadian Northern Ry..... | 136,945.98 |
| Central Southern Ry..... | 14,140.00 |
| Grand Ontario Ry..... | 27,791.00 |
| James Trunk Ry..... | 2,233.50 |
| Kingston Bay Ry..... | 168,638.80 |
| Lake Erie and Pembroke Ry..... | 8,808.00 |
| Manitowlin and Detroit River Ry..... | 1,546.50 |
| Niagara and North Shore Ry..... | 13,348.20 |
| Niagara, St. Catharines and Toronto Ry..... | 137.78 |
| Ottawa and Nipissing Ry..... | 289.70 |
| Thousand Islands Ry..... | 55.00 |
| Toronto, Hamilton and Buffalo Ry..... | 853.50 |
| | 63.30 |
| | <u>1,265.25</u> |



Crude Oil Tire Heaters For Railway Shops.

The Lehigh Valley Rd. has recently introduced crude oil tire heaters at its shops at Sayre, Pa., which have been found far superior to the former method of using gasolene and perforated rings for the application and removal of tires.

The heater for removing tires consists of six oil burners mounted on an adjustable frame, being able to adjust the burners to any desired diameter. The frame consists of an arrangement of wrought-iron pipe mounted on a pair of wheels. On the main part of the frame a combination air and oil chamber is arranged to slide forward and back, and, in conjunction with a six-point star, the various adjustments of the burners are produced. On the front side of the supply chamber six ball-joint connections are made to the oil supply, also six connections are made to connect the air supply with the burners and piping arranged to connect the burners with the supply chamber.

When using gasolene for removing tires two men would use from 20 to 50 minutes in removing a tire, while with this heater from 7 to 11 minutes are required. While the old tires are being removed new ones are piled up on three cast-iron blocks and a large crude oil burner is placed underneath, the burner having the capacity to fill the inside of eight tires with flame and heat them for application in 20 minutes. Inasmuch as both heaters are comparatively smokeless, there is perfect satisfaction. During a test, six old tires were removed and six new tires were applied in 1 hour and 52 minutes.

G.T. Pacific Ry. Gradients.

A. J. Anderson writes us from Winnipeg: "In your Feb. issue you copied an interview some New York paper had with C. M. Hays, President G.T.P.R., in which he tabulated a statement or comparison with five other railways of their maximum gradients and gross capacity of locomotives in tons. You published a foot-note showing the statement was not fair to the C.P.R., as the new cut-off being built between Field and Hector, B.C., will place the C.P.R. in the same position as the G.N.R., N.P.R. and U.P.R., as to gross capacity of engines in tons. Mr. Hays' statement in a very important point is not correct. He says the maximum gradient between Prince Rupert and Winnipeg (going east) is 21 ft. to the mile. This is certainly an error, because descending from the Yellow Head Pass westerly, they have a continuous 1% gradient for 20 miles, and some shorter stretches before Tete Jaune Cache is reached. This, of course, will be a pusher grade, but, just the same, in his tabulated statement, if correctly put, it would show the G.T.P. gross capacity of locomotives in tons 1,020 instead of 2,041, as published. Enquiries in the proper quarter, the Department of Railways, Ottawa, will show you this is correct."

On receipt of the above letter, we communicated its contents to Mr. Hays, who has written us as follows: "While it is a fact that we have a 1% gradient for a distance of 20 miles easterly from Tete Jaune Cache, this is but a temporary gradient, and will only be in existence until such time as the traffic available will justify the additional expenditure of reducing it to our maximum of 4/10 of 1%. This 20 miles, however, does not constitute a serious break in the ruling conditions, as, owing to the shortness of the distance, that particular division must always be operated as a 0.4% gradient, entailing only the additional expense of an

additional engine for 20 miles, until such time as the expense of the additional engine service would equal the interest on the additional cost of eliminating this stretch of 1% gradient, a survey for which is already made. Your correspondent is also in error in stating that there are other short stretches of 1% gradient; there is not a foot of gradient more than 0.4% on the line outside of this 20 miles of temporary gradient."

Automatic Signalling on Railways.—The Board of Railway Commissioners' Secretary has issued the following circular to railway companies: "For some time past the destruction of life and property resulting from accidents caused by main line switches being left open, has been so great that the Board is of the opinion that some action must be taken to secure better protection of trains against danger from this cause. The Board has been informed that it is possible to install, at moderate cost, an electro-mechanical device which would indicate by a signal suitable for both day and night use, that a main line switch was open; the said device to be connected with the switch-lever and act so that the opening of the switch would automatically give the danger signal. Such a device being installed, a rule could be issued prohibiting engineers from passing such a signal at danger, and requiring them to call for the closing of the switch before proceeding further towards the yard or siding. The Board will be pleased to have from your company, as soon as possible, an expression of opinion as to what it regards as proper and practicable in the premises."

The Cuban Government has signed a contract with the Cuba Ry. for the construction of a railway from Marti to Manzanillo, by way of Bayamon. The contract carries a subsidy of \$6,000 a kilometre.

ENAMELED IRON TELEGRAPH SIGNS.

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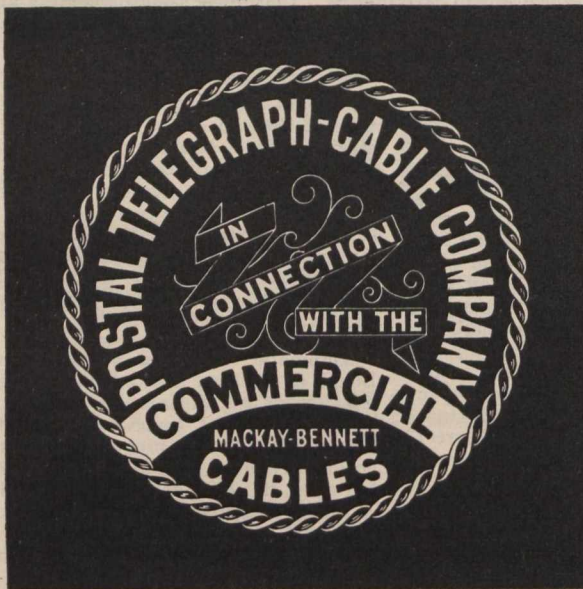
No. 1.—Double, 19 x 13 ins., including flange, white letters on blue ground.



No. 3.—Double, 21½ x 10 ins., including flange, white letters on blue ground.



No. 4.—Double, 22 x 8 ins., including flange, white letters on blue ground.



No. 2.—Single, 30 x 30 ins., white letters on blue ground.



No. 5.—Single, 24 x 12 ins., white letters on blue ground.

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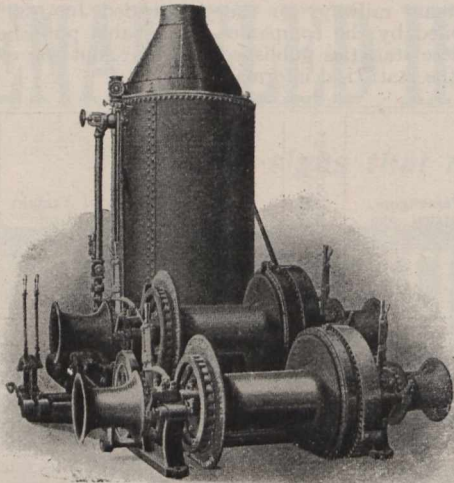
Acton Burrows Limited, 157 Bay Street, Toronto.

STEAM RAILWAY STATISTICS FOR YEAR ENDED JUNE 30, 1908.

The table given in our last issue showed the financial results of the operations of steam railways for the year ended June 30, 1908. The following table gives the percentages and the principal statistical information compiled by the companies. The table published last issue and the one given below contain all the information given in our compilation of these statistics published last year, but the columns have been rearranged so as to combine in the first table the financial and in the second the statistical information.

| Name of Railway | Proportion of Earnings to working expenses | Revenue Train Mileage | Mileage of Non-Revenue Trains | Earnings per Train Mile | Operating Expenses per Train Mile | Passengers Carried | Passengers Carried one Mile | Passenger Earnings per Train Mile | Tons of Freight Carried | Tons of Freight Carried one Mile | Freight Earnings per Train Mile |
|---------------------------------|--|-----------------------|-------------------------------|-------------------------|-----------------------------------|--------------------|-----------------------------|-----------------------------------|-------------------------|----------------------------------|---------------------------------|
| Alberta Ry. & Irrigation Co. | 87 | 70,950 | 5,011 | \$2.87 | \$2.50 | 32,374 | 1,393,388 | \$0.94 | 96,183 | 4,356,277 | \$1.89 |
| Algoma Cent. & Hudson Bay Ry. | 70 | 49,598 | | 7.27 | 5.10 | 19,752 | 665,072 | .47 | 367,069 | 8,971,969 | 2.77 |
| Atlantic & Lake Superior Ry. | 100 | 88,900 | | .82 | .82 | 20,702 | 1,552,650 | .45 | 32,241 | 2,418,075 | .57 |
| Atlantic, Quebec & Western Ry. | 251 | 11,654 | | .75 | 1.90 | 8,532 | 117,198 | .31 | 6,925 | 138,500 | .43 |
| Bay of Quinte Ry. | 68 | 218,870 | 619 | 1.06 | .73 | 101,501 | 1,424,033 | .21 | 268,549 | 11,625,757 | .83 |
| Bedlington & Nelson Ry. | 185 | 2,170 | 243 | .37 | 6.89 | 700 | 4,340 | .11 | 2,055 | 13,664 | .25 |
| Beersville Coal & Ry. Co. | 94 | 13,664 | 160 | .37 | .35 | 2,592 | 20,736 | .73 | 11,082 | 88,656 | .50 |
| Bessemer & Barry's Bay Ry. | | | | | | | | | | | |
| Brandon, Sask. & Hud. Bay Ry. | 264 | 64,358 | 7,506 | .60 | 1.60 | 21,303 | 670,772 | .44 | 41,393 | 1,850,599 | .83 |
| British Yukon Ry. | 45 | 57,780 | 9,187 | 5.47 | 2.48 | 11,066 | 984,320 | 1.33 | 327,152 | 2,886,285 | 4.12 |
| Brockville, Westport & N.W. Ry. | 47 | 57,170 | 1,510 | 1.11 | .52 | 74,418 | 2,112,540 | .58 | 24,395 | 731,850 | 1.07 |
| Buctouche & Moncton Ry. | 84 | 20,608 | | 1.32 | 1.12 | 20,455 | 409,100 | .51 | 26,621 | 532,420 | .81 |
| Canada Coals & Ry. Co. | 65 | 19,460 | 9,220 | 1.88 | 1.22 | 20,763 | 181,925 | .39 | 86,753 | 778,341 | 1.44 |
| Canada Southern Ry. | 69 | 3,713,862 | 78,533 | 2.12 | 1.47 | 1,065,123 | 78,215,945 | 1.31 | 5,932,347 | 1,003,339,086 | 2.51 |
| Canadian Government Rys.— | | | | | | | | | | | |
| Intercolonial Ry. | 104 | 7,217,272 | 441,123 | 1.23 | 1.29 | 2,866,408 | 142,721,881 | .93 | 4,008,541 | 1,005,670,287 | 1.29 |
| Prince Edward Island Ry. | 130 | 330,107 | 27,693 | .94 | 1.23 | 323,935 | 7,338,420 | .49 | 98,590 | 3,651,303 | .43 |
| Canadian Northern Ry. | 67 | 4,409,974 | 298,825 | 2.20 | 1.48 | 937,036 | 74,468,415 | 1.06 | 2,651,580 | 875,287,887 | 2.36 |
| Canadian Northern Ontario Ry. | 99 | 232,774 | 30,845 | 1.05 | 1.05 | 93,590 | 5,372,887 | .69 | 92,098 | 7,057,181 | 2.02 |
| Canadian Northern Quebec Ry. | 104 | 573,667 | 24,906 | 1.26 | 1.31 | 322,488 | 9,749,364 | .68 | 457,110 | 35,516,533 | 1.48 |
| Canadian Pacific Ry. | 68 | 32,131,991 | 1,888,194 | 2.19 | 1.49 | 9,286,495 | 1,035,721,150 | .57 | 14,232,306 | 5,848,799,811 | 2.29 |
| Cape Breton Ry. | 214 | 19,492 | | .41 | .87 | 7,912 | 176,009 | .27 | 2,925 | 59,778 | .12 |
| Caracot Ry. | 102 | 40,150 | 6,294 | 1.28 | 1.31 | 13,326 | 426,432 | .38 | 24,178 | 1,644,105 | .89 |
| Central and Grenville Ry. | 211 | 2,756 | | .60 | 1.64 | 4,532 | 55,892 | .56 | 78 | | .43 |
| Crow's Nest Southern Ry. | 57 | 191,378 | | .14 | .80 | 139,434 | 3,227,848 | .55 | 234,091 | 10,804,293 | 1.02 |
| Cumberland Ry. & Coal Co. | 73 | 68,833 | 9,805 | 2.71 | 2.00 | 15,292 | 667,122 | .83 | 228,526 | 11,746,496 | 4.38 |
| Dominion Atlantic Ry. | 47 | 45,260 | | 2.11 | 1.01 | 33,502 | 678,946 | .40 | 333,409 | 5,165,527 | 2.18 |
| Elgin & Havelock Ry. | 64 | 555,284 | 8,215 | 1.66 | .91 | 355,662 | 15,026,719 | .80 | 355,970 | 15,662,680 | 1.66 |
| Esquimalt & Nanaimo Ry. | 87 | 17,928 | | .69 | .60 | 9,183 | 119,379 | .22 | 15,905 | 176,400 | .47 |
| Grand Trunk Ry. | 69 | 18,194,935 | 828,817 | 1.66 | 1.15 | 10,299,771 | 505,714,652 | 1.23 | 12,473,223 | 2,776,428,062 | 1.87 |
| G.T.R. (Canada Atlantic Ry.) | 96 | 1,657,975 | 179,585 | 1.22 | 1.18 | 507,340 | 26,530,660 | .67 | 2,078,735 | 248,560,959 | 1.34 |
| Halifax & Southwestern Ry. | 99 | 366,317 | 15,185 | 1.05 | 1.05 | 198,722 | 7,913,705 | .62 | 182,061 | 8,815,189 | .70 |
| Hampton & St. Martins Ry. | 59 | 16,700 | | .70 | .41 | 7,398 | 89,890 | .26 | 11,427 | 3,012,969 | .43 |
| Hereford Ry. | 135 | 85,197 | 784 | .87 | 1.18 | 29,476 | 730,539 | .30 | 186,693 | 5,104,064 | 1.09 |
| Inverness Ry. & Coal Co. | 56 | 126,294 | 6,155 | 1.66 | .90 | 33,398 | 779,377 | .52 | 322,475 | 17,452,422 | 1.48 |
| Irondale, Bancroft & Ottawa Ry. | 113 | 31,400 | | .80 | .90 | 11,012 | 200,141 | .22 | 25,668 | 797,634 | .57 |
| Kent Northern Ry. | 283 | 17,150 | | 1.03 | 2.98 | 4,959 | 95,900 | .44 | 9,283 | 204,097 | .57 |
| Kettle River Valley Ry. | 56 | 14,580 | | 1.29 | .73 | 5,000 | 100,000 | .56 | 10,000 | 240,000 | .70 |
| Kingston & Pembroke Ry. | 152 | 2,504 | | 1.19 | 1.41 | 1,625 | 6,500 | .11 | 27,550 | 110,200 | 1.08 |
| Klondyke Mines Ry. | 80 | 197,959 | | 1.09 | .88 | 69,163 | 1,521,586 | .32 | 122,136 | 6,265,576 | 1.16 |
| Liverpool & Milton Ry. | 196 | 28,817 | | 1.63 | 3.43 | 3,863 | 74,887 | .91 | 6,502 | 92,848 | 1.22 |
| Lotbiniere & Megantic Ry. | 62 | 8,100 | | 1.15 | .71 | 11,200 | 44,800 | .10 | 20,153 | 100,765 | 1.05 |
| London & Port Stanley Ry. | 83 | 18,780 | | 1.68 | 1.40 | 12,152 | 157,118 | .26 | 50,916 | 780,844 | 1.40 |
| Manitowlin & North Shore Ry. | 115 | 124,930 | 1,328 | .99 | 1.14 | 219,592 | 3,668,295 | .62 | 465,416 | 7,734,198 | 1.02 |
| Massiwhippi Valley Ry. | 74 | 12,887 | 186 | 3.62 | 2.68 | 3,280 | 28,233 | .91 | 250,541 | 2,393,567 | 3.35 |
| Midland Ry. of Manitoba. | 89 | 168,459 | 2,028 | 1.17 | 1.05 | 177,463 | 3,332,716 | .92 | 514,918 | 14,981,324 | 1.34 |
| Montreal & Atlantic Ry. | 271 | 31,718 | 3,684 | 1.06 | 2.88 | 10,646 | 325,037 | .27 | 50,170 | 2,674,422 | .82 |
| Montreal & Province Line. | 95 | 558,375 | 8,503 | 1.35 | 1.28 | 303,894 | 7,743,379 | .66 | 922,894 | 47,602,786 | 1.27 |
| Montreal & Vermont Junc. Ry. | 79 | 94,736 | 5,081 | .95 | .75 | 136,065 | 2,061,704 | .66 | 78,668 | 1,848,876 | .75 |
| Morrissey, Fernie & Michel Ry. | 53 | 102,557 | 1,933 | 1.63 | .87 | 149,962 | 3,131,165 | .78 | 747,118 | 19,538,193 | 3.09 |
| Napierville Junction Ry. | 75 | 19,248 | | 5.53 | 4.20 | 292,616 | 1,784,957 | .54 | 588,453 | 7,237,971 | 4.77 |
| Nelson & Fort Sheppard Ry. | 166 | 18,009 | 11,754 | 1.09 | 1.82 | 12,330 | 154,009 | .27 | 56,029 | 1,438,557 | .83 |
| New Brunswick Coal & Ry. Co. | 130 | 62,188 | 6,985 | 1.54 | 2.00 | 24,900 | 874,112 | .70 | 38,524 | 1,266,171 | 2.91 |
| New Brunswick & P.E.I. Ry. | 103 | 60,379 | | .89 | .92 | 20,087 | 430,070 | .20 | 54,860 | 2,584,245 | .55 |
| New Brunswick Southern Ry. | 80 | 46,850 | | .62 | .50 | 19,488 | 375,492 | .35 | 39,862 | 502,314 | .44 |
| New Westminister Southern Ry. | 105 | 66,922 | 7,085 | .67 | .71 | 16,602 | 758,323 | .37 | 27,389 | 771,875 | .38 |
| Nosbonsing & Nipissing Ry. | 73 | 74,318 | 889 | 1.66 | 1.23 | 130,392 | 2,647,203 | 1.54 | 86,673 | 1,507,669 | 1.59 |
| Orford Mountain Ry. | 100 | 7,165 | | | | | | | 14,329 | 70,810 | |
| Nova Scotia Steel & Coal Co. | 235 | 15,700 | | .32 | .75 | 8,729 | 77,625 | .13 | 6,208 | 70,160 | |
| Ottawa & New York Ry. | 139 | 49,434 | 900 | .55 | .77 | 16,753 | 268,048 | .17 | 27,370 | 410,550 | 1.45 |
| Phillipsburg Ry. & Quarry Co. | 105 | 114,658 | 11,488 | 1.02 | 1.08 | 113,765 | 2,797,242 | .88 | 95,414 | 3,089,663 | 1.28 |
| Pere Marquette Rd. | 380 | 2,400 | | .68 | 2.59 | | | | 5,844 | 35,064 | .63 |
| Quebec Central Ry. | 46 | 10,503 | 291 | 2.38 | 1.12 | 91,308 | 465,671 | .88 | 135,925 | 693,218 | 2.34 |
| Quebec & Lake St. John Ry. | 85 | 1,100,204 | 7,016 | 1.82 | 1.55 | 333,795 | 7,272,908 | .61 | 1,849,276 | 339,309,377 | 2.18 |
| Quebec, Light & Power Co. | 70 | 661,020 | 184,235 | 1.68 | 1.19 | 91,308 | 465,671 | .80 | 749,675 | 54,598,657 | 1.70 |
| Quebec, Montreal & Southern Ry. | 74 | 438,459 | | 1.49 | 1.11 | 337,038 | 14,969,493 | .83 | 345,458 | 27,639,422 | 2.06 |
| Red Mountain Ry. | 73 | 304,167 | | .66 | .49 | 1,351,094 | 7,060,817 | .54 | 111,001 | 1,041,298 | 2.08 |
| | 92 | 201,398 | 47,174 | 1.57 | 1.45 | 361,100 | 9,839,994 | .82 | 474,141 | 17,281,707 | 1.67 |
| | 98 | 16,008 | 171 | 2.14 | 2.11 | 13,866 | 115,898 | .72 | 115,381 | 1,055,337 | 3.59 |

(Continued on page 325.)



Hoisting Engines

WE CAN FURNISH HOISTS DESIGNED TO SUIT EVERY PURPOSE. OUR HOISTS GIVE THE MAXIMUM RESULTS AT A MINIMUM COST.

STEAM-BELT DRIVEN AND ELECTRIC HOISTS OF ALL CAPACITIES

“INDUSTRIAL” COALING AND LOCOMOTIVE CRANES

In Capacities from Five to One Hundred Tons

FOR USE ABOUT

Manufacturing Plants, Railroad Yards, Coaling Stations, Quarries, Etc.

F. H. Hopkins & Co

Successors late
James Cooper

Montreal



THE ABOVE CUT ILLUSTRATES ONE OF OUR

50 TON “OTIS” ALL STEEL CARS
SPECIALLY BUILT FOR
COAL, COKE AND ORE

Our 1909 Design is an improvement on the above and an order for 500 cars has been placed by the Canadian Pacific Railway Company. Sample car can be inspected at Montreal.

THE HART-OTIS CAR CO., LIMITED

SUCCESSORS TO DOMINION DUMP CAR CO., LIMITED

MONTREAL

Steam Railway Statistics for the Year Ended June 30, 1908—(Continued from page 323)

| Name of Railway | Proportion of Earnings to Working Expenses | Revenue Train Mileage | Mileage of Nov-Revenue Trains | Earnings per Train Mile | Operating Expenses per Train Mile | Passengers Carried | Passengers Carried one Mile | Passenger Earnings per Train Mile | Tons of Freight Carried | Tons of Freight Carried one Mile | Freight Earnings per Train Mile |
|--|--|-----------------------|-------------------------------|-------------------------|-----------------------------------|--------------------|-----------------------------|-----------------------------------|-------------------------|----------------------------------|---------------------------------|
| Rutland & Noyan Ry..... | 54 | 7,416 | 338 | \$2.58 | \$1.39 | 96,640 | 327,609 | \$1.61 | 336,180 | 1,139,650 | \$4.16 |
| Salisbury & Harvey Ry..... | 145 | 18,000 | | 1.82 | 2.65 | 14,721 | 441,630 | .65 | 39,250 | 1,177,500 | 1.15 |
| Schomberg & Aurora Ry..... | 153 | 22,070 | | .40 | .62 | 22,456 | 280,700 | .23 | 3,120 | 35,162 | 1.20 |
| St. Clair Tunnel..... | 100 | 90,166 | 25,868 | .83 | .84 | 193,148 | 1,236,654 | .49 | 764,524 | 2,661,603 | .96 |
| St. Lawrence & Adirondack Ry... | 46 | | | | | | | | | | |
| Sydney & Louisburg Ry..... | 64 | 228,537 | 3,734 | 1.80 | 1.17 | 364,285 | 9,072,181 | 1.32 | 661,248 | 22,147,024 | 2.49 |
| Temiscouata Ry..... | 96 | 126,012 | | 3.32 | 3.22 | 51,995 | 691,361 | .60 | 3,559,392 | 60,077,815 | 4.30 |
| Temiskaming & Northern Ont. Ry. | 72 | 162,120 | 10,083 | 1.30 | .94 | 74,971 | 2,203,913 | .45 | 148,569 | 5,833,821 | 1.59 |
| Thousand Islands Ry..... | 88 | 445,937 | | 1.80 | 1.59 | 471,787 | 14,984,691 | 1.52 | 434,930 | 28,800,119 | 2.55 |
| Toronto, Hamilton & Buffalo Ry. | 84 | 39,640 | | .85 | .73 | 33,185 | 199,100 | .28 | 30,171 | 181,026 | .50 |
| Vancouver, Victoria & Eastern Ry. | 78 | 414,076 | 20,853 | 1.91 | 1.51 | 453,123 | 11,455,197 | .96 | 1,181,723 | 45,502,943 | 3.34 |
| Victoria & Sidney Ry..... | 88 | 162,747 | 42,670 | 2.31 | 2.05 | 151,864 | 2,570,699 | .88 | 872,122 | 19,051,018 | 2.99 |
| Victoria Terminal Ry. & Ferry Co. | 153 | 21,983 | | 1.84 | 1.62 | 63,127 | 849,767 | 1.20 | 29,724 | 439,072 | 2.05 |
| Wabash Ry. (in Canada)..... | 87 | 1,541 | | 9.48 | 14.54 | 63,127 | 71,964 | 1.04 | 29,724 | 33,885 | 2.47 |
| Wellington Colliery Co. (Lady-smith Extension) | 88 | 1,517,890 | 22,472 | 1.61 | 1.43 | 563,403 | 35,588,586 | .85 | 1,200,915 | 282,402,384 | 2.11 |
| York & Carleton Ry..... | 98 | 12,900 | | 2.93 | 2.89 | 6,327 | 63,270 | .24 | 280,510 | 2,805,100 | 2.68 |
| Totals..... | 100 | 12,440 | | 4.63 | 4.63 | | | | 483,347 | 4,804,469 | 4.63 |
| Totals..... | 91 | 7,908 | | .58 | .53 | 4,700 | 40,000 | .16 | 10,288 | 95,164 | .42 |
| Totals..... | | 78,637,526 | 4,305,164 | | | 34,044,992 | 2,081,960,864 | | 63,071,167 | 12,916,512,519 | |

Inverness Railway and Coal Co.

Following are extracts from the annual report for the year ended June 30, 1908: "In the face of prevailing conditions, your Board considers the result fairly satisfactory. The total output for the year is the largest in the company's history, totalling 282,639 tons, an increase of 23,914 over the preceding year. Your colliery and railway departments each show substantial increases in gross as well as net earnings. The gross earnings of your colliery were \$509,336.82, an increase of \$87,551.21, while your railway earned \$210,112.94, an increase of \$24,726.20 compared with the preceding year. With a materially reduced deficit in the operation of the boats under charter, the net figures from operation show encouraging increases, amounting to \$133,268.34, an improvement of \$87,359.15 over the previous year.

The report of the company's General Manager, Mr. W. D. Barclay, dated July 15, 1908, herewith submitted, shows in detail the progress made in the development of the company's properties during the past fiscal year. Your directors believe that the output your mines are capable of producing with the plant available is estimated at a minimum amount by Mr. Barclay. Your directors are pleased to report, from recent advices received from your mines, that the new angle slope has been completed to the seventh level, and the first coal was hoisted on this slope on Feb. 15; that the coal, on analysis, is of better quality than that produced from the old workings; all of which indicates satisfactory working conditions during the balance of the current fiscal year, having in view the fact that a large proportion of the output during the coming season will be taken from the new

angle slope, the output should reach between 30,000 and 35,000 tons a month. In regard to the railway he says: "The purchase of 50 hopper coal cars this year has helped out the operation of the railway considerably. We have now sufficient rolling stock to take care of any increased output we will get next year. The balance of the rolling stock has been maintained in good condition. There has been considerable improvement made to the track this season, without any appreciable extra expense. It is now in good condition. The pier at Port Hastings is in good order."

The issue of prior lien bonds, of which mention was made in your directors' last report, has not been consummated, other financial arrangements having been concluded temporarily take care of the capital expenditure then proposed. Your directors have set aside, as a contingency account, out of the net profits for the past year, \$30,000, to meet any losses unprovided for in the nature of bad and doubtful debts."

General Manager Barclay reports on the completion of the 13-ft. seam tunnel and the new

angle slope, the output should reach between 30,000 and 35,000 tons a month. In regard to the railway he says: "The purchase of 50 hopper coal cars this year has helped out the operation of the railway considerably. We have now sufficient rolling stock to take care of any increased output we will get next year. The balance of the rolling stock has been maintained in good condition. There has been considerable improvement made to the track this season, without any appreciable extra expense. It is now in good condition. The pier at Port Hastings is in good order."

ASSETS.

| | |
|--|------------------------|
| Railway and railway equipment, mines, mining plant, development, etc..... | \$10,496,167.30 |
| Sinking fund, deposited with National Trust Co., to redeem 1st mortgage bonds..... | 44,541.80 |
| OPERATING ASSETS— | |
| Colliery and railway stores on hand..... | \$ 50,881.12 |
| Colliery accounts and agents' and conductors' balances due..... | 180,160.88 |
| Income account..... | 231,042.00 |
| | 352,894.46 |
| | <u>\$11,124,645.56</u> |

LIABILITIES.

| | |
|--|------------------------|
| Capital stock..... | \$ 7,500,000.00 |
| First mortgage gold bds. \$3,000,000.00 | |
| Less held in treasury..... | 885,000.00 |
| | 2,115,000.00 |
| Contingency account..... | 30,000.00 |
| Loans applied in developing property, secured by treasury bonds..... | 922,903.83 |
| Other advances to company..... | 393,760.74 |
| CURRENT LIABILITIES— | |
| Unpaid bills..... | \$ 140,153.24 |
| Accrued interest on bonds, etc..... | 22,827.75 |
| | 162,980.99 |
| | <u>\$11,124,645.56</u> |

INCOME ACCOUNT.

| | |
|--|--------------|
| Balance at June 30, 1907..... | \$277,390.14 |
| DEFICITS IN OPERATION OF BOATS— | |
| Turret Bell..... | \$ 36.35 |
| Kilkeel..... | 3,379.29 |
| Renwick..... | 4,667.77 |
| Inverness Bge..... | 12.98 |
| | \$ 8,096.39 |
| INTEREST ON BONDS, ETC.— | |
| First mortgage bonds..... | \$105,750.00 |
| Bank advances..... | 58,192.62 |
| Other advances..... | 14,830.04 |
| Interest accrued to June 30, 1908..... | 19,227.75 |
| Less accrued at June 30, 1907, paid | |

| | | |
|---|-----------|---------------------|
| during current year..... | 19,227.75 | 178,772.66 |
| Hire of equipment..... | | 3,711.47 |
| | | 190,580.52 |
| Transferred to contingency account..... | | \$467,970.66 |
| | | 30,000.00 |
| | | <u>\$497,970.66</u> |

NET EARNINGS—

| | | |
|-----------------------------------|--------------|-------------------|
| Colliery | | |
| Gross earnings..... | \$509,336.82 | |
| Operating expenses..... | 461,441.69 | 47,895.13 |
| Railway— | | |
| Gross earnings..... | \$210,112.94 | |
| Operating expenses..... | 114,565.96 | 95,546.98 |
| Operation Port Hastings pier..... | | 1,328.70 |
| Miscellaneous..... | | 305.39 |
| | | <u>145,076.20</u> |

DEBIT BALANCE, JUNE 30, 1908..... \$352,894.46

The annual meeting was held in Toronto Mar. 12. Following are the directors for the current year: President, Wm. Mackenzie; Vice-President, D. D. Mann; other directors, Z. A. Lash, D. B. Hanna, L. Lukes, E. Bristol, Toronto; R. M. Horne-Payne, London, Eng.

The Secretary of the Board of Railway Commissioners has issued a circular stating that railway companies subject to its jurisdiction which have not complied with the provisions of the Board's orders 3238, July 3, 1907, and 4685, May 5, 1908, relative to placing fire extinguishers in passenger cars, will be required to show cause, at the sittings of the Board in Ottawa on May 4, why proceedings should not be taken against them by the Board for non-compliance with its orders.

During February 22 railway employes were killed and 17 injured in the course of their work on Canadian railways. Of the fatalities, 10 were due to explosions of dynamite; 3 each to collisions, to being run over and to falling material; 2 by falls and one to being caught between cars. Of the other accidents, 4 were due to being caught between cars; 3 each to derailments and to explosions of steam; 2 each to falls, to falling material and to being run over, and one to a collision.

ACME RAILWAY EQUIPMENT CO.

PHILADELPHIA, PA.



THE
"ACME"

THE OLD

ADOPTED ON

1,800 INTERCOLONIAL RAILWAY CARS
50 TEMISKAMING & NORTHERN ONTARIO CARS
300,000 CARS IN THE STATES

DOUBLE HANDLE CALLED FOR

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

THE ELECTRIC HEADLIGHT

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

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

PYLE-NATIONAL ELECTRIC HEADLIGHT CO.

MONADNOCK, CHICAGO

Kenora Railway Y. M. C. A.

The Railway Y.M.C.A. building at Kenora, Ont., which has been erected by the C.P.R., and furnished by the company's employes and by citizens, was opened recently, J. J. Scully, the company's local Superintendent, presiding. W. Whyte, Second Vice-President C.P.R., in turning the building over to the Y.M.C.A. management, said;

"I assure you it is a very great pleasure for me to be here this evening at the formal opening of this handsome, commodious and well-laid-out building, and I sincerely trust that the objects sought to be obtained through the medium of this building by the Y.M.C.A., the C.P.R., and all others who are interested in the welfare of men, may be realized. The aim and object of the Y.M.C.A. is to do good to mankind by providing the members of the Association with means for clean, healthy amusements, recreations and with athletic games and exercises, believing that after the body has been got into a clean and healthy condition, the mind will then be in a better condition to receive and digest secular, moral and spiritual food. The Y.M.C.A. has demonstrated, to my mind, at all events, that they are a great power and influence for the uplifting of humanity, and railway companies and other corporations who employ large numbers of men, have realized that it is a good investment to subscribe towards the building, operating and maintenance of edifices for the Y.M.C.A., and it is my earnest hope that this institution may be productive of much benefit to its members by making better citizens of them, and thereby benefitting the community in which they live, and giving to their employers better and safer men.

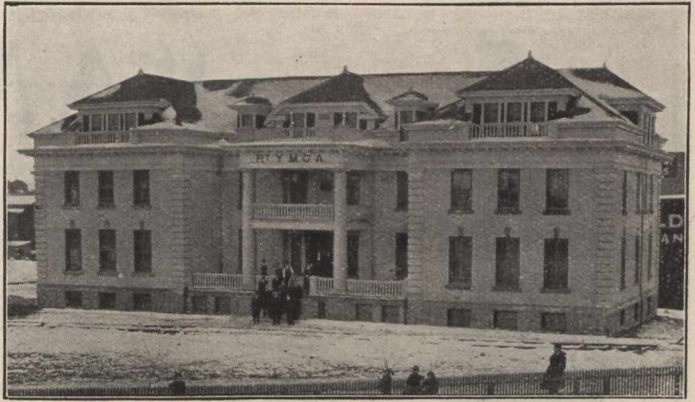
"A railway club was recently inaugurated in Winnipeg, and at its first regular meeting I was asked to deliver a short address to its members. I spoke a few words on that occasion on what I consider the essentials that lead to success, and as this audience is largely composed of railway employes and young men, it might not be out of place to repeat some of the remarks I made on that occasion. I have spent the whole of my life in the railway service, starting when in my teens and beginning at or very close to the lowest rung of the railway ladder, and I have filled a number of different positions in the railway, therefore, my remarks are based upon actual experience. The railway service, to my mind, is one, if not the most, important of all businesses. In fact, it is becoming, if it has not already become, a profession, by reason of the high qualifications which are necessary to fill any position of importance. It is also exacting by reason of the attention and application necessary to meet the requirements of well-managed, up-to-date systems. Therefore, application is one of the essentials. The man who is a plodder, even though he may not be gifted with the ability that some of his fellow-employes possess but who are lacking in application, will succeed when the others fail. Reliability of clean habits, who can be depended upon at all times, will not pass unnoticed. Education, I place behind application and reliability, not because I do not believe in higher education, but that is not an absolute necessity to success. The young man starting out in life with clean habits, a fair education and who will ap-

ply himself wholeheartedly to what he is given to do is bound to succeed. I know of no power or influence to keep him back. That young man will also find the time to improve his mind, because he will realize that in order to reach the higher and the highest positions it will be necessary for him to improve his mind. I have said that the railway service is exacting, and the officers of the company who are here will agree with me that the nature of the work has to be most accurate. This remark has special reference to the issuing, handling and executing of train orders, because human life and valuable property are at stake. At the same time, the field for advancement is larger and more open than in, I believe, any other commercial pursuit. I have endeavored to point out the necessity of clean habits, and I would like to still further emphasize this point by stating that day by day civilization is demanding more of each one of us. No man of bad habits can do good work—every one's work speaks for or against him—no man with bad habits can do much work of any kind, or any work of a good kind—look at a man's work if you would know his habits—a man's habits are known by the work he does. If you desire to keep your habits clean, carefully watch the beginning of bad habits, for a bad habit has a velvet foot. It steals upon one softly unawares—first it charms—next masters—then destroys you. In the moral philosophy one studies at college, this illustration is given, 'Neglect your conscience for only two weeks and it begins to disappear; obey its faintest whisper for two weeks and it becomes as delicate as a woman's blush.'

"I thank you for the kind attention you have given my remarks, and before resuming my seat I wish to say that I sincerely trust that the management of this institution will at no time weary in well-doing, but will continue from the evidences of the good results to carry on the good work with renewed energy and interest.

"A previous speaker has pointed out the harm carping criticism may do the institution by any of its members who have a cause for complaint talking it aloud on the street corners to all and sundry. He should make known his complaint to the Secretary or the executive and lay the case clearly before them, and if there is a good ground for complaint I feel certain the management will remove it. No matter how much may be spent on the architectural effect of a building, or the facilities for comfort and amusement, if the management is not of the proper kind it will not be a success. Therefore, the success of this institution depends almost entirely upon the management of it. I take great pleasure in turning this building over to the Y.M.C.A."

The building, which is 45x120 ft., is of white brick and stone. There is a basement and three floors. The building is well constructed and splendidly finished, being of the best. The building and fur-



RAILWAY Y.M.C.A. BUILDING, KENORA, ONT.

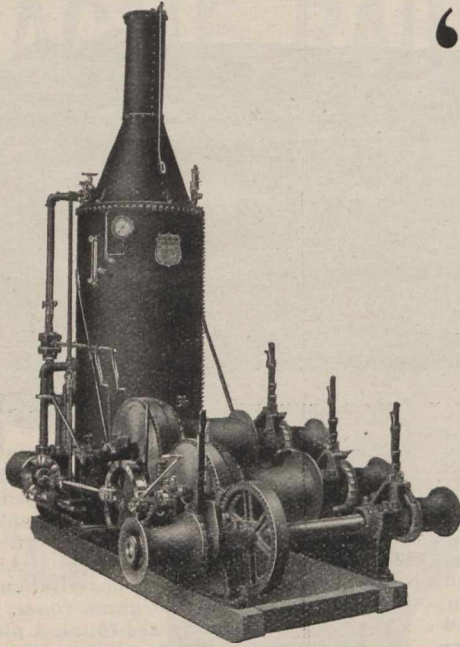
nishings cost upwards of \$40,000. On the main floor on entering is the lobby which is very spacious and is provided with a large fireplace. It is used as a smoking and lounging room and in one corner is located the Secretary's office. About one-third of the main floor is taken up with a large social and game room, and a reading room where are found a piano, checkers, chess and dominoes, also being provided. The reading room is thoroughly furnished with the best in the line of daily and weekly papers and monthly periodicals, including the Railway and Marine World, special attention being given to the needs of the employes. At the other end of the main floor is a dining room with a seating capacity of 50. It is kept open day and night, meals being served at the lowest possible rates. Bowling alleys and pool tables are located in the basement, and are very popular with the members. Shower baths and lavatories occupy one corner of the basement with an abundance of hot water, where the men enjoy cleaning up. The two top floors are entirely devoted to dormitories, which, when fully completed, will accommodate 65 men. When this was written (April 5) one floor only was completed. It accommodated 32. Lavatories and bathrooms are also provided on the sleeping floors. The building is heated with steam and brilliantly lighted with electricity.

Within one week after the opening of the building 250 applications were received for membership, which indicates the appreciation on the part of the men of the comforts and conveniences so amply provided.

It is reported that Russian laborers are being taken to Prince Rupert, B.C., to work on G.T.P. Ry. construction.

The C.P.R. placed a special train at the disposal of the Canadian Press Association, for a trip from Toronto to Peterboro recently. At the conclusion of the trip the newspaper men gave G. H. Ham, of the C.P.R. head office staff, a case of cutlery; R. L. Thompson, District Passenger Agent, and D. Carmichael, Assistant Superintendent, cut glass berry bowls.

An order-in-Council has been passed bringing into operation on the Intercolonial and the Prince Edward Island Rys. new regulations for the transportation of explosives and inflammable articles. The new rules are the same as are in force on the G.T.R. and C.P.R. and are in accordance with the rules adopted by U.S. lines, and approved by the Inter-State Commerce Commission.



"AMERICAN" BRIDGE ERECTORS' ENGINE

"AMERICAN"

Steam and Electric Hoists
Locomotive Cranes and
DERRICKS

Designed for Every Purpose

Built for the Discriminating Buyer

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AMERICAN HOIST & DERRICK CO.

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CHICAGO

NEW YORK

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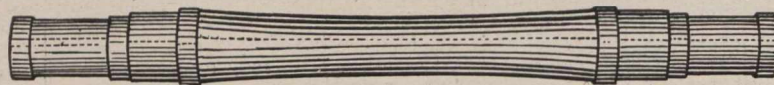
NEW ORLEANS

SAN FRANCISCO

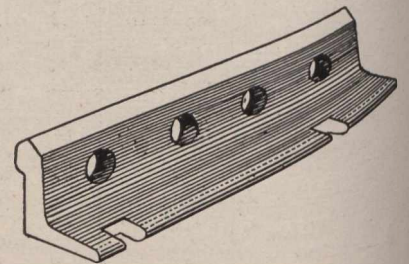
The Hamilton Steel & Iron Co.

HAMILTON, CANADA

LIMITED



Railway Axles
Angle Bars
and Track Spikes
Tie Plates



FORGINGS—MARINE AND RAILROAD

In Rough, Rough-turned or Smooth Finished. Specialty of Heavy Forgings.

PIG IRON, IRON AND STEEL BARS

Railway Commissioners' Traffic Orders.

6612 and 6613. Feb. 23.—In the matter of the complaint of J. A. Meddaugh, of Vancouver, B.C., respecting the Vancouver, Westminster & Yukon Ry's rates on lumber from B.C. to Manitoba, and of the complaint of the B.C. Mills, Lumber & Trading Co., of Burnaby, B.C., alleging excessive rates charged by the V.W. & Y.R. from Vancouver to Burnaby, B.C. Upon hearing the applications and what was alleged on behalf of the applicants as well as the railway company, and the parties agreeing, as appears by a memorandum attached to the file, it is ordered that the Great Northern Ry. Co., operating the Vancouver, Westminster & Yukon Ry., shall forthwith file and publish rates on lumber, shingles, and articles taking the same rates via New Westminster or Vancouver in connection with the C.P.R. Co., as follows: From points on the Vancouver, Victoria & Eastern Ry. & Navigation Co.'s line between Vancouver and New Westminster, not inclusive, to points on the C.P.R. west of Winnipeg, except such points as may be routed direct by the G.N.R. Co. and its connections; rates based upon 1c per 100 lbs. higher than rates maintained from Vancouver by the C.P.R. Co.; the Vancouver, Victoria & Eastern Ry. & Navigation Co. to be allowed 2 1-2c per 100 lbs.

SLEEPING AND PARLOR CAR TARIFFS.

6689. Mar. 29.—Whereas, by order 6196, dated Feb. 9, 1909, the Board prescribed a uniform size and numbering of sleeping and parlor car tariffs; and it appears that the tariffs already filed with the Board do not in all cases comply with the provisions of the order and with the requirements of secs. 330 and 331 of the Railway Act; It is ordered that every railway company subject to the legislative authority of the Parliament of Canada file for the approval of the Board a tariff of additional maximum tolls, no greater than tolls now being charged, to be charged for the carriage of passengers in sleeping or parlor cars on its railway, to be entitled "Standard Tariff of Maximum Sleeping and Parlor Car Tolls," and numbered C.R.C. No. 81. That the said tariff specify the standard maximum tolls to be charged for each seat, berth, section, compartment, and drawing-room for all distances covered by the company's railway; but that such distances may be expressed in blocks or groups, which may include relatively greater distances for the longer than for the shorter hauls. That the said standard tariffs, if and when approved by the Board, be published in The Canada Gazette, in the manner prescribed for standard passenger tariffs in sec. 331 of the Railway Act. That special tariffs of sleeping and parlor car tolls may be published and filed in the manner prescribed for special passenger tariffs in secs. 330, 331, 332 and 339 of the Railway Act. That under sec. 338 of the Railway Act, the filing and publication of joint tariffs of sleeping and parlor car tolls by foreign railway companies not operating in Canada, be, and they are hereby, excepted. That the said standard tariffs of sleeping and parlor car tolls be filed for the approval of the Board not later than June, 1909.

PAYMENT FOR COAL CAR DOORS.

6701. Feb. 19.—In the matter of the complaint of J. J. Denman and others of the Province of Alberta, complaining of unjust treatment accorded to them

by the Canadian Northern and the C.P.R. Co.'s. in compelling complainants to furnish doors or boards for interior of doorways of cars supplied to them for shipments of coal: Upon hearing the complaint in the presence of counsel for the complainants and the railway companies; and upon hearing what was alleged by counsel aforesaid, it is ordered that where shippers upon all or any railways subject to the jurisdiction of the Parliament of Canada, are compelled to furnish car doors to enable cars to be used for traffic, allowance be made upon the following basis: (1) Lower car door, \$1; (2) Upper car door, 50c, and adjustment upon the above basis shall be made by the agent at or nearest to the point of shipment by (a), at the time of shipment, payment to the shipper of the account out of funds of the railway company of which he is agent, in his hands; or (b) the shipper may deduct from the freight charges (if any) payable by him upon the shipment in such car, for which the said door or doors were so supplied, the amount of such bill upon the foregoing basis, receipting the same, and turning the account into the agent as so much cash.

RATES ON TELEGRAPH, TELEPHONE AND TROLLEY POLES.

6702. Mar. 25.—In the matter of the complaint of J. McKenzie of Ormsby, J. A. Scobell of Kingston, the Rideau Lumber Co. of Ottawa, and others, complaining that the freight rates charged by railway companies on telegraph, telephone, and trolley poles are unjustly discriminatory with respect to the rates charged on lumber and other forest products, the Board's Chief Traffic Officer made the following report:—

"Prior to the issue of order of July 30, 1904, Scobell vs. Kingston & Pembroke Ry. Co., telegraph poles were not rated in the Canadian Freight Classification, but were specified for carriage by special contract only. By that order wooden telegraph, telephone, and trolley poles were added to the list of commodities which are included in the Canadian Classification under the heading of 'lumber.' The classification now reads as follows:—

| | | |
|--|--------|------|
| | L.C.L. | C.L. |
| Logs, masts, piles, spars, telegraph, telephone and trolley poles, timber and traverses..... | 4 | 10 |

"Under the classification, the minimum carload weight for 10th class traffic is 30,000 lbs. per car of not over 36½ ft. inside or platform length, and that is the minimum charged for short poles on single cars; on long poles rule 1 (c) provides that long poles requiring two or more cars for carriage are charged the 10th class minimum of 30,000 lbs. for the first car, and two-thirds of the classification minimum, or 20,000 lbs., for each additional car over which the poles extend. That order did not mean that the companies were to charge 10th class rates and none other on poles, any more than on lumber and other forest products which are generally carried at commodity rates; the intention was to abolish the special contract privilege as tending to variation and discrimination. Whether or not, as a result of that order, taken in connection with the remark of the Chief Commissioner in the judgment that the second ground of complaint that the rates upon telegraph poles were excessive in that they were higher than the rates on ordinary lumber, the Board was not satisfied that this matter of complaint had been fully and sufficiently

argued, the companies, in the following November, issued new tariffs on forest products, in which the ordinary 10th class rates, under the Canadian Classification, were substituted for the special mileage scale which had previously been in force. That old mileage scale, applicable, by the way, between the stations of one company only, made the rates on telegraph, telephone, and trolley poles 20 per cent. higher than the rates on common lumber; also, under that scale, the minimum weights for long poles requiring two or more cars were 30,000 lbs. on the first car, or the same as for single cars, and 20,000 lbs. for each additional car, so that the carload minimum weights then were practically the same as they are now.

"It was stated at the hearing, by Superintendent Donaldson of the G.T.R. that on his division (the old Canada Atlantic and O.A. & P.S.) the pole shipments numbered probably 1,500 cars a year, and that about 85 per cent. were short poles carried on single cars. It also appeared from the evidence that the risks of transportation which the companies considered entitled them to higher rates on poles than on lumber pertained to the long poles rather than to the short ones. These risks, however, seem to be attributable very largely to the lack of inspection and the non-ob-servance of the M.C.B. Association rules governing the loading of lumber, logs, poles, etc., on open cars, No. 30 of which reads as follows:—

"All material carried on two or three cars must always be examined by a competent inspector before the cars are moved from the loading point. If an inspector is not stationed at the loading point, the agent must give notice to the proper authority when the cars are loaded, so that proper inspection may be arranged for. The object of such inspection is to see that these regulations have been complied with."

"The M.C.B. rules give detailed instructions as to the loading of logs, poles, etc., the size of stakes, tie wires, etc., and are accompanied by explanatory diagrams, and if these rules are strictly complied with, there would seem to be no reason why telegraph poles, under ordinary conditions, should not be safely carried. Similar risks are incurred with respect to improperly staked lumber, and the evidence seemed to me to prove that the difficulties complained of should be preventable by rigid inspection rather than by the imposition of higher rates. Whether the rate be low or high, the risk exists—possibly the higher the rate the greater the risk, as shippers would probably be inclined to greater carelessness on the theory that they were paying the companies well for any extra duties thrown upon them. It was also stated, as a reason for the higher rates, that empty cars had often to be hauled considerable distances for loads, whereas box cars may be immediately available for lumber shipments; but this same empty movement of flat cars is frequently necessary in the case of lumber and machinery shipments, racked cars for bark, flats for logs or square timber, etc.

"As regards the practice elsewhere; the C.P.R. carries both long and short poles on its main and branch lines in British Columbia, at the same rates as charged for lumber, but the minimum carload weights are not so favorable as in the east. These minimums are somewhat variable, but in most cases the long poles are carried at a minimum of 30,000 lbs. for each car used. It is true that the rates in B.C. are greater than in eastern Canada, but so also is the cost

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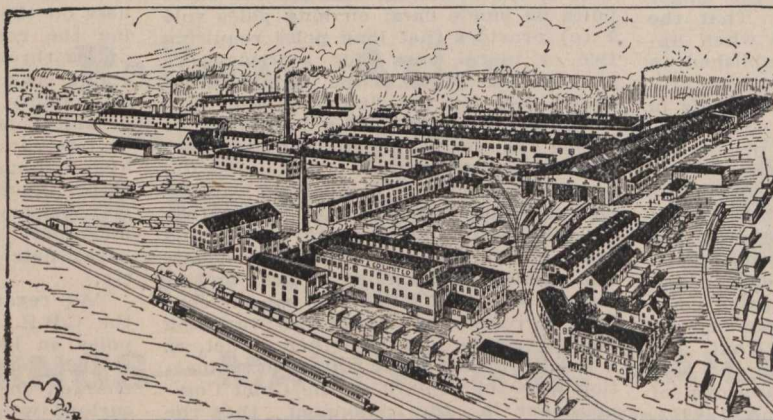
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of haulage. As the companies do not file their local tariffs with this Commission, I have not the means of knowing what the local rates of the companies operating in the United States may be, except in the case of the Michigan Central, whose local commodity tariff on lumber and forest products, G.F.D. No. 7576, effective July 7, 1908, I have before me. This tariff applies between all stations on the Mackinaw Division and branches north of Bay City, Mich., and it applies on telegraph and telephone poles, as well as on lumber and the other forest products which are usually carried at lumber rates. The minimum weight is in accordance with the Official Classification, which provides a minimum of 24,000 lbs. for single cars, and only 50 per cent. or 17,000 lbs. for each additional car. The rates also are lower than charged by the same company between its stations in Canada, and by the other Canadian companies. I have examined a number of joint tariffs on forest products between two or more companies within the U.S., and these cover telegraph poles also.

"In my opinion, taking into consideration the fact that lumber rates are applied on short timber, logs, ties, fence posts, and the like; the evidence and the practice elsewhere; the rates charged on short poles in eastern Canada are unjustly discriminatory with respect to the rates charged on other forest products loaded on single cars, and that the companies in eastern Canada should be required to carry wooden telegraph, telephone, electric light, and trolley poles, on single cars, at the same local and joint rates as lumber, when not subject to uncontrollable competition; or, in the words of the Board's order in the case of Gillies Bros. and the Rideau Lumber Co., dated Aug. 1, 1906, that the tolls shall not be higher than the tolls provided in the special (local and joint) tariffs of the companies to apply on common lumber; except that it shall not be obligatory on the companies to charge thereon such tolls as may be made necessary by the competition of carriers not subject to The Railway Act when such competitive tolls are lower than the lowest special tariff of tolls between the same points on common lumber issued under ordinary transportation and trade conditions." I think also that the phraseology of that order should apply with respect to shipments of poles from points in Canada to points in the U.S. between which joint rail rates on general traffic are, or may be, made by the Canadian railway companies with the concurrence of their U.S. connections.

"As regards poles too long for a single car and requiring more than one car for their carriage, I believe the companies are reasonably entitled to higher rates than for single cars, and I would recommend that the scale used by the companies themselves prior to Nov., 1904, be prescribed, namely 20 per cent. higher than for single cars, the minimum weights to be in accordance with rule 1 (c) of the Canadian Classification, and in the computation of the additional rate the fractions to be disposed of as follows, namely:—.25 and under, nil;.26 to .75 equal 1/2 c.; .76 and over equal 1c.; the rates in no case to exceed the 10th class rates between the same points."

In commenting on the above the Chief Commissioner said:—"The impression I formed at the hearing was that, although there was some extra risk in the carriage of poles, yet that no reason existed why they could not be safely loaded if proper care were exercised. I think an order should issue embodying the recommendations of the Chief Traffic Officer."

The order was therefore made as follows:—

1. That the tolls and minimum carload weight charged by railway companies subject to the legislative authority of the parliament of Canada and operating lines of railway in Canada east of Port Arthur, Ont., on wooden telegraph, telephone, electric light, and trolley poles loaded on single cars, be not greater than the tolls and minimum carload weight provided in the special (local and joint) tariffs of the companies to apply on common lumber; except that it shall not be obligatory on the companies to charge thereon such tolls as may be made necessary by the competition of carriers not subject to the Railway Act, when such competitive tolls are lower than the lowest special tariff of tolls between the same points on common lumber issued under ordinary transportation and trade conditions.

2. That, with respect to poles too long for a single car and requiring more than one car for their carriage, the said companies be authorized to charge not more than 20 per cent. higher than for single cars and not more than the 10th class rates; the minimum weight for the first car to be the same as herein prescribed for single cars, and for each additional car over which the load extends two-thirds of the single car minimum, the longest car in the series to be considered the first car.

3. That in the computation of the additional rate on long poles, the fractions be disposed of as follows, namely; .25 and under, nil; .26 to .75 equal 1/2 cent; .76 and over equal 1 cent.

4. That the provisions of this order apply also to shipments of poles from points in Canada to points in the United States, between which joint rail rates for general traffic are, or may be, made by the Canadian railway companies with the concurrence of their U.S. connections; the minimum weights to be in accordance with rule 7 of the "Official" Classification, or as it may be modified by the joint tariffs, if any, on lumber between the same points, and the 6th class rates to be the maxima.

The Board has signified its desire that the provisions of the order be made effective on traffic between points in Canada not later than May 1, and on traffic to the U.S. not later than June 1, and that tariffs be so amended.

COAL RATES FROM BIENFAIT, SASK.

6749. Feb. 11.—In the matter of the complaint of the Board of Trade of Alameda, Sask., complaining that the rate charged by the C.P.R. Co. on coal shipments from Bienfait to Alameda is excessive; and that the carload minimum of 20 tons is unreasonable: Upon hearing the complaint in the presence of counsel for the complainant and the railway company, and what was alleged; and upon the report of the Chief Traffic Officer of the Board, it is ordered that the railway company be directed to substitute for its present rates on coal, in carloads, from Bienfait, Sask., to the points named, the rates per ton of 2,000 lbs. following, namely:

| | |
|-------------------------|--------|
| To Hirsch, Sask. | \$.50 |
| " Frobisher, Sask. | .60 |
| " Alameda, Sask. | .70 |
| " Oxbow, Sask. | .75 |
| " Glen Ewen, Sask. | .80 |

| | |
|----------------------------|------|
| To Carnduff, Sask. | .85 |
| " Carievale, Sask. | .85 |
| " Gainsborough, Sask. | .90 |
| " Pierson, Man. | .90 |
| " Elva, Man. | .95 |
| " Melita, Man. | .95 |
| " Napinka, Man. | 1.00 |
| " Lauder, Man. | 1.05 |

And it is further ordered that the rates from other stations or collieries contiguous to Bienfait, and to all other stations where dislocation of customary bases may ensue from the changes ordered, be graduated proportionately to those from Bienfait and to the points of consumption herein designated. And it is further ordered that the application for a reduction in the minimum weight of 20 tons per car be dismissed.

PLANKING OF LIVE STOCK SHIPMENTS.

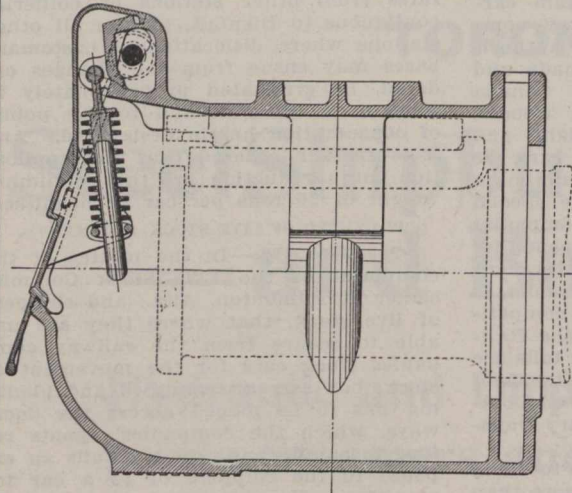
6763. Feb. 19.—In the matter of the complaint of the Live Stock Commissioner of Edmonton, Alta., and shippers of live stock, that where they are unable to secure from the railway companies stock cars for the movement of stock, box cars are supplied and planking has to be placed across the doorways, which the companies' agents refuse to supply and which entails an expense to the shippers of \$2 a car for planking: Upon hearing the complaint in the presence of counsel for the C.P.R., the C.N.R., and the G.T.P.R. Cos. the complainants being represented at the hearing, and what was alleged: It is ordered that where shippers have ordered stock cars for the shipment of live stock and are supplied with box cars, and are obliged to furnish lumber for temporary doors thereof, the shipper may deduct and retain \$1.25 from the freight charges, if any, payable by him upon the shipment in each such car, for which the said lumber is so furnished, receipting the same and turning the account in to the agent as so much cash; or he may render to the agent of the company at or nearest to the point of shipment, an account for the actual outlay for the said lumber, which account the said agent shall pay at the time of shipment, out of the funds of the company in his hands.

GRAIN RATES FROM PRINCE ALBERT TO B.C.

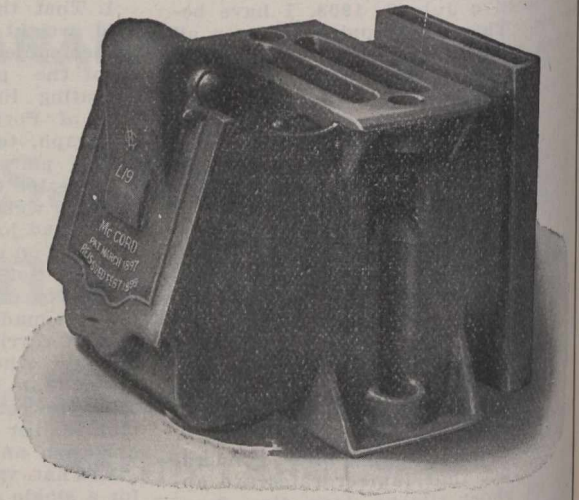
Chief Commissioner Mabee gave the following judgment April 6 in the case of the Prince Albert Board of Trade vs. the Canadian Northern and Canadian Pacific Railway Companies: The question in this case is whether the joint tariff of these companies from Prince Albert to British Columbia points of 50c per 100 lbs. upon grain and grain products is unreasonable. Prior to the acquisition of the Q'Appelle, Long Lake & Saskatchewan Ry. by the Canadian Northern, it was controlled by the C.P.R. Co. and a through rate was given via Regina from Prince Albert to B.C. points of 45c per 100 lbs. upon grain and grain products. The route now is via Strathcona, and the combination of the locals of the two companies is 56 1/2 c, the Canadian Northern local to Strathcona being 24c, and the C.P.R. from that point 32 1/2 c; the through joint rate, therefore, is 6 1/2 c less than the sum of the locals. The proportion of the through 50c rate which the C.N.R. receives is 20c, which is 4c less than its local to Strathcona; so gauged by these standards the existing through rate can hardly be considered unreasonable. The further and larger question remains for consideration, whether, without more, the former rate of 45c should be restored. This feature was not argued in this case, and it is better, perhaps, that no opinion be now

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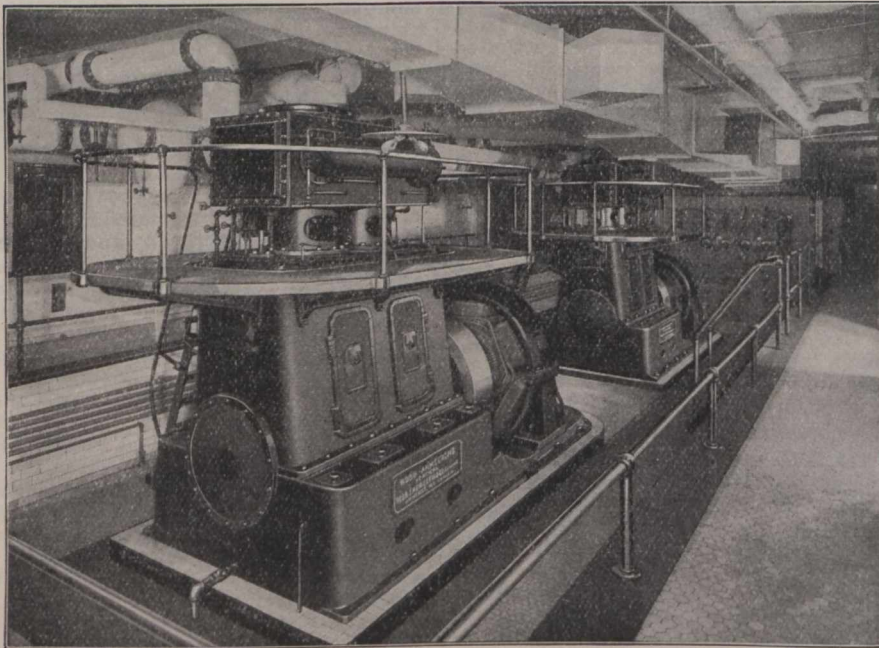


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expressed. Much can be said both for and against the proposition that upon a change of ownership or control of a connecting line joint rates should be established which should not be higher than the through rates existing prior to the change of ownership or control. This matter, however, may for the present remain for future consideration. The application must be refused.

RATE FOR BLANKETS TO WINNIPEG.

6815. Feb. 1.—In the matter of the application of the Winnipeg Jobbers and Shippers' Association for an order directing the railway companies to provide carload rating on blankets from points in Eastern Canada to Winnipeg. Upon hearing the application in the presence of counsel for the C.P.R. and the C.N.R. Companies the applicants being represented at the hearing, and what was alleged; it is ordered that the application be dismissed.

GRAIN RATES TO FORT WILLIAM AND PORT ARTHUR.

6834. Feb. 3.—In the matter of the complaint of the Manitoba Grain Growers' Association, alleging that the C.P.R. and C.N.R. Companies charge excessive freight rates on bulk headed cars of grain going to Fort William and Port Arthur, Ont.; and applying for an order directing the said railway companies to reduce their charges on the said shipments: Upon hearing the application in the presence of counsel for applicants and the railway companies, the evidence adduced, and what was alleged—it is ordered that the application be dismissed.

LUMBER RATES, BRITISH COLUMBIA TO EDMONTON.

6835. April 6.—In matter of complaint of Fullerton Lumber & Shingle Co. of Vancouver, complaining against rate of \$10 a car charged in addition to rate to Strathcona, Alta., on lumber shipments from British Columbia mills to Edmonton; Upon hearing complaint at sitting of Board held at Edmonton, Vancouver, and Ottawa, in presence of counsel for applicant, C.P.R. and C.N.R. Co's., the evidence adduced, and what was alleged; and upon report and recommendation of Board's Chief Traffic Officer; It is ordered that C.P. and C.N.R. Companies be directed to publish and file joint class and commodity tariffs of rates on freight traffic in classes 6 to 10, inclusive, of Canadian Classification, between Edmonton and all points on C.P.R. except Strathcona, via Strathcona Jct., on basis of 1c per 100 lbs. over and above C.P.R. class and commodity rates to or from Strathcona; and that in the division thereof, the C.N.R. Co. be allowed a proportional rate of \$10 a carload, regardless of weight, between Strathcona Jct. and any or all sidings in Edmonton, including those owned by C.P.R., but excepting the Griffin packing house, to or from which the C.N.R. be allowed \$12 a carload, regardless of weight; provided that in no case shall proportion allowed the C.N.R. exceed joint rates charged for local traffic between Strathcona and Edmonton.

WIRE FENCING RATES.

6844. Apr. 6.—In matter of application of Canadian Freight Association for order granting permission to substitute existing commodity rates on wire fencing and netting, in carloads, from Hamilton, Windsor, and Walkerville to points east of Toronto, the class tariff rates thereon, subject to existing com-

modity rates to Montreal and Ottawa as maximum, viz., 18½c per 100 lbs. from Hamilton and 22c per 100 lbs. from Windsor and Walkerville; and to substitute class tariff rates for remainder of existing commodity rates on wire fencing and netting from Hamilton, Welland, Stratford, Owen Sound, Windsor and Walkerville; Upon hearing application, and what was alleged by counsel for C.P.R. and representatives of Canadian Freight Association and Canadian Manufacturers' Association; and upon report and recommendation of Board's Chief Traffic Officer, it is ordered that the application be granted, except that carload commodity rates from Hamilton, Windsor and Walkerville to points east of Toronto, be scaled as follows:

| To G.T.R. Points | To C.P.R. Points | From Windsor and Walkerville. | From Hamilton. |
|--|---|-------------------------------|----------------|
| Scarboro Junction to Whitby | Agincourt to Myrtle | 19 | 10 |
| East of Whitby to Port Hope | East of Myrtle To Peterboro | 19 | 12 |
| East of Port Hope to Belleville | East of Peterboro to Ivanhoe | 20 | 14 |
| East of Belleville to Kingston | East of Ivanhoe to Sharbot Lake | 20 | 16 |
| East of Kingston to Cornwall | East of Sharbot Lake to Finch, Prescott, and Brockville | 21 | 17 |
| East of Cornwall to Montreal, Valleyfield and Ottawa | East of Finch to Montreal, and north of Smiths Falls and Kemptville to Ottawa | 22 | 18½ |

The said carload commodity rates to take effect not later than April 26, 1909.

TIME FOR UNLOADING CHARCOAL.

6849. Dec. 22, 1908.—In the matter of the application of McDiarmid & Gall, of Montreal, for an order directing railway companies to make an allowance of 72 hours for unloading charcoal in carloads, instead of 48 hours allowed by the Canadian Car Service Bureau rules. Upon hearing application in presence of counsel for applicants, the C.P.R. and the G.T.R., the Canadian Car Service Bureau being represented at the hearing; and upon the evidence adduced, and what was alleged; it is ordered that the application be refused.

GRAIN SWITCHING, ST. BONIFACE TO WINNIPEG.

6859. Feb. 6.—In the matter of the complaints of the Northern Elevator Co., Ltd., and the Anchor Elevator & Warehousing Co., Ltd., of Winnipeg, alleging excessive charges made by C.P.R. for switching "in transitu" grain from St. Boniface transfer track to applicants' elevators on the C.P.R. at Winnipeg and return to same transfer track for re-delivery to C.N.R. Upon hearing complaint in presence of complainants and counsel for the railway companies, and what was alleged; it is ordered that on grain carried via Winnipeg at the lawfully published and filed through rate, with the privilege of stopping in transitu for the purpose of manufacture, storage, or treatment, on the tracks of another railway company within its yard limits at Winnipeg, and on which the additional "stop-over" charge, duly pub-

lished and filed (if any be made), does not exceed 1c per 100 lbs., the further additional tolls collectible by the company on whose tracks the industry or warehouse is situated, for switching the said grain from the point of interchange at Winnipeg or St. Boniface to the proper unloading tracks, and for reswitching the said grain, or the product thereof, back to the said point of interchange, shall not exceed \$5 per carload, regardless of weight, in each direction; the said tolls to become effective at Winnipeg not later than May 17 next, and to be shown in the grain tariffs which provide for "stoppage in transitu" at Winnipeg for the purposes herein indicated, as well as in the tariffs of interswitching tolls.

A Railway to Hudson Bay

Among the votes on capital account passed by the Dominion Parliament is one of \$65,000 to provide for survey and location of a line from the Saskatchewan River to Hudson Bay. The Minister of Railways explained that all the information as to the progress of surveys already made had been laid before the House. The main question raised by this information was as to whether Fort Nelson was not a more favorable harbor than Fort Churchill. The Government desired that the best possible harbor should be utilized, and the present vote of \$65,000 was to have further surveys made at Fort Nelson and Fort Churchill. The preliminary report of the survey showed that the route to Fort Nelson was 60 miles shorter than that to Fort Churchill, while the country through which the lines would pass were about equal in point of quality. If the harbor at Fort Nelson was as good or better than that at Fort Churchill, it would be foolish to construct the additional 60 miles of line. The Government had no idea of abandoning the project, and would proceed with construction at the earliest possible moment that the conditions would warrant.

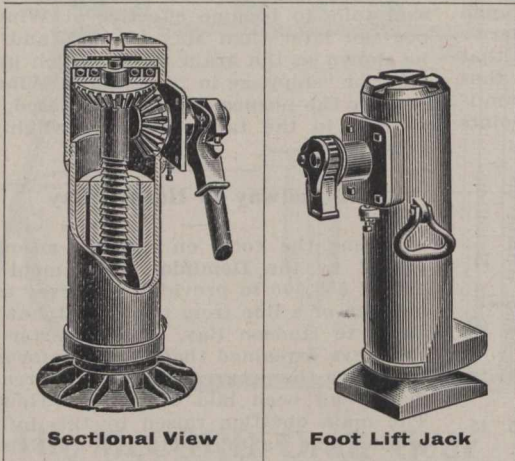
In connection with the suggestion to develop Fort Nelson as a possible terminus of the railway to Hudson bay, an Order-in-Council has been passed reserving a strip of land two miles deep along the northwest side of Nelson River, and its estuary, between Seal Island and Black Creek, a distance of about 15 miles.

In reply to questions as to the money available for construction, which is to be provided out of a fund created by the sale of pre-emptions the Minister of the Interior said the payments on these did not become due for three years, so that no money had been received. There had been about 2,000,000 acres taken as pre-emptions. Whatever had been paid in on account of purchased homesteads, upon which the first payments are made with the entry, will be in the Treasury, and could not be considered as available for construction purposes, but what the amount was, he could not say. (Apr., pg. 251.)

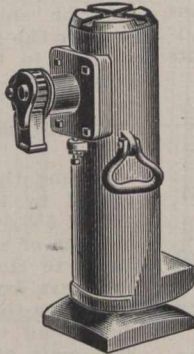
The G.T.R. on April 1, placed a third-class car on one of its daily trains each way between Montreal and Toronto, thus complying with the Privy Council's judgment that it must, as its charter provides, give "a penny a mile" rate between Toronto and Montreal. On several occasions the cars started out without passengers, and on no occasion have they been largely patronized.

NORTON JACKS

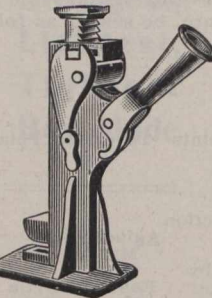
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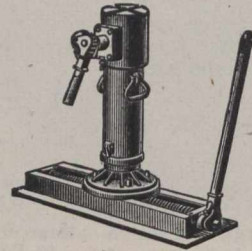
Sectional View



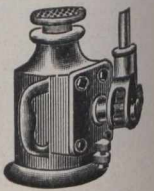
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15 Ton Track Jack



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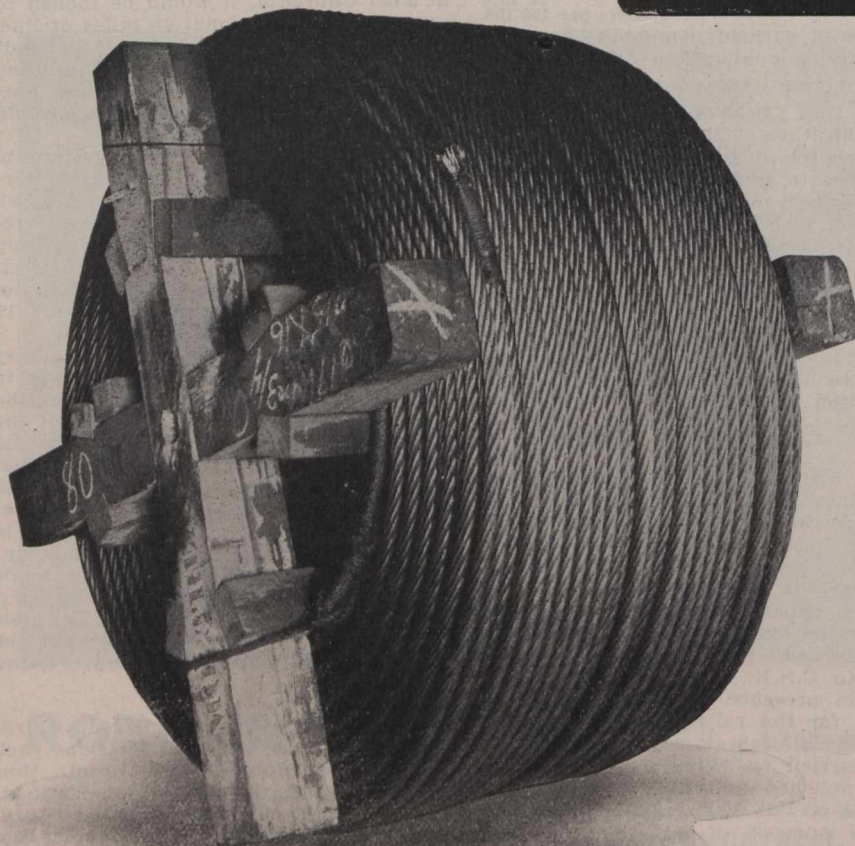
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Place Viger Extensions.—The merging of Montreal breweries, with C. R. Hosmer, one of the C.P.R. directors, as a director, may have some effect upon the company's plans for the extension of the yards at Place Viger, Montreal. The properties purchased by the C.P.R. adjoining the Place Viger yard practically surrounded the property of one of the breweries, and it is understood that the merger will bring about the transfer of the property in question to the C.P.R.

Prescott Round House.—Considerable damage was done by fire to the company's round-house at Prescott, Ont., recently, and two, out of the three locomotives in it, were burned.

Brockville Improvements.—Press reports state that C.P.R. engineers were in Brockville, Ont., April 10, taking measurements and levels in the tunnel which runs under the city, connecting the upper yards with those on the water front. It is said that the work is being done with a view to submitting a plan for its enlargement, so as to permit the largest locomotives and cars in the service to pass through it.

Campbellford, Lake Ontario and Western Ry.—A meeting of representatives of municipalities through which this projected line will pass was held at Cobourg, recently, when a resolution was passed appointing a deputation to wait on C.P.R. officials to urge the necessity of undertaking the construction of this line at an early date.

West Toronto.—The question of the closing of the bridge over the Weston Rd., West Toronto, is under consideration by the Council. General Superintendent Osborne stated to the Council it was the company's intention to build a station between Bruce St. and Royce Ave., and in order to do this it was necessary to close up the bridge. The company proposed to construct a foot subway from Cawthra Ave. to Union St. and a foot bridge at Pacific Ave., and to close up the Jane St. crossing. Objection was made to the closing of the bridge, as it was very largely used for vehicle traffic, and it was a curiosity to see a foot passenger going over it.

Guelph and Goderich Ry.—The Dominion Parliament has extended the time for the construction of branch lines.

Tillsonburg, Lake Erie and Pacific Ry.—The C.P.R. has withdrawn plans filed showing the location of this projected line through Stratford. With the withdrawal of the plans the company's application to the Dominion Parliament for an extension of time for the construction of the line is being proceeded with.

Walkerton and Lucknow Ry.—The Dominion Parliament has extended the time within which the company may construct its projected railway.

Fort William Lines.—The Dominion Parliament has confirmed an agreement between the company and the G.T. Pacific Ry., respecting the joint use of certain lines already constructed or to be constructed at Fort William, Ont., by the two companies.

Western Lines Construction.—Contracts are reported to have been let to Foley, Welsh and Stewart for the construction of 40 miles northerly of Cheade, Alta.; for 23.5 miles northerly from Kipp to Little Bow River, Alta.; and for 35.5 miles easterly from near Lacombe, Alta. A contract is also reported to have been let to Dutton and Finson for the construction of 20 miles westerly from Weyburn, Sask.

Kootenay Central Ry.—The Dominion Parliament has granted an extension of time for the construction of this projected railway.

Kootenay and Arrowhead Ry.—In the course of the discussion before the Railway Committee of the House of Commons, recently, it was stated that as soon as the act granting an extension of two years for the construction of the Kootenay Central Ry. had been passed, the men employed upon its construction had been taken off, and put to work on the K. & A. Ry. The portion of the company's line to be constructed is about 40 miles long, and when completed it will provide an improved connection between the C.P.R. main line and the Crow's Nest branch, as well as tap the Lardeau district, B.C. (Apr., pg. 255.)

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

Portland Wharves.—Plans are being prepared for the reconstruction of the company's wharf and sheds at Portland, Me., which were burned some time ago. The wharf will be rebuilt on the old lines.

Freight Yards at St. Lambert, Que.—Plans have been filed for the laying out of freight yards covering an area of about 100 acres at St. Lambert. No decision has been announced as to when work will be started on the laying out of the yards. The plans for the layout show a general yard a short distance from the end of Victoria bridge, just beyond St. Lambert station, covering about 25 acres. This yard will be used for storing purposes. Beyond this to the east will be situated the westbound sorting yard and the eastbound receiving yard, alongside each other, with the caboose tracks between them, while further along the main line will be the eastbound sorting and departure yard and the westbound receiving yard arranged in a similar manner. Between the general yard and the westbound sorting and departure and the eastbound receiving yards, will be space for stores and supplies, while the space between the second and third groups will be employed for scales and cinder pits. The various yards will be well equipped with tracks, and a run-around track will encircle the whole series of yards. Along the southern side of the yards will run the G.T.R. main lines towards Portland, while a proposed easterly cut-off may be constructed from this line to the line leading to Rouse's Point. It is also proposed to construct another westerly cut-off to the Rouse's Point line from the southern extremity of the bridge. It is likely that a round-house with turntables and other facilities for handling locomotives will be built at St. Lambert.

Ottawa Station and Hotel.—A press report states that the company has given up its project to erect an hotel on Major's Hill Park, Ottawa. The Ottawa City Council, Apr. 5, passed a resolution asking the Dominion Government to cancel the proposed sale of the site to the G.T.R., that the fence be removed, and the park thrown open as formerly.

We were officially advised, Apr. 22, that there was no intention of the company giving up the project, and that plans are being made for the building, the construction of which will be undertaken and completed as soon as possible.

Garden Hill-Cobourg Cut-off.—Arrangements are reported to have been completed for making a survey during April and May, for a cut-off from Garden Hill, on the Midland Division, to Cobourg, Ont., as a continuation of the proposed short line from Lindsay to the main line. The report further states

that a new station and freight shed will be constructed at Cobourg, and the yards modernized.

Kingston Subway.—H. E. Whittenberger, Superintendent G.T.R., has asked the City Council of Kingston, Ont., to appoint representatives to meet the company's engineers and go over the ground in the vicinity of the G.T.R. junction, and try to settle on some plan for crossing protection that will be satisfactory to all concerned. The company has prepared plans for an overhead bridge which would involve the closing of two public highways. Meetings of farmers and others interested have been held to protest against the divergence of Perth Rd. and Montreal St., which the carrying out of this proposal would necessitate.

London Improvements.—The question of track elevation in London, Ont., was not dealt with on the occasion of the visit of the Board of Railway Commissioners to the city recently. Certain questions in connection with level crossings were considered, not only in London, but at other nearby points. The Mayor of London said he had been informed that the company's engineers were busy with the plans, but it would be some time before they were finished. It is said that all preliminary arrangements will be completed so that negotiations can be reopened June 1.

Point Edward Improvements.—General Transportation Manager Brownlee and Superintendent Gillen were at Sarnia and Point Edward recently, and inspected the company's properties there. It is said that considerable improvements are contemplated at both places. Mr. Brownlee said definitely that it was the intention of the company to erect a new station at Point Edward.

Sarnia Tunnel.—Preparatory work is reported to be in progress at Sarnia, Ont., and Port Huron, Mich., for the relaying of the track in the Sarnia tunnel with 100-lb. rails. Track-laying will occupy, it is anticipated, about two months, two gangs being employed, one in the early morning and a second after the 3 p.m. train has passed through.

Chicago and Kalamazoo Terminal Co.—The property of this company has been acquired by the G.T.R., which thus secures an entrance into Kalamazoo, Mich. It is said that a spur line will be constructed from the main line, nine miles south of the city, to establish a connection with the terminals. (Mar., pg. 199.)

Ontario Railway Subsidies

An act has been passed by the Ontario Legislature providing for the granting of the following cash and land subsidies in aid of railways.

Bruce Mines and Algoma Ry.—For an extension from present terminus at Rock Lake, northerly for not exceeding six miles, a cash subsidy of \$3,000 a mile, and 1,000 acres of land a mile.

Central Ontario Ry.—Cash subsidy of \$3,000 a mile for extension of 15 miles northerly from junction with the Canada Atlantic Ry., between Whitney and Madawaska, Ont.

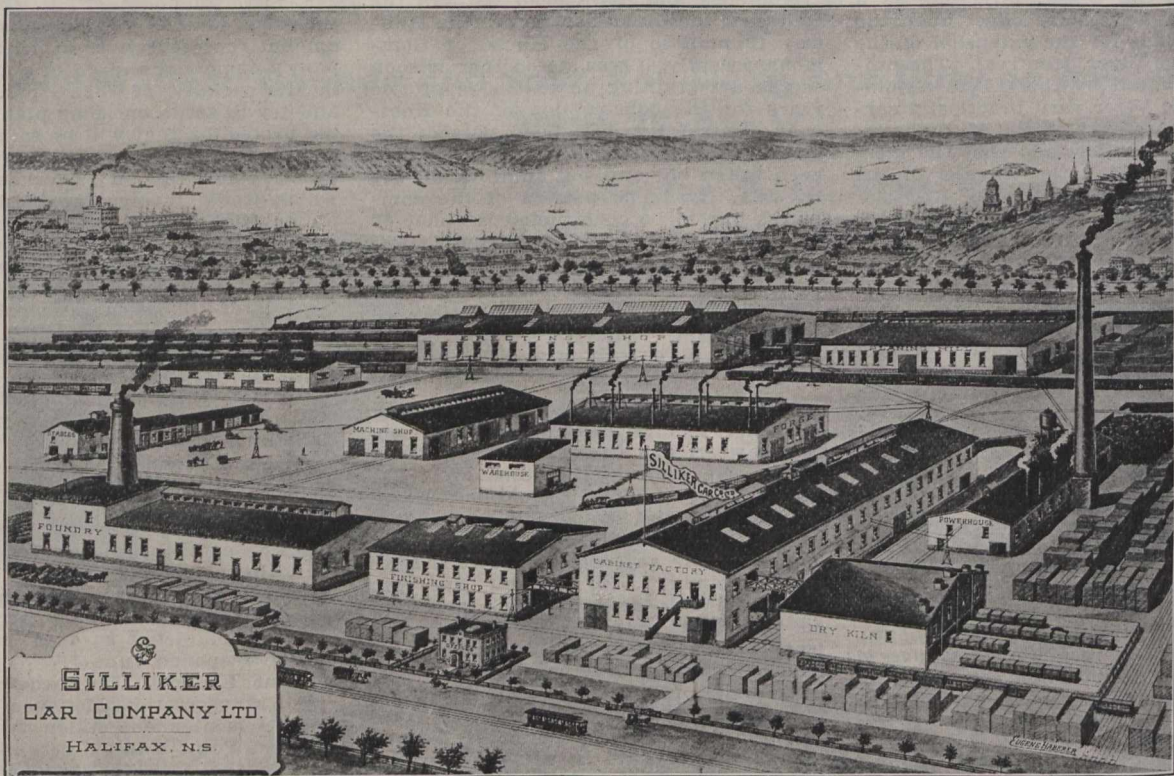
Lac Seul, Rat Portage & Keewatin Ry.—For 20 miles through Kenora northerly to National Transcontinental Ry., land grant of 1,000 acres a mile.

Superior & Western Ontario Ry.—For seven miles from near Waco station on G.T.P.R., Lake Superior branch, land grant of 1,000 acres a mile.

The land grant to the Canadian Northern Ontario Ry. is dealt with in a separate act.

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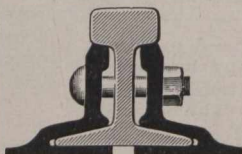
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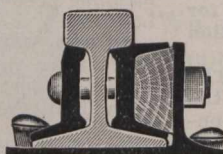
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National Transcontinental Railway.

Replying to a question in the House of Commons, April 1, the Minister of Railways said there had been paid on account of construction and equipment of the N.T.R. between Moncton and Winnipeg to Feb. 28, \$48,372,560.01, and it was estimated that \$66,021,206 further would be required to finish it and put it in order ready to hand over to the Grand Trunk Pacific Ry., exclusive of the amounts required for the Quebec bridge, the Quebec terminals and lines thereto, and the Winnipeg terminals and the large shops in that vicinity.

The members of the N.T.R. Commission and H. D. Lumsden, Chief Engineer, visited Quebec recently in connection with the construction of docks and railway terminals. The Commissioners had a conference with the Mayor and the Civic Finance Committee, with a view to purchasing the Champlain Market property, on which it is proposed to erect the union station to accommodate all railways coming into Quebec after the completion of the Quebec bridge. The city representatives expressed a willingness to sell at a suitable price, and at a subsequent meeting the City Finance Committee directed the employment of a valuator to fix a price.

The Commissioners have under consideration tenders for the supply of rail fastenings necessary for the laying of 5,154 gross tons of soft steel rails, for delivery at West Fort William, Ont.; and also for the erection of station buildings, section and tool houses as follows: Four No. 2 stations, two No. 3 stations, and five section houses between Lake Superior Jct. and Wabigoon River; one No. 1 station building, two No. 2 station buildings, three No. 3 station buildings and four section houses between Wabigoon River and northeast of Rennie; two No. 1 station buildings, two No. 2 station buildings, four No. 3 station buildings and three section houses from northeast of Rennie to St. Boniface, Man.

Haney, Quinlan and Robertson's tender for the construction of the terminal shops at St. Boniface, Man., has been accepted.

Quebec Bridge and Ry. Co.—A further amount of \$10,500 has been voted by Parliament to provide for expenses of preparing plans for the reconstruction of the Quebec bridge.

GRAND TRUNK PACIFIC RAILWAY.

During the discussion in the House of Commons of the Government proposal to lend the G.T.P.R. \$10,000,000, the Minister of Finance stated that the estimated cost by the company of the prairie division of the line was \$34,059 a mile, while the Government Engineer's estimate was \$34,943. The provision made for financing the construction of the 916 miles of the prairie division was \$23,482 a mile, so that owing to the high cost of construction it was necessary to provide, according to the company's estimate, \$9,688,425, additional, or according to the Government estimate, \$10,497,522. Although the company was strictly liable for all the cost of the line above the Government guarantee on bonds to the extent of \$13,000 a mile, in the interim, he was of opinion that the Government should step in with the necessary assistance to prevent the company being compelled to sell below 90, securities which would eventually be worth par or over. The resolution granting

the loan was adopted, and the bill giving effect to it is under consideration. At a meeting of G.T.R. shareholders in London, Eng., April 21, a resolution was submitted authorizing the necessary guarantee of G.T.P.R. bonds to be issued to secure the loan of \$10,000,000.

In connection with the discussion in Parliament the following figures were submitted to the Government by C. M. Hays, President G.T.P. Ry.

| | |
|--|-----------------|
| Total expenditure to Sept. 30, 1908, including interest on bonds, less interest on proceeds. | \$24,037,743.70 |
| Estimated cost to fully complete work from Oct. 1, 1908, including bond interest payable up to and on Jan. 1, 1910. | 8,110,607.60 |
| Total | \$32,198,351.30 |
| RESOURCES. | |
| Proceeds series A bonds received from Government on account proceeds of bonds guaranteed by Government to extent of \$13,000 a mile for 916 miles. | 10,335,482.91 |
| Due from Government balance on account of proceeds of bonds guaranteed by Government to extent of \$13,000 a mile. | 1,572,517.09 |
| Estimated value of construction equipment to be transferred to mountain section on completion of prairie section. | 1,000,000.00 |
| Balance to be provided. | 9,688,425.00 |
| Total | \$32,198,351.30 |

The Dominion Parliament has approved of an act respecting the subsidy from the Ontario Government for the construction of the Lake Superior branch. The formal inspection of the last 66 miles of the branch is being made by the Ontario Government Engineer preparatory to handing over the 198,000 acres of land granted as a subsidy.

The Dominion Parliament has passed an act approving of the agreement with the C.P.R. for the use jointly of certain lines belonging to the C.P.R., or to be hereafter constructed in Fort William, Ont.

An act has been passed by the Dominion Parliament approving of an agreement with the Midland Ry. of Manitoba, with respect to the provision of a union station and other joint facilities at Portage la Prairie, Man.

The company has ordered from the Dominion Iron & Steel Co. 13,000 tons of steel rails for delivery at Prince Rupert during the summer. They are for the first 100 miles easterly from Prince Rupert, and on the line being constructed as a branch under the Pacific, Northern and Omineca Ry. Co.'s charter.

A Winnipeg dispatch dated Apr. 21, said, E. J. Chamberlin Vice-President and General Manager, had returned from the West, and stated that construction would begin during the next few days on branch lines north and south from Melville, Sask., and that the company would lose no time in building a through line from the U.S. boundary to Hudson Bay, providing the farmers with a short wheat route to Europe. We are officially advised that it is the intention this year to proceed with the construction of the following branch lines: From Melville to Yorkton, Sask.; from Melville to Regina, Sask., with an extension to Moose Jaw to follow; from Redgar, Sask, to Battleford, Sask.; from at or near Wainwright, Alta., to Calgary, Alta., with a projected extension later on to Coutts on the International Boundary and another to the Crow's Nest Pass Coal Fields in B.C.; from near the McLeod River on the main line west of Edmonton, in Alberta, to the coal fields. We are also advised that the Hudson Bay branch is one of the lines the com-

pany is chartered to build and that it will no doubt be undertaken later on.

PACIFIC NORTHERN AND OMINECA RY.

The British Columbia Legislature has extended the time for the construction of the lines authorized by previous acts, and granted permission for the construction of a line from the junction of the Skeena and Copper rivers to the junction of the Bulkley and Telkwa rivers. (April, pg. 277.)

May Birthdays

Many happy returns of the day to—
W. R. Baker, Secretary, and Assistant to President C.P.R., Montreal, born at York, Eng., May 25, 1852.

G. S. Cantlie, General Superintendent Car Service, C.P.R., Montreal, born there May 2, 1867.

M. Donaldson, Superintendent Ottawa Division G.T.R., Ottawa, Ont., born near Edinburgh, Scotland, May 1, 1851.

G. C. Gunn, Division Engineer, G.T.P.R., St. John, N.B., born at Quebec, May 13, 1862.

Hon. W. C. Edwards, Temiskaming Steamboat Co., Rockland, Ont., born at Clarence, Ont., May 7, 1844.

J. D. Evans, Chief Engineer Central Ontario Railway, Trenton, Ont., born at Goderich, Ont., May 27, 1843.

E. T. Galt, President Alberta Railway and Irrigation Co., Montreal, born at Sherbrooke, Que., May 24, 1850.

C. M. Hays, 2nd Vice-President and General Manager G.T.R., and President G.T. Pacific Railway, Montreal, born at Rock Island, Ill., May 16, 1856.

G. H. Hedge, Assistant Master Mechanic, C.N.R., Winnipeg, born at Neath, Wales, May 26, 1865.

R. B. Hepburn, President and General Manager Ontario and Quebec Navigation Co., Picton, Ont., born there May 27, 1876.

W. T. Huggan, Accountant and Auditor, Prince Edward Island Railway, Charlottetown, P.E.I., born at Halifax, N.S., May 24, 1851.

W. S. Kinneer, Assistant General Manager Michigan Central Rd., and Chief Engineer Detroit River Tunnel, Detroit, Mich., born at Circleville, Ohio, May 25, 1864.

M. Neilson, C.E., Consulting Engineer, Montreal Street Railway, born at Almonte, Ont., May 26, 1852.

A. L. Ogilvy, General Purchasing Agent, National Transcontinental Railway Commission, Ottawa, Ont., born at Richwood, Oxford County, Ont., May 23, 1868.

Hayter Reed, Manager-in-Chief C.P.R. hotels, Montreal, born at L'Orignal, Ont., May 26, 1849.

H. B. Sherwood, Superintendent Bay of Quinte Railway, Napanee, Ont., born at Auburn, N.Y., May 25, 1847.

E. Tiffin, General Traffic Manager, I.C.R., Moncton, N.B., born at Hamilton, Ont., May 5, 1849.

J. H. Walsh, General Manager Quebec Central Railway, Sherbrooke, Que., born at Quebec, May 12, 1860.

H. K. Wicksteed, Chief Engineer of Location, Mackenzie, Mann & Co., Ltd., Toronto, born at Quebec, May 25, 1855.

James Yeo, ex-Roadmaster Intercolonial Railway, Riviere du Loup, Que., born at Bideford, Devonshire, Eng., May 1, 1830.

J. A. Yorick, Canadian Passenger Agent, Chicago, Burlington and Quincy Rd. at Toronto, born at London, Ont., May 7, 1872.

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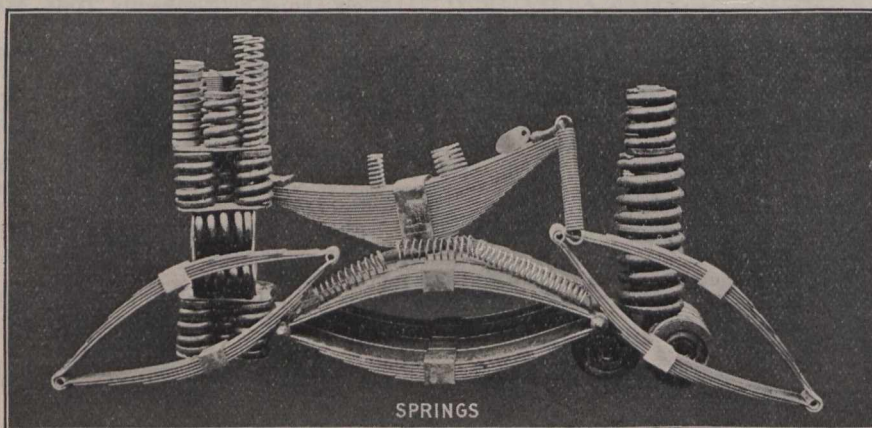
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Orders by the Railway Commissioners.

Beginning with June, 1904, we have published in each issue summaries of orders passed by the Board of Railway Commissioners, so that subscribers who have filed our paper have a continuous record of the Board's proceedings. No other paper has done this.

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

6538. Mar. 3.—Directing V.V. & E. Ry. & Nav. Co. to construct fences and gates at farm crossings on Mrs. H. M. Milstead's lands at Abbotsford, B.C.

6539. Feb. 25.—Dismissing complaint of A. F. Latta, Port Moody, B.C., re damages for cow killed.

6540. Mar. 3.—Directing G.N. Ry. & V. & E. Ry. & Nav. Co. to erect crossings, gates, fences and cattle guards where it affects property of Messrs. Murphy, Mackenzie, Milton, Armstrong and Shannon, near Cloverdale, B.C.

6541. Feb. 25.—Dismissing complaint of F. Allan and others regarding extension of railway siding now terminating at western boundary of Pacific Coast Mill Co.'s premises, Coal Harbor, Vancouver, B.C.

6542. Feb. 25.—Dismissing complaint of Burnaby & Coquitlam municipalities, B.C., regarding defective cattle guards on V.W. & Y. Ry. or V.V. & E. Ry. & Nav. Co.'s line.

6543. Feb. 25.—Dismissing application of Vancouver Board of Trade for refund under order of Aug. 11, 1906, in the "Transcontinental rate case."

6544. Feb. 23.—Dismissing application of V.W. & Y. Ry. for authority to construct branch line in Vancouver, B.C., from the main line north of False Creek.

6545. Feb. 25.—Directing V.W. & Y. Ry. to join its tracks with the C.P.R. tracks, operated by the B.C. Electric Ry. at or near junction of Columbia and Front sts. Vancouver, B.C., within two months from date.

6546. Feb. 25.—Dismissing complaint of Trades and Labor Council of Vancouver, B.C., that the C.P.R. is running trains from Vancouver without proper inspection.

6547. Feb. 25.—Dismissing complaint of R. Robertson & Co, Vancouver, B.C., respecting C.P.R. rates to Ladysmith, B.C.

6548. Feb. 25.—Authorizing Vancouver Power Co. to erect wires across C.P.R. at the second narrows, Burrard Inlet, Vancouver, B.C.

6549. Feb. 23.—Dismissing application of V.W. & Y. Ry. for authority to cross C.P.R. by its branch line from False Creek to Burrard Inlet, Vancouver.

6550. Feb. 23.—Dismissing application of V.W. & Y. Ry. for authority to cross with its branch line No. 2 from False Creek to Burrard Inlet over lane between Barker and Napier Sts., in Vancouver, B.C.

6551. Mar. 18.—Extending until May 18, time during which C.N.O. Ry. may use for construction purposes crossing of G.T.R. spur line to Edwards' Mills, Rockland, Ont.

6552 to 6577. Feb. 23.—Dismissing 26 applications of V.W. & Y.R. for authority to cross with branch line over various lanes and streets in Vancouver, B.C.

6578. Mar. 20.—Authorizing Sunderland Telephone Co. to erect wires across G.T.R. in Brock tp., Ont.

6579. Mar. 18.—Authorizing Bell Telephone Co. to lay conduits under Fortification Lane to Victoria Sq. and under Victoria Sq., Montreal.

6580. Mar. 18.—Authorizing C.P.R. to use bridge at mileage 4.2, Guelph branch, Ont.

6581. Mar. 18.—Authorizing C.P.R. to use certain bridges on its Havelock section, Ont.

6582. Mar. 23.—Authorizing Hamiota municipality, Man., to erect wires across C.P.R.

6583. Mar. 18.—Authorizing G.T.R. to construct spur to the Stratford Mill Bld. Co. and Ballantyne's cheese warehouse, Stratford, Ont.

6584. Feb. 25.—Dismissing application of Vancouver and Lulu Island Ry. for order authorizing proposed deviation from plan of branch line on south side of False Creek, Vancouver, B.C.

6585. Mar. 15.—Dismissing application of Canada West Coal Co. for authority to construct tunnels and work in connection therewith under C.P.R. Crow's Nest branch at Taber, Alta.

6586. Feb. 18.—Authorizing C.P.R. to open for passenger traffic its Moose Jaw branch from mileage 14.5 to 118.75 and to operate trains over mileage 14.5 to 113.0, at a speed of 25 miles an hour.

6587. Feb. 25.—Authorizing City of Vancouver, B.C., to construct a highway bridge over C.P.R. at intersection of northerly shore of False Creek and Granville St. and at intersection of False Creek and Fourth Ave.

6588. Mar. 19.—Directing C.N.R. to properly fence its right of way where it crosses s.e. $\frac{1}{4}$ sec. 21, tp. 19, range 21, west 2nd. mer.

6589. Mar. 16.—Refusing petition of residents of Sinclair, Man., for order directing C.P.R. to provide a side track between Reston and Sinclair.

6590. Mar. 22.—Authorizing Cardoc-Ekfried Telephone Co. to erect wires across C.P.R. north of Appin, Ont.

6591. Mar. 22.—Authorizing Canadian Northern Telegraph Co. to erect wires across C.P.R. Wolseley-Reston branch, and Brandon-Regina branch, at Kaiser, Man.

6592. Mar. 22.—Authorizing Bell Telephone Co. to erect wires over G.T.R. near Sprucedale station, Ont.

6593 to 6596 inc.—Authorizing Hamiota & Miniota municipalities, Man., to erect telephone wires across C.P.R. at four points.

6597. Mar. 10.—Dismissing application of E. D. Coffey, Dauphin, Man., F. L. Merritt, Winnipegosis, Man., and Canadian Lakes Fishing Co. for order directing C.N.R. to put into immediate and continuous operation its railway now constructed from Etiomami to the Pas, Sask.

6598. Mar. 15.—Dismissing application of M. McGregor, Tilston, Man. and other residents of Tilston, alleging unsatisfactory train service furnished by C.P.R. between Lauder and Tilston, Man.

6599. Mar. 15.—Authorizing the C.N.R. to operate temporarily, until further ordered by Board, its spur from connection of C.N.R. near Smith's Packing Co., Edmonton, Alta., to Clover Bar Coal Co.'s property.

6600. Mar. 22.—Dismissing complaint of Nipigon Bay Fish Co. of refusal by C.P.R. to carry, on passenger trains, fish offered for carriage at Rossport, Jackfish and Coldwell, Ont.

6601. Mar. 22.—Dismissing complaint of C. N. Cobett, Edmonton, Alta., alleging exorbitant rates charged in the west by express companies.

6602. Mar. 12.—Amending order 6320, of Feb. 13, in complaint of Nelson-Ford Lumber Co. and International Elevator

Co. as to service furnished to them by C.P.R. over spur track in Estevan, Sask.

6603. Feb. 23.—Dismissing application of C. T. W. Piper, Vancouver, B.C., for order directing G.N.R. to construct spur to Britannia Trading & Lumber Co.'s premises, Burnaby Lake, B.C.

6604. Mar. 5.—Dismissing complaint of F. W. Godsal, Cowley, Alta., alleging unsatisfactory train service between Cowley, Alta., and Nelson, B.C.

6605. Mar. 5.—Dismissing application of residents of Westbank, B.C., for order directing C.P.R. mail boats to call at Hall's Landing at least three times a week to deliver mails and passengers.

6606. Mar. 5.—Dismissing complaint of R. G. Sidley, Sidley, B.C., that V.V. & E. R. unjustly discriminates against settlers in and around Sidley in the matter of railway facilities and in favor of points in United States.

6607. Mar. 5.—Dismissing complaint of Vernon Fruit Co., Vernon, B.C., alleging excessive freight rates charged by C.P.R. from Peachland to Victoria, B.C., and complaining against minimum carload weight on such shipment.

6608. Mar. 5.—Dismissing application of V.V. & E.R. for authority to construct branch line to connect with its main line at the International Boundary near Myncaster, B.C.

6609. Mar. 5.—Dismissing complaint of R. Robson, Mayook, B.C., alleging unsatisfactory train service on the C.P.R. Crow's Nest branch between Mayook and Cranbrook, B.C.

6610. Mar. 5.—Dismissing application of City of Revelstoke, B.C., for order directing C.P.R. to provide a traffic bridge in connection with its proposed new railway bridge across Columbia River.

6611. Mar. 22.—Authorizing C.P.R. to use bridges on its Esquimalt & Nanaimo branch at four points.

6612-6613. Feb. 23.—Directing G.N.R. to file and publish tariffs on lumber, shingles, etc. These orders are given fully on page 329.

6614.—Feb. 25.—Dismissing application of V.V. & E.Ry. & Nav. Co. for order sanctioning placing of crossings over lot 23, group 2, New Westminster, B.C.

6615. Feb. 25.—Dismissing application of V.W. & Y. Ry. for order approving place and mode of crossing of its branch line No. 2 from False Creek to Burrard Inlet, over Powell, Vancouver, B.C.

6616. Mar. 22.—Directing C.P.R. to construct and operate spur to the Okotoks Milling Co. and the Electric Light Co.'s premises, Okotoks, Alta.

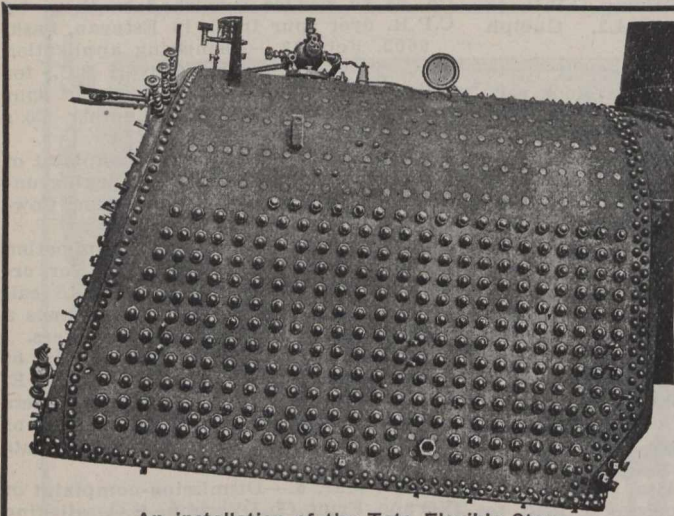
6617. Mar. 22.—Directing C.P.R. to construct spur to Western Canada Pressed Brick & Tiles Co. and Pugh & Livingstone Lumber Co.'s premises at Okotoks, Alta.

6618. Mar. 18.—Dismissing application of J. G. Wilson, Dana, Sask., for order directing C.N.R. to pay \$95 damages for cattle killed on tracks.

6619. Mar. 8.—Dismissing complaint of F. W. Godsal, Cowley, Alta., alleging excessive passenger rates on C.P.R. steamboats on Kootenay and Arrow Lakes, B.C.

6620. Mar. 5.—Authorizing Kettle River Valley Ry. to construct its line across alleyway in block 26A, between Fourth and Fifth Sts., Grand Forks, B.C.

6621. Mar. 5.—Dismissing complaint of Greenwood Board of Trade, B.C., against freight and passenger rates charged by V.V. & E. Ry. & Nav. Co., as unjustly discriminating against points on the company's railway in B.C. and in favor of points in State of Washington.



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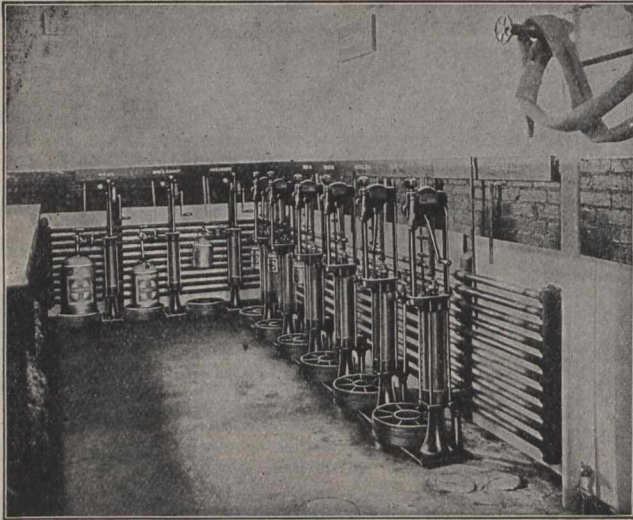
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DRUMMOND, McCALL & CO.
GENERAL SALES AGENTS

6622. Mar. 8.—Authorizing town of Claresholm, Alta., to secure certain lots, and do grading necessary in connection with carrying of Centre Ave. across C.P.R.
6623. Mar. 5.—Dismissing complaint of Nelson Board of Trade against freight rates charged by C.P.R. on shipments to and from Nelson, B.C.
6624. Mar. 5.—Dismissing complaint of Okanagan Board of Trade against rates charged by C.P.R. on fruit shipments in B.C.
6625. Mar. 23.—Authorizing Manitoba Government Telephones to erect wires across C.N.R. near Scarth, Man.
- 6626-6627. Mar. 23.—Authorizing Miniota municipality, Man., to erect wires across C.P.R. near Miniota station, and 4 miles west of Grandall, Man.
6628. Mar. 23.—Authorizing Princeton & Drumbo Telephone Co. to erect wires across G.T.R. tracks at town line between Blenheim and Dumphries tps., Ont.
6629. Mar. 23.—Authorizing Hamiota municipality to erect wires across C.P.R. 3 miles west of Hamiota, Man.
6630. Mar. 23.—Approving C.P.R. plan of proposed viaduct on Richmond Rd., Ottawa, Ont.
6631. Mar. 23.—Authorizing C.P.R. to use seven bridges on its Windsor section.
6632. Mar. 23.—Authorizing C.N.R. to construct spur to Rosthern Flour Mills Co.'s mill, Rosthern, Sask.
6633. Mar. 23.—Authorizing B.C. Telephone Co. to erect wires across E. & N. R. at Nanoose Bay, B.C.
6634. Mar. 1.—Authorizing E. & N.R. to construct a spur to B. Wilson Co.'s premises, Victoria, B.C.
6635. Mar. 24.—Authorizing C.P.R. to construct branch line across Higgins Ave. to the Northern Electric Co.'s premises, Winnipeg, Man.
6636. Feb. 11.—Dismissing application of settlers along C.P.R. Pheasant Hills branch, for order directing C.P.R. to provide siding at or near n.e. $\frac{1}{4}$ sec., tp. 17, r. 32, w. 1st mer., Sask.
6637. Feb. 27.—Authorizing South Wellington Coal Mines to place pipes under E. & N.R. at a point between Victoria and Nanaimo, B.C.
6638. Mar. 8.—Amending order 5261 of Sept. 2, 1908, re C.P.R. application for authority to make diversions on its Crow's Nest branch between Peigan and Crow's Nest, Alta.
6639. Feb. 27.—Directing E. & N.R. to remove section-foreman's house at crossing of its line at Duncan, B.C., in order that there may be a clear view of 75 ft. from right of way.
6640. Mar. 8.—Directing Calgary & Edmonton Ry. to put crossing on road between tps. 11 and 12, south of Claresholm, Alta., in safe condition, and to widen partial diversion on $\frac{1}{4}$ sec. 36, tp. 11, r. 27 and make same safe in accordance with regulations regarding crossings.
6641. Mar. 24.—Ordering Nelson & Fort Sheppard Ry. to construct a suitable station and freight shed at Fruitvale, B.C., and to install a telephone therein.
6642. Feb. 27.—Authorizing Council of North Cowichan, B.C., to construct a highway across E. & N.R., and rescinding order 5737, of Nov. 26, 1908.
6643. Feb. 19.—Refusing C.P.R. application for order to amend order 5608 and Strathcona Radial Tramway Co., by providing that City of Edmonton and Strathcona Radial Tramway Co. shall install a half-interlocking plant at crossing at White Ave., Strathcona, Alta.
6644. Mar. 25.—Authorizing Miniota municipality to erect wires across C.P.R. at Crandall, Man.
6645. Mar. 8.—Directing that \$1,650 be paid by Northwest Jobbing & Commission Co. to C.P.R. for construction of spur to the company's warehouse, that the company pay the C.P.R. \$250, being balance of \$1,900 agreed upon, and that accrued interest on the deposit of \$1,650 be paid by the bank to the Northwest Jobbing & Commission Co.
6646. Mar. 23.—Authorizing C.P.R. to cross with its second track the Ottawa & New York Ry., at Finch, Ont.
- 6647-6648. Mar. 5.—Amending orders 3813 and 3814 of Oct. 23, 1907, and authorizing Kettle River Valley Ry. to construct its line across Main and Bridge Sts., Grand Forks, B.C.
6649. Feb. 27.—Dismissing complaint of R. Carter, Courtney, B.C., against through rates charged by C.P.R. on freight to Comox, Courtney and Cumberland, B.C.
6650. Mar. 5.—Amending order 3807, of Oct. 23, 1907, and authorizing Kettle River Valley Ry. to construct its line across Victoria Ave., Grand Forks, B.C.
6651. Mar. 5.—Amending order 3811, of Oct. 23, 1907, and authorizing Kettle River Valley Ry. to construct its line across Sixth St., Grand Forks, B.C.
- 6652-6654. Mar. 5.—Amending orders 3809, 3810 and 3812, of Oct. 23, 1907, and authorizing the Kettle River Valley Ry. to construct its line across Winnipeg Ave., Fifth St., and Alexandra Ave., Grand Forks, B.C.
6655. Feb. 13.—Amending order 6330, Feb. 13, respecting town of Dundurn, Sask., constructing crossings over C.N.R. tracks.
- 6656-6660. Feb. 6.—Authorizing C.P.R. to use certain bridges on its Sherbrooke section, in the town of St. John's Que., near Montreal Jct., on its Newport section and on its London section.
- 6661-6664. Mar. 25.—Authorizing Atlantic, Quebec & Western Ry. to construct steel trestle over Chouinard gully, L'Anse aux Gascons, Que.; a steel bridge over Little River, Port Daniel, Que.; a steel trestle over Perry's Brook, Newport, Que., and a steel trestle over Anse a la Barbe gully, Que.
6665. Mar. 8.—Dismissing complaint of Local Union of United Mineworkers, Board of Trade, and storekeepers, of Taber, Alta., alleging excessive freight rates charged by C.P.R. on shipments of coal from Alberta, as well as failure of C.P.R. to supply sufficient cars for movement of coal.
6666. Mar. 6.—Dismissing complaint of J. G. Swinney, Cowley, Alta., alleging excessive rate charged by Dominion Express Co. on milk shipments from Cowley to Michel, B.C.
6667. Mar. 24.—Authorizing E. & N.R. to construct a spur to Imperial Oil Co.'s premises, Vancouver Island, B.C.
6668. Mar. 25.—Authorizing C.P.R. to use eight bridges on Toronto section.
6669. Mar. 8.—Dismissing complaint of F. W. Godsal, Cowley, Alta., alleging excessive rates charged by Dominion Express Co. between Winnipeg and Cowley.
6670. Mar. 20.—Authorizing C.P.R. to construct spur from its main line along North Railway St., Regina, Sask., to the western limits of the city.
6671. Mar. 16.—Rescinding order 6524, of March 16, authorizing Council of Wainfleet tp., Ont., to lay culvert under G.T.R.
6672. Feb. 13.—Refusing application of Board of Trade, Regina, Sask., for order directing C.P.R. and C.N.R. to construct a union station in Regina.
6673. Mar. 26.—Dismissing application of Town of Listowel, Ont., that G.T.R. and C.P.R. construct a switch connecting their respective systems within the town, for inter-switching purposes.
6674. Feb. 8.—Dismissing application of City of St. Boniface, Man., for order directing C.N.R. to comply with provisions of orders requiring the company to divert Thibault and Meuron Sts., St. Boniface.
6675. Feb. 23.—Dismissing application of C. T. W. Piper, Vancouver, B.C., for order directing G.N.R. to construct spur to Britannia Trading & Lumber Co.'s premises, Burnaby Lake, B.C.
6676. Feb. 11.—Dismissing complaint of D. H. MacDonald & Co., Fort Qu'Appelle, Sask., alleging excessive rates charged by Dominion Express Co., as well as delays in delivering express matter.
6677. Mar. 26.—Approving plans and specifications of Tilbury East tp. for the King & Whittle improvement drain, and directing C.P.R. to temporarily remove a bridge upon four days' notice from the corporation to permit dredge to cross and recross, for the purpose of cleaning the drain.
6678. Mar. 26.—Authorizing Atlantic, Quebec & Western Ry. to construct bridge over North River, Port Daniel, P.Q.
6679. Mar. 29.—Directing form, size, and style, in which tariffs of tolls shall be filed by telegraph companies subject to Board's jurisdiction.
6680. Mar. 26.—Authorizing W. W. Beardmore, of Acton, Ont., to lay a water pipe across G.T.R. and to connect same with G.T.R. water mains and pumping plant.
6681. Mar. 17.—Authorizing Aberdeen Telephone Co. to place wires under C. N.R. at Aberdeen, Sask.
6682. July 14.—Ordering the Peterboro Radial Ry. Co. to install and maintain derrails on each side of crossing of G.T.R. on Charlotte St. and Water St., Peterboro, Ont., the said derrails to be placed 100 ft. from nearest G.T.R. track.
6683. Mar. 29.—Authorizing C.P.R. to construct its railway across certain highways in Artemesia tp., Ont.
6684. Mar. 29.—Authorizing Erie Telephone Co. to erect wires across G.T.R. near Hagersville, Ont.
6685. Mar. 1.—Authorizing Quamichan Mill Co. to construct a crossing over E. & N.R., Duncan's station, B.C.
- 6686-6688. Mar. 25.—Authorizing C.P.R. to construct its railway across certain highways in Glenelg and Bentinck tps., Ont.
- 6689.—Ordering all railways subject to Board's jurisdiction to file for approval a tariff of additional maximum tolls, no greater than tolls now being charged for carriage of passengers in sleeping or parlor cars, to be entitled "Standard Tariff of Maximum Sleeping and Parlor Car Tolls," and numbered C.R.C. No. 1. See page 329.
6690. Feb. 27.—Directing V.W. & Y.R. to construct suitable highway crossings, cattle guards, planking and cross-fences at Rupert St., Hastings, B.C., as soon as the street is opened up, and an overhead bridge, not less than 20 feet wide at Nanaimo St.
6691. Mar. 26.—Authorizing C.P.R. to use certain bridges on its Smith's Falls section.
6692. Feb. 27.—Authorizing B.C. Dept. of Lands & Works to construct highway



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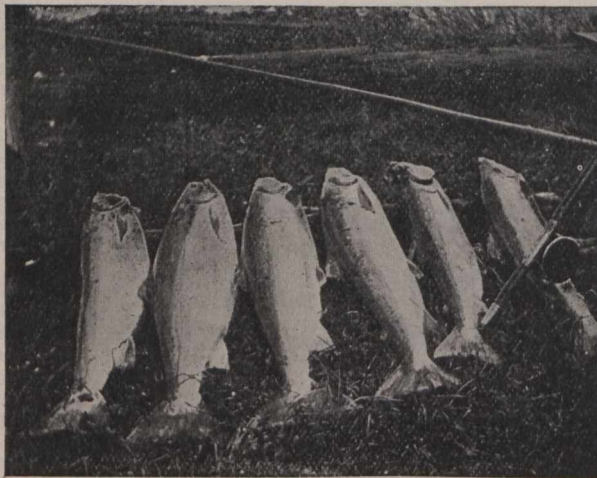
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bridge over E. & N.R. and Wellington Colliery Co.'s railway, near Ladysmith station, B.C.

6693. Mar. 30.—Authorizing C.P.R. to construct five spur lines in Moose Jaw, Sask.

6694. Mar. 30.—Authorizing C.P.R. to use bridges over Lachine Canal, Montreal, near Ogilvie Flour Mills Co.'s premises.

6695. Mar. 3.—Authorizing B.C. Minister of Public Works to construct a highway across C.P.R. in the n.w. ¼ sec. 29, tp. 23, r. 2, west 6th meridian.

6696. Mar. 30.—Authorizing Welland County Telephone Co. to place wires under M.C.R. tracks in Bertie tp., Ont.

6697. Mar. 26.—Authorizing Montreal Light, Heat & Power Co. to erect wires across C.P.R. at Lachine Canal crossing.

6698. Mar. 26.—Authorizing City of Fort William, Ont., to construct sewer under C.P.R. at Tarbut St.

6699. Feb. 27.—Directing Nicola, Kamloops & Similkameen Coal & Ry. Co. to improve all its diversions and highway crossings between Spence's Bridge and Nicola, B.C., particularly at mileages 28½ and 30½ from Spence's Bridge, B.C.

6700. Mar. 30.—Approving plan of proposed spur track which C.P.R. was authorized to construct from its railway at Holmfeld, Man., to the C.N.R. and of the connection of the spur with the C.N.R.

6701. Feb. 19.—Ordering amount of adjustment allowed shippers upon all railways subject to Board's jurisdiction who are compelled to furnish car doors to enable cars to be used for traffic.

6702. Mar. 25.—Respecting freight rates on wooden telegraph, telephone, electric light and trolley poles. See page 329.

6703. Mar. 30.—Amending order of Mar. 22, 1906, sanctioning location of proposed line of the Tillsonburg, Lake Erie & Pacific Ry. in West Zorra tp. and Oxford, Linwood and Wellington Counties, Ont., by excluding the portion of the line which extends through Stratford, Ont., and lands immediately adjacent thereto, that is, between mileages 22 and 28.

6704. Mar. 31.—Authorizing C.N.O.R. to open for traffic the portion of its railway between Queen and Cherry Sts., Toronto.

6705. Mar. 31.—Authorizing C.N.Q.R. to divert Cap Sante road, mileage 37 from Quebec bridge.

6706. Mar. 31.—Approving diversion of C.P.R. main line between Crane Lake and Piapot, Sask., mileage 65.32 to 65.65.

6707. Mar. 31.—Authorizing Corinne Rural Telephone Co. to erect wires across C.P.R. in s.e. ¼ sec. 2, tp. 13, r. 20 and n.e. ¼ sec. 35, tp. 12, r. 20, w. 2nd mer. Sask.

6708. Mar. 31.—Authorizing Stoney Beach Rural Telephone Co. to erect wires across C.P.R., between sec. 36, tp. 6, r. 24, w. 2nd, and sec. 31, tp. 16, r. 24, west 2nd mer. Sask.

6709 to 6717. Mar. 31.—Authorizing Commissioner of Railways and Telegraphs for Saskatchewan to erect wires across C.P.R. at various points.

6718-6720. Apr. 2.—Authorizing C.N.O. R. to erect telegraph wires across various transmission wires at Hawkesbury, L'Orignal, and Rockland, Ont.

6721. Mar. 31.—Authorizing C.P.R. to cross with its second track from Toronto

to Montreal, the Canada Atlantic Ry. at St. Polycarpe Jct., Que.

6722. Apr. 1.—Authorizing C.P.R. to construct highway over its line at mileage 132.9 from Romford, Ont.

6723. Apr. 1.—Amending order of Railway Committee of the Privy Council, of Dec. 16, 1902, respecting interlocking, derailing and signal system of the C.P.R. with the G.T.R. at Tillsonburg, Ont.

6724. Mar. 31.—Authorizing Commissioner of Railways and Telephones of Saskatchewan, to erect wires across C.P.R. at sec. 33, tp. 11, r. 12, w. 2nd mer.

6625. Apr. 1.—Authorizing G.T.R. to construct spur line to George McLagan Furniture Co.'s premises, Stratford, Ont.

6726. Mar. 31.—Authorizing C.P.R. to construct spur line to city power plant, Moose Jaw, Sask.

6727. Mar. 31.—Authorizing Seaman Kent Co. to lay a pipe and box drain across G.T.R. at Meaford, Ont.

6728. Apr. 1.—Approving revision in portion of location of Kootenay Central Ry., at Golden, B.C.

6729. Apr. 1.—Approving location of C.P.R. Kininvie branch, mileage 0 to 162.05, Alta.

6730. Apr. 1.—Authorizing C.P.R. to change location of portion of spur line to Sherwin-Williams Co.'s premises, Montreal.

6731. Apr. 1.—Authorizing W.E. & L. S.R. Ry. to erect telephone line across C.P.R. in Sandwich E. & W. tps., Ont.

6732. Apr. 1.—Approving location of the C.N.O.R. Ottawa-French River line through Lauder, Boulter and Chisholm tps., Ont., mileage 191.4 to 212.3, from Ottawa West.

6733. Apr. 1.—Authorizing M.C.R. to reconstruct drawbridge over Chippewa Creek, near Montrose, Ont.

6734. Mar. 26.—Amending order 6531, of Mar. 17 and adding following clause: "Authorizing G.T.R. to collect such additional sum for switching and handling traffic to and from spur line of railway, directed by the said order to be constructed, as shall be agreed upon between the parties, and in the event of parties failing to agree, then such additional sum shall be fixed by the Board."

6734a. Apr. 2.—Authorizing C.P.R. to construct spur line to Victoria Park, Calgary, Alta.

6735. Apr. 2.—Authorizing the C.P.R. to use bridges on its Toronto-Romford line.

6736. Apr. 1.—Authorizing Enterprise Telephone Co. to erect wires across Algoma Central Ry. in Korah tp., Ont.

6737-6738. Apr. 1.—Authorizing Corinne Rural Telephone Co. to erect wires across C.P.R. at sec. 30, tp. 12, r. 19, and sec. 29, tp. 12, r. 19, w. 2nd mer, Sask.

6739 to 6741. Apr. 1.—Authorizing Theodore, Springside & Veaverdale Rural Telephone Co. to erect wires across C.P.R. at three points in Saskatchewan.

6742-6743. Apr. 1.—Authorizing Welland County Telephone Co. to erect wires across M.C.R. and G.T.R. at Bridgeburg, Ont.

6744. Apr. 1.—Authorizing Erle Telephone Co. to erect wires across G.T.R. near Garnet station, Ont.

6745. Apr. 2.—Authorizing Georgian Bay & Seaboard Ry. to construct its line across highway in Medonte tp., Ontario, at mileage 12.97.

6746. Apr. 2.—Authorizing Bell Telephone Co. to erect wires across G.T.R. 3 miles n.e. of Springford, Ont.

6747. Apr. 2.—Authorizing Village of Streetsville, Ont., to place electric light

wires under C.P.R., Orangeville branch, at Streetsville Jct., Ont.

6748. Apr. 2.—Authorizing W. Long to lay water pipe under Temiscouata Ry. in Clair Parish, N.B.

6749. Feb. 11.—Directing C.P.R. to change its freight rates on coal from Bienfait, Sask., to Manitoba and Saskatchewan points. See page 331.

6750. Mar. 10.—Ordering Columbia & Western Ry. to protect crossing at Riverside Ave., Grand Forks, B.C., by electric bells within 60 days.

6751. Feb. 19.—Authorizing City of Edmonton, Alta., to cross at rail level with its electric street railway tracks, the C. N.R. and the G.T.P.R. tracks at Syndicate Ave.

6752. Apr. 5.—Authorizing Central Ontario Ry. to cross with its track the G.T. R. tracks from Belleville to Peterboro, at Anson Jct., Ont.

6753. Apr. 3.—Amending order 6424, of Feb. 25, directing that crossing of highways in Dutton village, Ont., be protected by folding fence gates; by providing for installation of additional gate south of M.C.R. tracks.

6754. Apr. 3.—Authorizing C.N.O.R. to construct bridge over French River, mileage 67.72, from Parry Sound, Ont., north.

6755. Mar. 10.—Ordering C.N.R. to continue to permit public to use crossing at Vermillion St., Dauphin, Man.

6756. Apr. 3.—Authorizing Montreal St. Ry. to cross with its tracks the Montreal Terminal Ry. tracks at rail level, at Davidson St., Montreal.

6757. Apr. 5.—Ordering that interlocking plant be installed by G.T.P.R. at bridge over Kaministiquia River, Fort William, Ont., and that trains be permitted to pass over the bridge without being brought to a stop.

6758. Apr. 3.—Amending order 6423, dated Feb. 25, directing that crossing be protected by folding fence gates; by providing for extra gate immediately south of M.C.R.R. track at West Lorne, Ont.

6759. Mar. 10.—Dismissing complaint of Prince Albert, Sask., Board of Trade against C.N.R. joint tariffs with C.P.R. from Prince Albert to B.C. points, on grain and grain products. See page 000

6760. Feb. 11.—Directing C.P.R. to maintain and keep in proper shape with regard to planking, grading, etc., crossings in Heward, Sask.

6761. Feb. 11.—Authorizing C.N.R. to connect its Brandon-Regina branch with C.P.R. Arcola branch tracks at n.w. ¼ sec. 20, tp. 17, r. 19 w. 2nd mer. Sask.

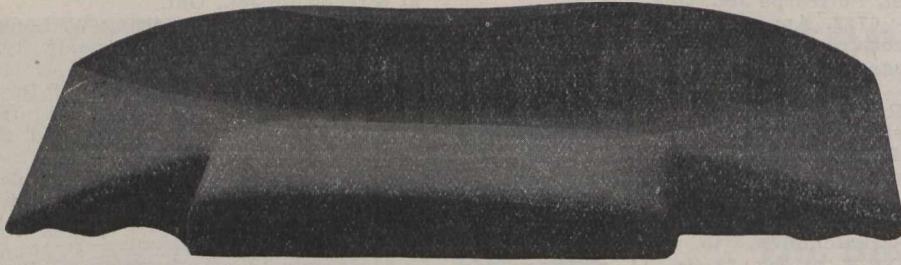
6762. Mar. 10.—Directing the C.P.R. to provide a station at Redvers, Sask., in accordance with its No. 5 standard plan.

6763. Feb. 19.—Respecting payment to shippers who provide temporary doors for shipping live stock in box cars. See page 331.

6764. Apr. 1.—Ordering that tariffs of joint tolls with the C.P. and C.N. Telegraph Cos. filed by G.T.P.R. applying on messages transmitted between offices of said companies in Manitoba, Saskatchewan and Alberta, be temporarily approved, until Board disposes of question of telegraph tolls generally.

6765. Apr. 6.—Ordering G.T.R. to prepare plans, within 10 days, for diversion of Montreal road, Kingston, Ont., that G.T.R. commence work 10 days after plans have been approved; and that all work connected with the subway be completed on or before Aug. 1, unless further extended.

6766. Apr. 6.—Authorizing Gordon, B. C., Government Agent to construct a



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highway level crossing over C.P.R. Revelstoke and Arrow Lake branch.

6767. Apr. 6.—Approving location of C.N.O.R. through unsurveyed territory in the Sudbury mining division, Algoma, Ont., mileage 60 to 80 from Sudbury Jct.

6768. Mar. 26.—Refusing application of Essex Terminal Ry. to set aside orders of Mar. 22, 1907, June 5, 1906, and Mar. 13, 1907, which approved location of Windsor, Essex & Lake Shore Rapids Ry., between Windsor and Leamington, and authorized certain crossings over other railway tracks. Authorizing operation and maintenance of Windsor, Essex & Lake Shore Rapid Ry., along gravel road. Authorizing Essex Terminal Ry. to cross W.E. & L.S.R. Ry. and C.P.R. at or near existing crossing of C.P.R. and W.E. & L.S.R. Ry.

6769. Apr. 6.—Authorizing C.P.R. to use for traffic its Lauder extension, from Broomhill, Man., mileage 16.0 to 28.5.

6770. Apr. 7.—Extending for six months from date time within which construction of overhead farm crossing on A. M. Dickie's land, London tp., Ont., is to be completed by G.T.R.

6771. Mar. 26.—Directing Grand Valley Ry. to equip all its cars, freight motors, passenger motors and trailers, with air brakes by July 1.

6772. Apr. 6.—Ordering that C.P.R. bridge over Richelieu River, St. John's, Que., be protected with inner steel guard rails, within 60 days.

6773 to 6778.—Apr. 6.—Authorizing C.P.R. to construct bridges at its Sault Ste. Marie branch, Smith's Falls, Nipigon and Shuswap sections over Eagle river.

6779. Apr. 6.—Authorizing C.P.R. to construct spur line to Hutchins Car Roofing Co.'s premises, Montreal.

6780. Apr. 7.—Authorizing Commissioner of Railways and Telephones for Saskatchewan to erect wires across C.N.R. in secs. 17 and 18, tp. 17, r. 18, w. 2nd mer. Sask.

6781-6782. Apr. 7.—Authorizing Dundurn Rural Telephone Co. to erect wires across C.N.R. at two points in Saskatchewan.

6783. Apr. 7.—Authorizing Dunnville Consolidated Telephone Co. to erect wires across M.C.R. at Canfield Jct., Ont.

6784. Apr. 8.—Authorizing C.P.R. to construct coal tipple over its main line and other tracks, near Michel Station, B.C.

6785. Apr. 8.—Extending until May 31 order 6102, of Jan. 25, authorizing C.P.R. to install interlocking and derailing appliances at Oak Point Jct., near Winnipeg.

6786. Apr. 8.—Approving plan of proposed reconstruction of G.T.R. St. George Viaduct, So. Dumfries tp., Ont.

6787. Apr. 8.—Rescinding order 6542 of Feb. 25 dismissing complaint of Burnaby and Coquitlam municipalities, B.C., alleging defective cattle guards on the V.W. & Y.R. or the V.V. & E.R. & Nav. Co.'s railway.

6788-6789. Apr. 6.—Authorizing New Brunswick Telephone Co. to erect wires across C.P.R. at two points.

6790. Apr. 3.—Directing C.P.R. to open highway crossing between Arden and Kaladar, Ont.

6791. Apr. 6.—Ordering that City of Kingston, Ont., pay cost of night watch-constructed by the G.T.R. until same is constructed.

6792. Apr. 6.—Dismissing application

of C.N.Q.R. re crossing C.P.R. south of St. Jerome, Que.

6793. Apr. 6.—Dismissing application of C.P.R. to take additional lands adjoining its station at Sidney, Man.

6794. Apr. 6.—Dismissing application of C.W. & L.E.R. for order varying order of the Board of Oct. 4, 1906, which authorized the company to cross the G.T.R. at grade at William St., Chatham, Ont.

6795. Apr. 6.—Limiting speed of G.T.R. and K. & P.R. trains at Place d'Armes, Kingston, Ont., to six miles an hour.

6796. Apr. 8.—Authorizing C.P.R. to construct bridges at 14 points on its Ontario, Western, Lake Superior and Eastern Divisions.

6797. Apr. 8.—Authorizing C.N.O.R. to construct bridge over west branch of Vermilion River, at mileage 23.51 from Sudbury Jct. on its Sudbury-Port Arthur line.

6798. Apr. 8.—Authorizing C.N.O.R. to construct bridge over Vermilion River, at mileage 30.5 from Sudbury Jct. on its Sudbury-Port Arthur line.

6799. Apr. 8.—Authorizing Man. Gov't Telephones, to erect wires across C.P.R. near Moore Park.

6800. Apr. 8.—Authorizing R. S. Brewster, M.B., of Village of Beeton, Ont., to erect wires across G.T.R. at three points in Tecumseth tp., Ont.

6801. Feb. 23.—Dismissing complaint of Burnaby municipality, B.C., against fares charged on B.C. Electric Ry. Co.'s line between Vancouver and New Westminster, B.C.

6802. Apr. 7.—Directing City of Montreal to carry out the terms of agreement entered into between the City and the C.P.R., dated Feb. 3, 1892, and repair the steel viaduct carrying St. Catherine St. across the C.P.R.

6803. Apr. 6.—Directing C.P.R. to install and maintain interlocking plant, with derails, on G.T.R. and its own line, where G.T.R. crosses C.P.R. on level at Brampton, Ont.

6804. Apr. 6.—Directing C.P.R. to install and maintain interlocking plant, with derails, on G.T.R. and its own line, where G.T.R. crosses C.P.R. on level at Drumbo, Ont.

6805. Apr. 6.—Ordering that Montreal Ry. Co. be made party to City of Montreal's complaint against rates charged by Montreal, Park & Island Ry. and service and operation of that railway in Montreal.

6806 to 6809. Apr. 13.—Authorizing City of Edmonton, Alta., to erect telephone and electric light wires across C.N.R. at four points.

6810. Apr. 13.—Authorizing Bell Telephone Co. to erect wires across G.T.R. 3½ miles west of Paris station, Ont.

6811 and 6812. Apr. 13.—Authorizing City of Edmonton, Alta., to erect telephone and electric light wires across C.N.R. at two points.

6813. Apr. 6.—Directing G.T.R. to permit its siding across Preston St., Ottawa, Ont., to be joined with Export Lumber Co.'s proposed siding.

6814. Apr. 6.—Directing G.T.R. to build bridge across Preston St., Ottawa, Ont., within six months from date.

6815. Feb. 1.—Dismissing application of Winnipeg Jobbers' & Shippers' Ass'n, Winnipeg, for order directing railway companies to provide carload rating on blankets from points in Eastern Canada to Winnipeg.

6816. Mar. 5.—Dismissing application of Canada Zinc Co., Ltd., for leave to carry electric power transmission line

over C.P.R. Proctor branch near Nelson, B.C.

6817. Mar. 3.—Authorizing V.V. & E. Ry. & Nav. Co. to divert Ladner highway, Delta municipality, B.C., and acquire lands for relocation of same.

6818 and 6189. Apr. 14.—Authorizing the Bell Telephone Co. to erect wires across G.T.R. at Carp and Galetta, Ont.

6820 to 6826. Apr. 14.—Authorizing Iiniota municipality to erect wires across G.T.P.R. at various points in Manitoba.

6827 and 6828. Apr. 14.—Authorizing Bell Telephone Co. to erect main wires across C.P.R. at Monklands, Ont., and across G.T.R. at Barrie, Ont.

6829. Apr. 14.—Authorizing Burgesville Telephone Co. to erect wires across G.T.R. at two points in North Norwich municipality, Ont.

6830. Feb. 19.—Releasing 25 land-owners of Beechmount subdivision, Edmonton, Alta., from plans 7851 R and 3624 U, filed by the G.T.P.R.

6831. Apr. 14.—Authorizing Toronto & Hamilton Ry. to cross C.P.R. near Lambton Mills, Ont.

6832. Apr. 14.—Approving plan of C.P.R. overhead bridge, crossing Haystead road, Foley tp., Ont.

6833. Feb. 11.—Directing C.N.R. to plank highway crossings on its Humbolt division, Sask.

6834. Feb. 3.—Dismissing complaint of Manitoba Grain Growers' Ass'n, alleging that C.P.R. and C.N.R. charge excessive freight rates on bulk-headed cars of grain going to Fort William and Port Arthur, Ont. (See page 333.)

6835. Apr. 6.—Directing C.P.R. and C.N.R. to file joint class and commodity tariffs of rates on freight traffic in classes 6 to 10 inclusive of Canadian Classification, between Edmonton and all points on C.P.R., except Strathcona, via Strathcona Junction, on the basis of 1c. per 100 lbs. over and above C.P.R. class and commodity to or from Strathcona. (See page 333.)

6836. Apr. 15.—Authorizing Farmers' Long Distance Telephone Co. to erect wires across M.C. Rd., 2½ miles west of Mull station, Ont.

6837. Apr. 14.—Authorizing Chatham Gas Co. to lay main under C.P.R. at Chatham, Ont.

6838. Apr. 15.—Authorizing A.Q. & W.R. to construct four bridges in Quebec province.

6839. Apr. 15.—Authorizing C.N.Q.R. to construct bridge over Lac Ouareau River, on its Jacques-Rawdon extension.

6840. Apr. 13.—Authorizing C.N.O.R. to cross Toronto-Sudbury branch by an undercrossing at Big Key River, mileage 283 west from Ottawa.

6841. Apr. 15.—Authorizing McKim municipality, Ont., to construct crossing over C.P.R.

6842. Apr. 15.—Authorizing temporary crossing of C.N.R. by the G.T.P.R., near Swift's packing house, Edmonton, Alta.

6843. Apr. 15.—Authorizing C.N.O.R. to construct bridge over Seguin River, at Parry Sound, Ont.

6844. Apr. 6.—Granting application of Canadian Freight Ass'n re rates on wire fencing and netting. (See page 333.)

6845. Apr. 15.—Authorizing C.P.R. to construct spur line to A. E. Fenton's premises, Fort William, Ont.

6846. Apr. 16.—Authorizing Mount McKay & Kababeka Falls Ry. to cross C.N.R. at Gowanlock spur, Neebing tp., Ont.

6847. Apr. 16.—Authorizing London Tp. Telephone Co. to place wires under C.P.R. at Hyde Park flag station, Ont.

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6848. Apr. 16.—Authorizing Town of Orillia, Ont., to erect electric power wires across G.T.R. in Orillia tp.

6849. Dec. 22.—Refusing application of McDiarmid & Gall, Montreal, for order directing railway companies to allow 72 hours for unloading charcoal, instead of 48 hours allowed by Canadian Car Service Bureau rules.

6850. Apr. 16.—Authorizing Toronto Electric Light Co. to erect wires across G.T.R. at Greenwood Ave., Toronto.

6851. Apr. 19.—Approving general location of Nicola, Kamloops and Similkameen Ry. from Merritt to Similkameen, B.C.

6852-6854. Apr. 17.—Authorizing Bell Telephone Co. to erect wires across G.T.R. at three points in Toronto.

6855-6856. Apr. 17.—Authorizing Seymour Power & Electric Co. to erect transmission line across Central Ontario Ry. and C.P.R., Marmora tp., Ont.

6857. Apr. 19.—Authorizing C.N.O.R. to place its Ottawa-French River division tracks over its Toronto-Sudbury division tracks near Cranberry Lake station, about mileage 284 west from Ottawa.

6858. Apr. 19.—Authorizing Atlantic, Quebec & Western Ry. to operate trains over its line from mileage 19.75 to 20.5 at the new station at Port Daniel, Que.

6859. Feb. 6.—Forcing stopping in transit charge on grain at Winnipeg, and switching charge from Winnipeg or St. Boniface to unloading tracks. This order is given in full on another page.

6860. Apr. 19.—Authorizing C.P.R. to construct its railway across road allowances on Pheasant Hills branch, between mileages 530 and 556, west of Saskatoon, Sask.

6861. Apr. 20.—Authorizing Bell Telephone Co. to erect wires across C.P.R. near Conception Station, P.Q.

6862. Apr. 20.—Authorizing Man. Gov't Telephones to erect wires across C.N.R., at Swan Lake, Man.

6863. Apr. 20.—Authorizing W. C. Albert to lay water pipe under C.P.R. in Edmunston, N.B.

6864. Apr. 20.—Authorizing C.P.R. to reconstruct bridge 151.1 over the Walker River, on Lake Superior division.

6865. Apr. 19.—Authorizing City of Revelstoke, B.C., to erect transmission wires across C.P.R. at MacKenzie Ave.

6866. Apr. 19.—Authorizing C.P.R. to construct its tracks across Galt St., Lethbridge, Alta.

6867-6868. Apr. 19.—Authorizing City of Revelstoke, B.C., to erect transmission wires across C.P.R. at two points.

6869. Apr. 20.—Approving revised location of G.T.P.R., Prince Rupert, easterly, mileage 50, mileage 100, Copper River, B.C.

6870. Apr. 20.—Approving location of C.P.R. branch line, from point on revision of Crow's Nest Pass Line, sec. 30, tp. 9, range 22, west 4th mer., to west boundary sec. 8, tp. 17, range 24, west 4th meridian, Alta.

6871. Apr. 21.—Authorizing C.P.R. to open for traffic the portion of its line from Eburne to New Westminster, B.C., mileage 0 to 9.64.

6872. Apr. 21.—Authorizing Port Hope Telephone Co. to erect wire line across G.T.R. in Clarke tp., Ont.

6873. Mar. 8.—Amending order 4353 of Feb., 1908, authorizing C.P.R. and Alta. Ry. & Irrigation Co. to construct spur to Northwest Jobbing Co.'s premises, Lethbridge, Alta.

6874. Apr. 21.—Authorizing Bell Telephone Co. to erect wires across G.T.R. at Owen Sound, Ont.

6875. Apr. 21.—Amending order of Aug. 15, 1907, by rescinding authority therein granted in so far as it affects lot 16, block 14, parish lot 31 to 35, parish of St. Boniface, Man.

6876. Apr. 21.—Ordering Guelph & Goderich Ry. to install electric bell at Queen St. crossing, Blyth, Ont.

6877. Apr. 15.—Authorizing C.P.R. to construct two spur lines for N. Masson, Comto, Que.

6878. Apr. 22.—Authorizing Walkerton & Lucknow Ry. to construct its railway across three highways in Glenelg tp., Ont.

6879. Apr. 6.—Refusing application of Export Lumber Co. for order directing G.T.R. and C.P.R. to provide a connection by a branch line between their sidings across Preston St. and York St., Ottawa.

6880-6882. Apr. 13.—Amending orders 6440, 6423 and 6424, Feb. 25, by striking out figures 6 and 10 in 9th line of operative part of orders and substituting figures 7 and 7.

6883. Apr. 22.—Authorizing C.P.R. to construct four bridges in Ontario.

6884. Apr. 22.—Authorizing Ingersoll Telephone Co. to erect wires across Tillsonburg, Lake Erie & Pacific Ry., in Dereham tp., Ont.

Great Northern Railway Lines in Canada

Winnipeg to Emerson, Man.—G.N.R. engineers are procuring land and laying out station sites on the route of its projected railway between Winnipeg and Emerson. A press report states that the company expects to have the line completed by Sept. 1.

Midland Ry. of Manitoba.—An act passed by the Dominion Parliament provides for the ratification of an agreement with the G.T.P. Ry. for the provision of a union station and other joint facilities at Portage la Prairie, Man.

Elkhorn and Autter, Sask.—A deputation from Elkhorn waited on the Manitoba Government recently in connection with the projected construction of a line from a G.N.R. branch at present terminating at the International boundary through Manitoba to Elkhorn and Autter, Sask.

Michel to Calgary.—Construction work was reported to have been started April 1, on the proposed line from Michel, B.C., to Calgary, Alta.

Vancouver, Victoria & Eastern Ry. & Navigation Co.—A letter was recently sent out by the United Empire Co., Princeton, B.C., stating that it was expected that the first train on the G.N.R. line would reach Princeton June 1. from Keremeos. (April, pg. 257.)

H. R. Patriarche read a paper on reciprocal demurrage at the Western Canada Railway Club's meeting at Winnipeg April 12.

C. A. M. Holland, alias G. W. Rathbun, was sentenced at Toronto April 13, to 5½ years in the penitentiary for defrauding the Dominion Ex. Co. of about \$2,500 by forgery.

The Southern Alberta Land Co. has let a contract to J. D. McArthur, who is completing the construction of the Winnipeg-Lake Superior Junction section of the National Transcontinental Ry., for the construction of an irrigation ditch near Medicine Hat, Alta. It will be about 45 miles long and will bring under cultivation about 400,000 acres.

Recent Dominion Legislation

The following acts affecting transportation interests, passed by the Dominion Parliament, have been assented to by Deputy Governor-General, and are now law:

Abitibi and Hudson Bay Ry.—Extending time for construction.

Alberta Central Ry.—Extending time for construction, and authorizing construction of additional lines.

Alsek and Yukon Ry.—Extending time for construction.

Athabasca Ry.—Extending time for construction.

Brandon Transfer Ry.—Extending time for construction.

British Columbia and Manitoba Ry.—Authorizing Crawford Bay and St. Mary's Ry. to change name thereto, and extending time for construction.

Burrard Westminster Boundary Ry. & Navigation Co.—Extending time for construction and authorizing amalgamation with Vancouver, Westminster and Yukon Ry.

Canadian Pacific Ry.—Extending time for construction of branch lines, and authorizing construction of others.

Canadian Pacific Ry.—Grand Trunk Pacific Ry.—Respecting joint section of C.P.R. and G.T.P. Ry. at Fort William, Ont.

Canadian Western Ry.—Act of incorporation.

Collingwood Southern Ry.—Extending time for construction.

Edmonton and Slave Lake Ry.—Extending time for construction.

Grand Trunk Pacific Ry.—Midland Ry. of Manitoba—Respecting union station and other joint facilities at Portage la Prairie, Man.

Grand Trunk Ry.—Respecting debenture and other stock.

Guelph and Goderich Ry.—Extending time for construction.

Hudson's Bay and Pacific Ry.—Extending time for construction.

Huron and Ontario Ry.—Extending time for construction.

Kootenay Central Ry.—Extending time for construction.

Montreal Terminal Ry.—Extending time for construction.

Railway Act.—Amending the same.

St. Mary's and Western, Ont. Ry.—Extending time for construction.

Salisbury and Albert Ry.—Act of incorporation to take over Salisbury and Harvey Ry.

Southern Central Pacific Ry.—Extending time for construction.

Toronto, Niagara and Western Ry.—Extending time for construction.

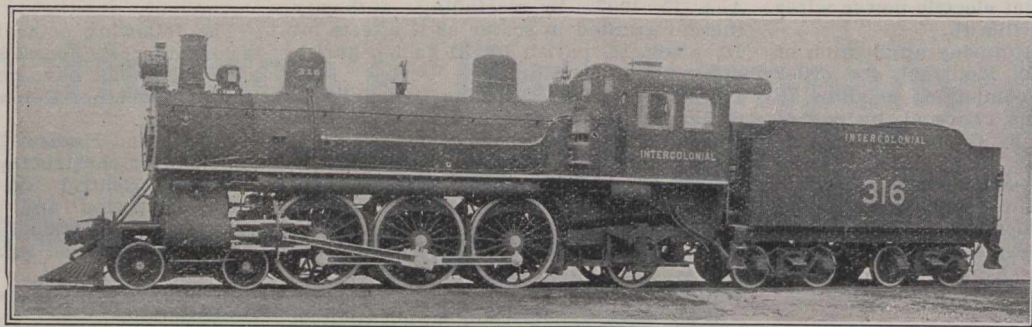
Vancouver, Fraser Valley and Southern Ry.—Extending time for construction.

Vancouver, Westminster and Yukon Ry.—Extending time for construction.

Walkerton and Lucknow Ry.—Extending time for construction.

Winnipeg and Northwestern Ry.—Extending time for construction, and authorizing construction of additional branch lines.

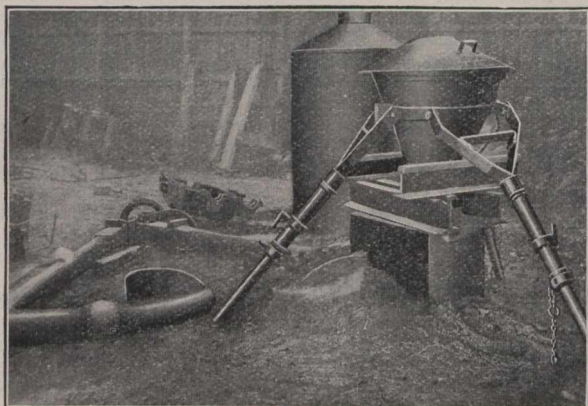
The Lakewood Country Club has been incorporated under the Manitoba Companies Act for the purpose of encouraging and promoting the preservation of game in the province and to establish a country club. Among those interested are; W. Whyte, Second Vice-President, C.P.R.; F. M. Morse, Secretary-Treasurer, Winnipeg Electric Ry.; J. H. Munson, Counsel Western Lines, C.N.R., and F. H. Brydges, Winnipeg.



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MAINLY ABOUT PEOPLE

R. B. Angus, C.P.R. director, recently sailed for Great Britain.

Jas. Holway, formerly agent, M.C. Rd., Windsor, Ont., died there, Apr. 2, aged 56.

A. O. Sager, formerly M.C. Rd. agent at Welland, Ont., died there Apr. 3, aged 52.

Lady Shaughnessy and Miss Shaughnessy will, it is said, remain some time in England.

Hon. G. A. Cox, director G.T.P.R., was married at Toronto, Apr. 14, to Miss A. G. Sterling.

B. M. Armstrong, Controller Dominion Railway Mail Service, celebrated his 60th birthday Mar. 31.

Mrs. Mary Montgomery, niece of W. Mackenzie, President, C.N.R., died at Prince Albert, Sask., Apr. 14.

H. McD. Stevens, of the Intercolonial Ry. engineering staff, was married at Moncton, N.B., Mar. 24, to Miss N. G. Tidd.

M. K. Cowan, Assistant Solicitor, G.T.R., left Montreal recently on a southern trip to recuperate after an attack of typhoid fever.

The engagement of Miss M. Haney, daughter of M. J. Haney, railway and general contractor, Toronto, to Dr. H. Spohn is announced.

W. Stitt, General Passenger Agent, C.P.R., who has been recuperating at Atlantic City, N.J., after an attack of erysipelas, returned to Montreal, Apr. 21.

Archer Baker, European Manager, C.P.R., London, Eng., who was recently confined to his home with an attack of pneumonia, is reported to have resumed his duties.

F. W. Peters, Assistant to Second Vice-President C.P.R., returned to Winnipeg about the middle of Apr., after a business trip along the Pacific coast to Mexico.

Lieut.-Col. T. T. Turnbull, who was one of the promoters of the Hudson Bay and Pacific Ry., which is yet in the organization stage, died at Winnipeg, recently, aged 68.

Miss Amy P. Sinclair, daughter of Angus Sinclair, railway contractor, Toronto, is announced as being engaged to G. S. Stairs, of Halifax, N.S.

Lord Strathcona recently forwarded \$250,000 to the Minister of Militia, in accordance with his offer to provide a fund for the provision of physical and military drill in Public Schools.

The late H. C. Hammond, President Northern Navigation Co., provided in his will for the payment of legacies to Osler & Hammond's employes of sums of from \$500 to \$1,000 each.

Mrs. Alex. Mackenzie, widow of the late Treasurer Canadian Northern Ry., has returned to Toronto from France, accompanied by her mother and her children.

Miss Crossen, only daughter of W. J. Crossen, President of the Crossen Car Mfg. Co., Ltd., of Cobourg, Ont., was married there Apr. 21 to Dr. L. E. Jordan, of Ottawa, Ill.

T. Grimes, General Yardmaster, C.P.R., West Toronto, was arrested recently on charges of forgery, whereby it is alleged he obtained almost \$800 from the C.P.R. He has been remanded from time to time on bail.

J. Sieveright, formerly Master Mechanic, Quebec Central Ry., Sherbrooke, Que., died there recently, aged 73. He had been in the company's employ 33 years, and only retired from active service in Dec., 1908.

Mrs. Carter, wife of Capt. J. N. Carter, of Toronto, and formerly of Picton, Ont., and youngest daughter of M. C. Dickson, G.T.R. station agent, Woodstock, Ont., died suddenly at Toronto General Hospital, Apr. 25.

T. K. Bremner, who has been transferred from Stratford, Ont., to Toronto as Chief Clerk in G.T.R. division freight office, was presented with a gold watch by the members of the Congregational Church, Stratford, recently.

F. A. Gascoigne, Superintendent Car Service, C.P.R. Eastern Lines, Montreal, was recently presented with a travelling bag and gold mounted umbrella by the staff over which he presided as Car Accountant for six years.

Jas. Mills, Dominion Railway Commissioner, underwent an internal operation at Miss Lash's Cottage Hospital, Toronto, April 7. He is making good progress towards recovery, and it is hoped he will be able to resume his duties early in May.

E. H. Fitzhugh, Third Vice-President G.T.R., returned to Montreal in the middle of April from Texas, where he left Mrs. and Miss Fitzhugh with his son Earl Fitzhugh, whose health is reported to have been much improved by his residence there.

Hon. J. M. Gibson, Lieutenant-Governor of Ontario, Lieutenant-Colonel of the 15th Infantry Brigade (Western Ontario Command), and formerly President of the Dominion Power & Transmission Co., has been placed on the retired list of the Canadian Militia.

C. R. Hosmer, C.P.R. director, is a director of the new brewery company formed in Montreal with the title of the Eastern Breweries, to take over a number of the breweries in Montreal and other places in Quebec Province. The capital of the company is \$12,000,000.

F. W. Jones, at one time Assistant to the Manager C.P.R., Western Lines, Winnipeg, who has been living in Victoria, B.C., since he sold out his interests in the Columbia River Lumber Co., intends to leave Victoria in August to spend two years in Europe.

E. A. Williams, who recently resigned the position of Special Agent, I.C.R., to enter the Thiel Detective Agency's service at Montreal, was presented with an address and a case of pipes by the members of the 19th Field Battery, of which he was an officer, on his leaving Moncton.

W. H. Allan, of Allan, Lang, Killam & McKay, general insurance agents, Winnipeg, who is also Canadian Northwest General Agent for the Allan Line Steamships, and is a son of the late Andrew Allan, of H. & A. Allan, Montreal, will be married shortly to Mrs. A. C. Killam, widow of the late Chief Railway Commissioner for Canada.

S. B. Clement, whose appointment as Chief Engineer, T. & N.O.R., was announced in our Apr. issue, was an honor graduate in civil engineering of McGill University, and has served as an engineer of construction, C.P.R., on survey work, T. & N.O.R., and prior to his appointment as Assistant Engineer, T. & N.O.R., in July, 1906, was Assistant En-

gineer of the Ontario Government Hydro Electric Power Commission.

J. E. McLurg, who has been appointed Superintendent Algoma Central Steamship Line, Sault Ste. Marie, Ont., was born at St. Mary's, Ont., Apr. 12, 1875, and entered transportation service Nov., 1903, since when he has been to June 15, 1904, in audit office, Algoma Central and Hudson Bay Ry.; June 15 to Oct. 20, 1904, purser, s.s. King Edward, Algoma Central Steamship Line; Oct. 20, 1904, to Apr. 1, 1905, in audit office, A.C. & H.B.R.; Apr. 1, 1905, to Apr. 1, 1909, Chief Clerk to Superintendent, Algoma Central Steamship Line.

F. A. Gascoigne, whose appointment as Superintendent, Car Service, C.P.R. Eastern Lines, was announced in our Apr. issue, was born at Gosport, Hants, Eng., Apr. 2, 1866, and entered Canadian railway service, May 18, 1883, since when he has been, to Aug., 1884, car checker and general clerk, C.P.R., Brockville, Ont.; Aug., 1884, to Dec., 1891, record clerk, foreign mileage clerk and statistical clerk, Car Accountant's Office, Montreal, successively; Dec., 1891, to Feb., 1903, Chief Clerk, Car Service Superintendent's office, Montreal; Feb. 1903, to Mar. 18, 1909, Car Accountant, Montreal.

F. J. Mahon, who has been appointed Superintendent Atlantic Division, C.P.R. Telegraph, was born at Montreal, Sept. 18, 1865, and entered C.P.R. telegraph service Aug. 15, 1886, since when he has been, to 1887, operator; 1887 to Dec., 1889, night chief operator, Montreal; Dec., 1889, to Feb., 1893, chief operator, St. John, N.B.; Feb., 1893, to Oct., 1906, local manager, Quebec; Oct., 1906, to Aug., 1908, chief operator, Montreal; Aug., 1908, to Feb., 1909, inspector, Eastern Division, Montreal. In Feb., 1909, he was appointed acting Superintendent, Atlantic Division, St. John, N.B., owing to the illness of the late P. W. Snider.

J. D. Murray, who was for some years in the Dominion Ex. Co.'s service, at Winnipeg, and who has latterly been in the Phosphate Co.'s employ at Christmas Island, in the Polynesian Archipelago, was married at St. George's, Hanover Sq., London, Eng., recently, to Miss E. M. McMicken, daughter of H. G. McMicken, European Traffic Agent, Great Northern Ry. (U.S.). Mr. Murray is a son of the late J. Murray, at one time C.P.R. Superintendent, Winnipeg; and a nephew of Sir John Murray, the eminent scientist, who was in charge of the Challenger expedition. Notwithstanding reports to the contrary, it is said that the newly-married couple will leave England for Christmas Island, in May.

W. P. Fitzsimons, who has been appointed Commissioner of Industries, G.T.R., Montreal, was born in Detroit, Mich., Oct. 27, 1868, and entered railway service as messenger in Assistant General Freight Agent's office, G.T.R., at Detroit, April 15, 1884, since when he has been consecutively to Feb. 10, 1896, in various positions general freight department same road at Detroit; Feb., 1896, to Jan., 1897, Travelling Freight Agent same road; Jan., 1897, to Nov., 1898, secretary to General Freight Agent same road, Montreal; Nov., 1898, to May, 1900, chief clerk General Freight Agent's office, same road, Montreal; May, 1900, to April, 1902, Division Freight Agent, same road, Detroit, Mich., and Manager Grand Trunk Despatch Fast Freight Line; May,

(Continued on pg. 353.)

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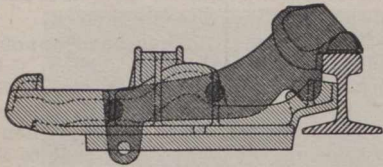
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TORONTO, CANADA, MAY, 1909

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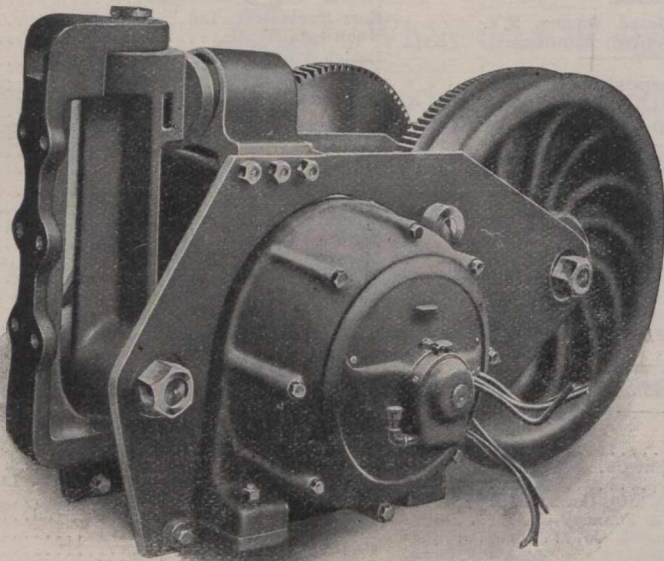
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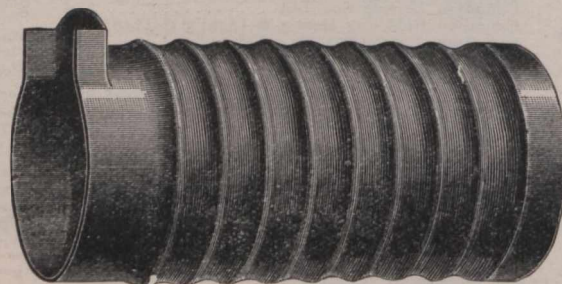
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1902, to Sept., 1907, Manager, Lackawanna-Grand Trunk Line, Buffalo, N.Y.; Sept., 1907, to Apr., 1909, Manager, Bureau of Transportation and Manufacturers, Detroit, Mich. Board of Commerce.

W. P. Hinton, who has been appointed General Passenger Agent. G.T.P.R. Winnipeg, was born at Hintonburg, Ont., Aug. 30, 1871. He entered railway service May, 1887, since when he has been, to Aug., 1891, clerk, freight, passenger, and car accounts and travelling auditor, Canada Atlantic Ry.; Aug., 1891, to Mar., 1898, rate clerk, general freight and passenger departments, same road, and accountant, Canada Atlantic Fast Freight Line; Mar., 1898, to June 30, 1901, Assistant General Freight Agent, same road, and Canada Atlantic Transit Co.; June 30, 1901, to Jan. 30, 1903, General Freight Agent, same road, Jan. 30, 1903, to Oct., 1905, General Passenger and Freight Agent, Canada Atlantic Ry.; Oct. 1905, to Jan., 1907, General Agent Passenger Department, G.T.R., Ottawa; Jan., 1907, to Apr., 1909, Assistant General Passenger and Ticket Agent, same road, Montreal.

E. F. Tarbox, Travelling Passenger Agent, Halifax and Southwestern Ry., Boston, Mass., whose additional appointment as Travelling Passenger Agent, Canadian Northern Quebec, and Quebec and Lake St. John Rys., was announced in our Apr. issue, was born at Lynn, Mass., Jan. 4, 1881, and entered railway service in 1900. Since when he has been to 1901, stenographer, Chicago, Rock Island and Pacific Ry., Boston, Mass.; 1901, to Apr., 1905, clerk and ticket agent, New England Passenger Agent's office, Rutland Rd., and Canadian Government Railways. He was for a short time in 1905, in the U.S. Light House Service, and subsequently, to Mar., 1906, in the employ of the Beekman Tourist Agency; Mar., 1906, he was appointed Travelling Passenger Agent, H. & S.W. Ry., which position he still holds, in connection with a similar one on the MacKenzie-Mann Quebec Lines.

F. P. Brady, who has been appointed as one of the members of the Board to manage the I.C. Ry., was born at Hav-erhill, N.H., June 22, 1853, and entered railway service 1869, as station baggage-master Passumpsic Ry., since which he has been consecutively: 1873 to 1880, train dispatcher Northern Rd., at Concord, N.H.; 1880 to 1888, Chief Train Dispatcher Southeastern Ry., at Rich-ford, Vt.; 1888 to 1889, Trainmaster C.P.R.; 1889 to 1898, Assistant Superin-tendent same road; 1898 to May, 1901, Superintendent same road at Smith's Falls, Ont.; May, 1901, to Sept., 1902, Su-perintendent districts 10 and 11 same road at Toronto; Sept., 1902, to May, 1903, Superintendent district 19 same road at Fort William, Ont.; June 1, 1903, to Feb., 1904, Assistant General Superin-tendent Central Division, Winnipeg, Man.; Feb., 1904, to Sept. 16, 1908, Gen-eral Superintendent Lake Superior Di-vision, C.P.R., North Bay, Ont.

G. T. Bell, who has been appointed Assistant Passenger Traffic Manager G.T.R., and G.T.P.R., was born at Mont-real Sept. 7, 1861. He entered railway service in 1878, since when he has been consecutively, to Nov., 1880, clerk, car mileage office, Great Western Ry.; Nov., 1880, to Nov., 1882, stenographer, Gen-eral Passenger Agent and Rate Clerk's Office; same road; Nov., 1882, to Jan. 1, 1884, Chief Clerk, Assistant Passenger

Agent's Office, G.T.R.; Jan. 1, 1884, to Apr., 25, 1892, Chief Clerk, General Pas-senger Agent's Office, same road; Apr. 25, 1892, to Apr., 1896, Assistant General Passenger Agent, same road, Montreal; Apr., 1896, to Aug., 1899, Assistant Gen-eral Passenger and Ticket Agent, same road, Montreal; Aug., 1899, to May, 1900, First Assistant General Passenger and Ticket Agent, same road, Chicago, Ill.; May, 1900, to Aug., 1908, General Pas-senger and Ticket Agent, same road, Montreal; Aug., 1908, to Apr., 1909, Gen-eral Passenger and Ticket Agent, G.T.R., and G.T.P.R., Montreal.

F. H. Phippen, who has been appointed General Counsel Canadian Northern Ry., with office at Toronto, was born at Belle-ville, Ont., Aug. 26, 1862. He studied law in the office of R. C. Clute, now one of the Judges of the Exchequer Division of the High Court of Justice of Ontario, and afterwards in Blake, Lash & Cassels and Barwick & Aylesworth's offices, Toron-to. He was called to the Ontario bar Feb., 1885, passing first out of 60 candi-dates and to the Manitoba bar in Aug., 1885, again passing first. He entered Macdonald & Tupper, McArthur & Dex-ter's firm in Winnipeg in May, 1885, and on its dissolution became a partner in Macdonald, Tupper & Phippen, which firm, with additions to its membership, continued until Mr. Phippen was ap-pointed a judge of the Manitoba Court of Appeal in July, 1906, which position he resigned April 12, 1909, to enter the C.N.R. service. He was formerly counsel for the Manitoba and Southwestern Ry. Co., and for the C.P.R. Land Depart-ment. His practice was almost entirely devoted to corporation work.

Canadian Patent Laws

A correspondent in the United States wrote us recently as follows: "If a firm has taken out a patent in Canada, I understand that the manufacturer is al-lowed to ship into Canada for two years, and after that must manufacture in Canada. To-day I heard that manu-facturing must be begun in Canada one year after patent is issued. In the case of having a patent in Canada and two or more years have expired and they are manufacturing in Canada, may they send part of the machine or tool for put-ting the whole of it together in Canada, and if so, what percentage of the ma-chine, tool or any article may be sent? If a U.S. manufacturer has arranged to allow a Canadian railway company or manufacturer to make its patented ar-ticle on a royalty basis, does this pro-tect the U.S. manufacturer in the same way as if he had himself been manu-facturing in Canada?"

We referred this inquiry to Fether-stonhaugh & Co., patent barristers and solicitors, Royal Bank Building, Toronto, who advise us as follows: "A patented article may be imported into Canada for one year from the date of the patent and must be manufactured within two years from the date of the patent. All parts of the invention must be manufactured in Canada and none of the parts can be imported and assembled in Canada after the one year allowed for importation has lapsed. If the article has been li-censed to a railway company in Can-ada which manufactures the same with-in the time limit such manufacture pro-jects the patent just as much as if the inventor had manufactured it himself in Canada."

Recent Ontario Legislation

The Ontario Legislature at its recent session passed the following acts dealing with transportation interests:

Algoma Central and Hudson Bay Ry.—Affecting the land grant.

Belleville Radial Ry.—Act of incor-poration.

Burlington Beach.—Amending acts re-lating thereto.

Canada Central Ry.—Extending time for construction.

Canadian Northern Ontario Ry.—Vot-ing land in aid of construction of Sud-bury-Port Arthur line.

Cobourg, Port Hope and Havelock Electric Ry.—Act of incorporation.

Cobourg Radial Ry.—Act of incor-poration.

Collingwood.—Confirming agreement with regard to shipbuilding.

Dunville, Wellandport and Beams-ville Electric Ry.—Extending time for construction.

Eastern Ontario Electric Ry.—Act of incorporation.

Farrar Transportation Co.—Respect-ing finances.

Ferries.—Act respecting ferries.

Fort William.—Act affecting city and street railway, etc.

Hamilton.—Act respecting city and its relation to, among other things, the street railway.

Lake Superior and Northern Ry. and Transportation Co.—Act of incorpora-tion.

Manitoulin and North Shore Ry.—Respecting the land grant.

Midland.—Respecting the town of Mid-land.

Morrisburg Electric Ry.—Amending act of incorporation.

Niagara Peninsular Ry.—Authorizing extension of line.

Ontario Interurban Ry.—Act respect-ing the company.

Ontario West Shore Electric Ry.—Granting additional powers.

Ottawa and St. Lawrence Electric Ry.—Act of incorporation.

People's Ry.—Act of incorporation.

Peterboro Radial Ry. — Extending time for construction.

Port Arthur.—Act respecting the city and the street railway.

Railway.—Amending the Ontario Rail-way Act.

Railways.—Granting aid to certain railways.

Sault Ste. Marie.—Confirming an agreement with reference to bonus for dry dock.

Sault Ste. Marie and St. Joseph Is-land Ry.—Act of incorporation.

Simcoe Ry. and Power Co.—Act of in-corporation.

Southwestern Traction Co.—Granting additional bonding power.

Stratford and St. Joseph Radial Ry.—Granting extension of time for con-struction.

Temiskaming and Northern Ontario R.—Authorizing construction of exten-sion to Gowganda.

Tillsonburg and Southern Counties Radial Ry.—Act of incorporation.

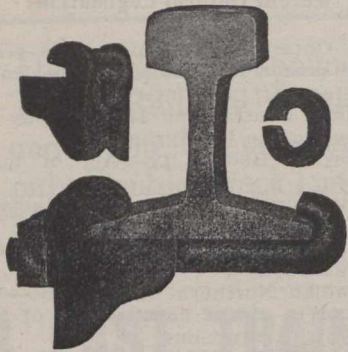
Toronto.—Respecting the city and its relation to the street railway, among other things.

Toronto Suburban Ry.—Extending time for construction.

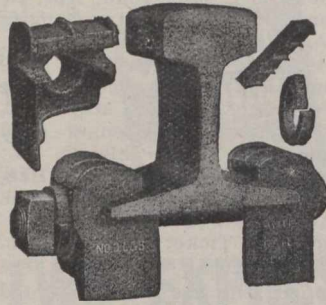
Toronto Suburban Ry.—Extending time for construction.

Toronto Suburban Ry.—Extending time for construction.

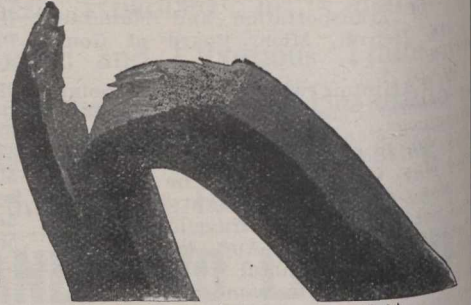
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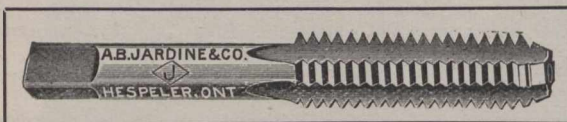
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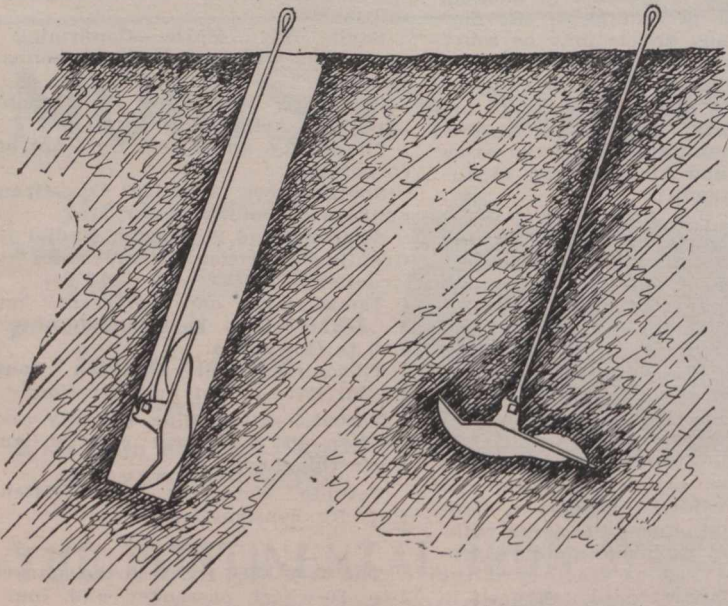


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MONTREAL

RAILWAY DEVELOPMENT

Projected Lines, Surveys, Construction, Betterments, Etc.

Abitibi and Hudson Bay Ry.—The Dominion Parliament has granted the company a further extension of time within which it may commence and complete the various lines of railway which it is authorized to construct. (Feb., pg. 161.)

Alberta Central Ry.—An act has been passed by the Dominion Parliament authorizing the construction of an extension of the previously authorized line terminating at Rocky Mountain House, Alta., and easterly from Battle River to Saskatoon or Warman, Sask., and from near Red Deer, Alta., southerly to Moose Jaw, Sask. An extension of time for the construction of the Battle River-Rocky Mountain House line is also granted. (Mar., pg. 171.)

Algoma Central and Hudson Bay Ry.—The Ontario Legislature has granted an extension of time to Dec. 31, 1911, to earn the land grant voted in 63 Victoria, chap. 30. The conditions provide that the Lake Superior Corporation, which owns the railway, commence work forthwith on the extension and betterment of the plants of the various subsidiary companies at Sault Ste. Marie, Ont., and expend \$1,500,000 upon such betterments before Dec. 31, 1910; that surveys be started at once upon the railway extension, that construction be started before May 1, 1910, and that thereafter not less than \$25,000 a month be expended upon such work until the railway has been extended, including the main line and the Michipicoten branch, to a connection with the C.P.R. main line, such extension to be completed by Dec. 31, 1911; that the Crown shall have the right to throw open the 1,439,300 acres of land set aside in respect of such land grant by Order-in-Council of Feb. 4, 1905, to prospectors until Dec. 31, 1910, or such earlier date as the railway has been completed; that the Crown shall have the right to permit settlers to enter upon the lands and to grant patents in respect of such settlement. The money received in respect of any grants under these two conditions is to be placed in a separate fund and paid over to the company on completion of the railway within the date named. Under the first of these two conditions all discoveries of iron, coal, iron pyrites or nickel are reserved for the company, and under the second all minerals are reserved. (Mar., pg. 171.)

Aisek and Yukon Ry.—The Dominion Parliament has granted an extension of time within which the authorized lines of railway may be constructed. (Jan., pg. 17.)

Athabasca Ry.—The Dominion Parliament has granted an extension of time for two years within which construction work may be started on its authorized line of railway. (Jan., pg. 17.)

Atlantic, Quebec and Western Ry.—C. B. K. Carpenter, General Manager of the company concerned in financing the construction of this railway, stated in Montreal, April 16, that the line will be completed from Port Daniel to Pabos, Que., by Aug. 30, and the whole line to Gaspé by Aug. 1910.

Blind River Colonization Ry.—The application to the Ontario Legislature for

an act incorporating a company with this title was not proceeded with. (Mar., pg. 171.)

Brandon Transfer Ry.—The Dominion Parliament has granted an extension of time within which construction may be started upon the authorized line of railway in Brandon, Man. (Mar., pg. 171.)

British Columbia and Manitoba Ry.—The Dominion Parliament has changed the title of the Crawford Bay and St. Mary's Ry. Co. to the British Columbia and Manitoba Ry. Co. It has also granted an extension of time for construction, and given power to enter into agreements with the Northern Empire Ry.

The C.B. & St. Mary's Ry. Co. was incorporated in 1904 with power to construct a railway, to be operated by steam or electricity, from Crawford Bay, on Kootenay Lake, to Fort Steele, B.C., and by an act passed in 1906, it was authorized to extend its railway from Fort Steele, easterly to Lethbridge, Alta. (Mar., pg. 171.)

Bruce Mines and Algoma Ry.—A subsidy of \$3,000 and 1,000 acres of land per mile has been voted by the Ontario Legislature in aid of the construction of an extension of this railway from its present terminus at Rock Lake, northerly for six miles. Construction of the extension has to be commenced within one year and completed within two years of the passing of the act. (Feb., pg. 101.)

Burk's Falls Ry.—A deputation from Burk's Falls district, Ont., waited on the Premier at Toronto, Mar. 31, to ask for a subsidy towards the construction of this projected railway from Burk's Falls to the French River, about 80 miles. It was stated that the line was to be constructed by interests allied to the G.T.R. as a colonization railway. Consideration of the project was promised, but the Government subsequently decided not to make any grant. (Sept., 1908, pg. 613.)

Burrard, Westminster, Boundary Ry. & Navigation Co.—The Dominion Parliament has granted a further extension of time for the constructing of the authorized line of railway, and permitting the company to enter into agreements of various kinds with the Vancouver, Westminster and Yukon Ry. Co. (Feb., pg. 101.)

Canada Central Ry.—The Ontario Legislature has extended the time within which the company may start construction upon its projected railway. (Apr., pg. 247.)

The Canadian Western Ry. Co. has been incorporated by the Dominion Parliament. (Mar., pg. 171.)

Central Ontario Ry.—The Ontario Legislature has voted a cash subsidy of \$3,000 a mile in aid of construction of the northerly extension for 15 miles of the line now terminating at a junction with the Canada Atlantic Ry. between Whitney and Madawaska stations. Construction has to be started within three months and completed within two years of the passing of the act. (Feb., pg. 101.)

The Chicago, Milwaukee & Puget Sound Ry. is the title under which the Chicago, Milwaukee and St. Paul Ry. is constructing its western extension to Tacoma, Wash. Construction was commenced about three years ago, and it is expected that the line will be completed by May 1. The new line begins at Moberly, S.D., and crosses the Rocky Mountains summit in Pipestone Pass, at an elevation of 6,350 ft., where there are

two tunnels respectively 2,268 and 1,148 ft. long. At the summit of the Bitter Root Mountains, which are crossed at an elevation of 4,160 ft., there is an 8,751 ft. tunnel, and the line is carried over the Cascade Mountains by the Susquialine Pass. (See also Canadian Western Ry., Mar., pg. 171, and pg. 173.)

The Cobalt Range Ry. Co.'s bill for extension of time has been approved by the Commons Railway Committee. (Feb., pg. 101.)

Collingwood Southern Ry.—The Dominion Parliament has granted an extension of time within which this projected railway may be constructed. (Mar., pg. 173.)

Crawford Bay & St. Mary's Ry.—See British Columbia and Manitoba Ry.

Elkhorn Northern Ry.—Application will be made to the Manitoba Legislature for an act incorporating a company with this title, with power to construct and operate railway of standard or other gauge, and to use steam, electric or other motive power, from range 27, 28 or 29 at the International boundary, easterly, westerly and northerly to Elkhorn, and to the northern boundary of the province; also branch lines, bridges, etc., and to operate ferries, hotels, pleasure parks, etc. J. Carse, Elkhorn, Man., is acting for the applicants.

The Excelsior Coal Mining Co. has been incorporated under the Manitoba Companies Act, with a capital of \$300,000 and office at Winnipeg for the purpose of mining coal, oil and metals, and in connection therewith to construct and operate railways, switches and sidings, and to use steam or electricity as a motive power. The provisional directors are: J. S. Douglas, A. Douglas, A. B. Wooldridge, F. Ashford, J. Malcolm, and D. W. McKerchar, Winnipeg.

Farmers' Ry.—D. W. Hines, of Hannah, Sask., has been spending some time in North Dakota, advocating the construction of a railway from Duluth, Minn., via Regina, Sask., to Hudson Bay. He says he has secured a charter covering the construction of a line from Regina to Melfort, Sask., and that as soon as he can get sufficient support for his project he will make application to the Dominion Parliament for authority to extend the line from Regina to the International boundary. He proposes to finance construction by securing as shareholders, the farmers along the route, each of them subscribing in cash for one share of \$100 and undertaking to do so much grading on the line in their vicinity, receiving scrip in payment therefor.

Halifax and Southwestern Ry.—In reply to a question in the N.S. Legislature recently, the Premier said it was the company's intention to erect a shipping pier at Port Wade, N.S., the Middleton and Victoria Beach branch terminus without delay. (Sept., 1908, pg. 615.)

Hudson's Bay and Pacific Ry.—The Dominion Parliament has granted a further extension of time for the construction of the projected line of railway from Hudson Bay to the Pacific coast.

A company with the title of the Hudson Bay and Pacific Development Co. has been incorporated in London, Eng., with a capital of £150,000. It has for its object the construction and operation of railways, tramways, telegraph and telephone lines in Canada and elsewhere. (Mar., pg. 173.)

Intercolonial Ry.—The Dominion Parliament has voted the following addition—

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| Improvements, Ste. Rosalie, Que. | 5,000 |
| " Drummondville, Que. | 5,000 |
| Engine house, etc., Chaudiere Jct., Que. | 20,000 |
| Maintenance Windsor branch line. | 158,500 |
| | 7,000 |

The Minister of Railways, in speaking of the votes stated that since the I.C.R. got into Halifax there had been expended in that city upon capital account, \$4,155,000. The present vote of \$180,000 would include the following works: Track, ballast and ties, west side Water St., \$20,000; heating and piping building, Kempt yard, \$5,000; boilers for power plant, \$15,000; double tracking cotton factory branch, grading and subway, and grading new yard, \$40,000; land and legal expenses, right of way, cotton factory branch, \$7,000; track, ballast, ties, \$15,000; engine house, \$50,000; rails and fastenings and ties for engine house, \$6,000; tracks, Richmond yard, \$2,000; water supply, \$5,000; land at Richmond, \$10,000; electric lighting, \$5,000. The estimated cost of the line from Sydney Mines to River George is \$394,135, the distance being 8.75 miles. It was hoped to have gone on with the construction this year, but owing to the financial conditions it had been deferred; a vote of \$50,000 being asked on account of the right of way. The same remark applied to the cut off at Moncton, the estimated cost of which is \$374,000. The total estimated cost of the shops at Moncton was \$2,000,000, and there had been already expended \$1,351,446.76. With respect to the Windsor Branch line the Minister stated that the present 56-lb. rails were being replaced with 67-lb. rails. (Apr., pg. 247.)

Lac Seul, Rat Portage and Keewatin Ry.—The Ontario Legislature has granted 1,000 acres of land a mile in aid of the construction of a railway through Kenora, northerly to the National Transcontinental Ry., by this company. Construction has to be started within two years and completed within three years of the passing of the act. (Sept., 1903, pg. 617.)

Lake Superior and Northern Ry.—The Ontario Legislature has incorporated a company with this title instead of the Lake Superior and Long Lake Ry. and Transportation Co. applied for and to operate car ferries so as to effect a connection between Thunder Bay and the C.P.R. near the mouth of Black River, to the northeast angle of Long Lake, and a junction with the National Transcontinental Ry. The provisional directors are: M. Patrick, W. P., W. T., M. Phillip and J. T. Davis, who form the firm of M. P. and W. T. Davis, who have

a contract for the construction of a 200-mile section of the National Transcontinental Ry. in districts D and E. The immediate object of the construction of the railway is to enable the contractors to take in supplies to their camps, but it was stated, when the bill was before the Legislature, that at some future date the company might seek power to extend the line to James Bay. (Apr., pg. 247.)

Liverpool and Milton Ry.—In reply to questions in the Nova Scotia Legislature recently, the Premier said the total sum paid by the Government on account of this railway was \$48,000, which was paid Dec. 28, 1907. There was no agreement in writing with the Halifax and Southwestern Ry. in respect to the L. and M.R., that company had not acquired the undertaking of the L. and M.R., and had not executed a mortgage to the Government in compliance with chap. 14 of the statutes of 1907. The balance to be paid by the Government on account of the railway was \$23,500. All construction on the line had been completed. (May, 1908, pg. 331.)

Manitoulin and North Shore Ry.—The Ontario Legislature has extended to Dec. 31, 1911, the time within which the company may earn the land grant voted by chap. 23, 7th Edward VII, with respect to the portion of the railway from Little Current to Sudbury. The conditions are that surveys shall be started before May 1; that construction be started before June 1; that \$15,000 a month be expended until Dec. 31, in actual construction work; that \$25,000 a month be expended upon construction from Jan. 1 to Dec. 31, 1910; that at least 36 miles of the line, in addition to the mileage now constructed, be operated by Jan. 31, 1911, and further that the entire line from Sudbury to Little Current be completed by Dec. 31, 1911. A cash subsidy of \$5,000 a mile has also been voted to aid in the construction of the line from Little Current on Manitoulin Island, to a point 13 miles from Sudbury. (April, pg. 247.)

The New Brunswick Coal and Ry. Co. Commissioners have completed the ballasting of 20 miles between Norton and Chipman, N.B. In addition many wet cuttings, which had given serious trouble were patched up. It is recommended, in the Commissioners' annual report to the Government, that ballasting be recommenced at an early date and completed during this year. The estimated cost is \$20,000. (Sept., 1908, pg. 617.)

Niagara Peninsular Ry.—The Ontario Legislature has extended the time within which this projected railway may be constructed, and authorizing an extension to St. Catharines. (Apr., pg. 249.)

Pincher, Cardston and Montana Ry.—It is reported that the title of the Alberta Oil, Coal and Wheat Ry. has been changed as above. A. J. McGuire, Pincher Creek, Alta., is interested. (Oct., 1908, pg. 711.)

Prince Edward Island Ry.—The following sums have been voted by the Dominion Parliament; Branch line Harmony to Elmira, \$50,000; to increase accommodation at Charlottetown, \$184,000; extension to wharf at Souris (further amount required), \$23,000; to provide for land claims as follows: Montague branch, \$6,851.51; Murray Harbour branch, \$4,383.77; Vernon River branch, \$2,216.69.

With reference to the Harmony-Elmira branch line, the Minister of Rail-

ways stated that tenders for construction had been received, and the firm putting in the lowest tender had been asked if they would go as far as the appropriation of \$50,000 would carry them this year, on the understanding that Parliament would provide for further expenditure next year. As soon as a reply was received the contract would be let. It was the intention to proceed with the work just as soon as the conditions would permit. The estimated cost of the branch was \$380,000. Some objection was made by members from the Island constituencies on the ground that the last surveyed route did not touch at Souris, as did former surveys, and that consequently a good deal of inconvenience would be caused. The Minister promised that the Chief Engineer would go over the route, and look into the matter. (Apr., pg. 249.)

St. John Valley Ry.—A company is being organized at Fredericton, N.B., for the purpose of constructing a railway along the St. John River Valley. The provisional directors are representatives of the Boards of Trade of St. John, Fredericton, Woodstock and other towns interested. A bill for incorporation is before the New Brunswick Legislature, the capital being placed at \$1,000,000. The N.B. Premier stated to a deputation Mar. 31, that the Government would, under certain conditions, guarantee bonds to the extent of \$25,000 a mile for the 180 miles it was proposed to construct. One of the conditions suggested was that the company should secure an agreement with the I.C.R. for the operation of the line upon a division of the gross revenue in the proportion of 60% to the I.C.R. and 40% to the construction company. A deputation waited upon the Dominion Government April 10 with a view of ascertaining if a Dominion subsidy at the usual rate could be obtained, and an agreement for the operation of the line entered into upon the terms named.

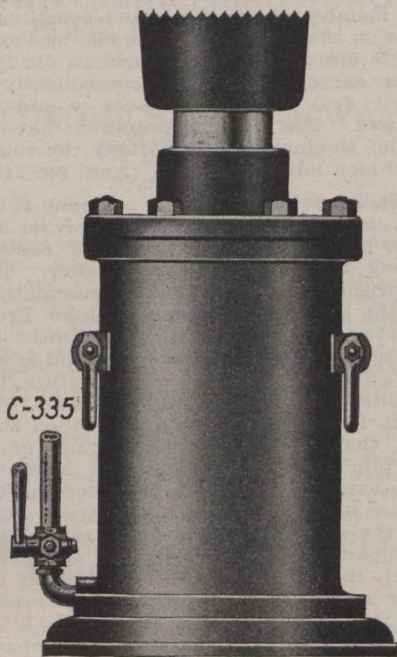
In 1907 the New Brunswick Government had some negotiations with Mackenzie, Mann & Co., Ltd., with a view to the construction of such a line as an extension of the C.N.R. system. This company on July 10, 1907, stated that it would be prepared to construct such a line on the grant of a Dominion subsidy up to \$6,400 a mile, and a guarantee of bonds by the Province of \$30,000 a mile; the Province to meet any deficiency of interest—outright for seven years, and for three years thereafter any deficiency of interest paid by the Government to be regarded as a debt due by the company, and to be paid by a further issue of bonds.

A deputation from St. John, Fredericton, Woodstock, Andover, Lakeville, Grand Falls and other places in New Brunswick, waited on the Premier, the Minister of Railways and the Minister of Public Works, at Ottawa, April 16, and urged the necessity of the Government aiding in the construction of this projected line. The Premier promised that the application should receive every consideration. (Apr., pg. 249.)

The Salisbury and Albert Ry. Co. is the title of a company which has been incorporated by the Dominion Parliament to take over and operate the Salisbury and Harvey Ry. in New Brunswick. (Apr., pg. 249, and Mar., pg. 175.)

Southern Central Pacific Ry.—The Dominion Parliament has granted an extension of time for the construction of this projected railway from Vancouver, B.C., via Kootenay Pass to Old Man River, and thence to Fort Churchill, Hud-

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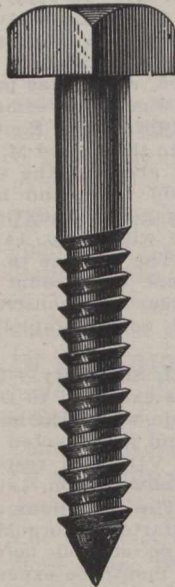
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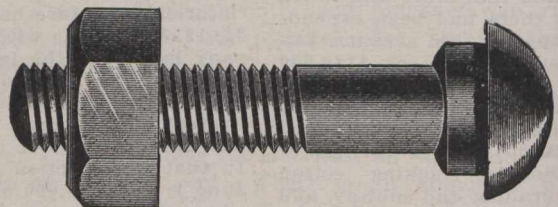
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son Bay. (Jan., pg. 19, and Sept., 1908, pg. 619.)

Superior and Western Ontario Ry.—A land grant of 1,000 acres of land a mile has been voted by the Ontario Legislature to this company to aid the construction of a line from Waco station, on the Lake Superior branch, G.T.P.R., for a distance seven miles northerly. Construction has to be commenced in one year and completed within two years of the passing of the act. The company's application for incorporation is before the Dominion Parliament. (Feb., pg. 105.)

Temiskaming and Northern Ontario Ry.—The Ontario Legislature has authorized the Commissioners to extend the railway from Charlton to Gowganda. The Premier said it was not the policy of the Government to demand at once a blanket authority for so large a sum as would be required to extend the line from Charlton to Sudbury. In a year's time authority might be asked to extend the line to Sudbury, or further, but at present the Government only desired to have the right to authorize the Commissioners to proceed with construction into the Gowganda district. (Apr., pg. 249.)

Vancouver, Fraser Valley and Southern Ry.—The Dominion Parliament has granted an extension of time within which this projected railway may be constructed. (Mar., pg. 175.)

Vancouver, Westminster and Yukon Ry.—The Dominion Parliament has granted an extension of time within which this projected railway may be constructed and also authorizing it to enter into agreements with the Burrard, Westminster, Boundary Ry. and Navigation Co. (Mar., pg. 175.)

Winnipeg and Northwestern Ry.—The Dominion Parliament has granted an extension of time for the construction of this projected railway, and authorizing the construction of the following branch lines: From narrows of Lake Manitoba westerly to the Assiniboine River, thence northerly to Nut Lake; and from near Good Spirit Lake southeasterly to the G.T.P. Ry., between the Manitoba boundary and the second meridian. (Jan., pg. 19.)

Responsibility for Interlocking Crossing Accidents

In June, 1908, the G.T.R. made an application to the Board of Railway Commissioners for a decision that the senior company should not be responsible for damages arising from acts of negligence by the man in charge of interlocking plant and that all orders for interlockers should contain a provision that permission for the junior company to cross at grade be upon the express understanding that the junior company assumes full responsibility for damages to its employees' person or property or to its railway and in any wise resulting from accidents occasioned by the negligence of the man in charge of the interlocking plant. The question came before the Board in July, 1908, when it was decided that the electric railway company be heard. At a hearing on Oct. 6, 1908, the application was opposed by the Canadian St. Railway Association's counsel and also by the Canadian Northern Ry's counsel. It was again before the Board at a sitting in Toronto, Nov. 13, 1908, when judgment was reserved. On April 13, Chief Commissioner Macdonald gave the following judgment:

"The senior roads complain that un-

der the practice heretofore in force, an unfair burden is placed upon them when leave is granted to a junior road to cross their right-of-way and tracks. The senior road is in possession of the field, and although it is necessary in the public interest that under proper conditions and at proper points, junior roads should have the privileges of crossing, yet it strikes one at the outset that such privilege should not carry with it any burdens upon the senior company, other than those absolutely necessary as incidental to the crossing. Where an interlocking plant is established, an additional man is required to operate it, and the practice has been for the senior company to appoint this man. This imposes upon the senior company some additional risk that cannot be avoided; there must be at times delays in operation; the crossing itself is an added peril carrying with it dangers of collision and loss to the senior company, that it would not be subject to had the crossing not been permitted; but hitherto in most instances, I think in all cases where the Board has made crossing orders, the man in charge of the interlocker has been regarded as the employe of the senior company only, in which event if through his carelessness or negligence damages arose to the property or employes of the junior company, recovery could be had against the senior company. This seems absurd. The senior company may resist to the utmost the application to cross; this may be forced upon it; then a careful and skilful man may be selected to operate the interlocker, but through some fault or lapse of his, a train on the junior road is derailed, and the senior company is held for all the damage. The injustice of this situation is apparent. Before the establishment of this Board, the companies were fairer than that to one another, and agreements were provided where the junior company recognized that it was unreasonable to impose upon the senior company the liabilities above pointed out.

"When this application came up, I thought the electric railway companies should be notified; this was done, and their views were placed on record. The situation as to these roads is, I think, quite different from that of the steam roads. In most instances where they cross steam railways, these crossings are upon public highways where neither company owns its right-of-way, but as to which each has an easement only. Differences as to result in the event of collisions and many other matters that occur to one, make it necessary to eliminate all electric roads from the consideration of this application, and the conclusions arrived at will have application to the steam roads only. It is quite impossible to say how matters would work out upon the whole if left as they now are; the older roads are continually building new lines, which are junior to other trunk and branch lines, and I suppose all the roads have both senior and junior crossings at various places, but if the loss did in the end even up, it would be by accident only, and this is a risk that should not be permitted to continue.

"The senior company, while appointing the man to operate the plant, recognizes the interest of the junior company in the selection, and the latter company should have the right to require his dismissal for cause. It was suggested upon the argument that the junior company should be given the right to operate the plant. This, of course, would not be reasonable and would be an unjust interference with the property and fran-

chise rights of the senior company. In some existing agreements, the signalman or operator of the interlocker is called a 'joint employe.' Now, if an accident happens upon the junior road, owing to the negligence of this signalman, and he is not a fellow servant of the trainmen upon the junior road, it is likely their damages against the senior company would be measured in a different scale than if the signalman were a joint employe of both companies. These damages should not be borne by the senior company, but should be thrown back upon the junior company, so this anomalous position would be the result. The junior company is paying all the expense of installing and operating a plant to protect its patrons, property and employes; the man in charge causes damage to the latter in permitting two trains to collide, and the junior company is compelled to compensate upon a common law basis, while if this same crossing is sanctioned by the Board without the installation of an interlocker, the employes of the junior road injured in a collision at the crossing, might, in some cases, be without redress. This signalman, although selected by the senior company, is always paid by the junior company; he is performing services for both. Sometimes the greater services are rendered to the junior company; the latter can, under certain circumstances, call for his dismissal; why do not all these elements establish a joint service? The whole situation is an artificial one, arising through terms and conditions imposed by the Board in the interest of the safety of the public, the employes, and the preservation of the property of the railway companies. The senior company is forced, by the necessities of the junior company, to engage this extra man, and if it exercises care in the selection, it seems to me it discharges its duty to the junior company and should not be liable to the latter company for the negligence of the man engaged; it has in addition to bear its chance of loss by reason of the negligence of this man, forced upon it by the junior road. The senior company probably, in most instances, has the most at stake at new crossings, so the engagement of the signalman is left in good hands. The junior company should not be placed in a position where it might be held for greater damages because it is called upon to provide protection, than it would were it at liberty to cross without protection. Again, the junior company should not be subjected to liability upon a higher scale, because it is prevented from selecting the man it has to pay for operating the protective plant it has been compelled to instal.

"I think from every point of view, in fairness to both roads, this signalman should be regarded as a 'joint employe' of each, and that where one steam road applies for leave to cross another at grade, permission for such crossing should be given where an interlocker is required to be installed, only upon condition that the companies placed in charge of the interlocker a competent joint signalman, who shall be the joint employe of both companies, selected by the senior company and liable to dismissal for cause upon complaint or objection by the junior company, and that then each company shall be liable for all the loss or damage suffered or sustained on its own lines by its patrons or employes, or to its property, caused by the negligence of the joint signalman, and in no event shall the companies, as between themselves, be liable for any loss or damage

of any nature or kind whatsoever happening upon the line or lines of the other, and caused by or arising from the negligence of such signalman.

"It was understood that the conclusions arrived at in this matter should apply to all interlockers ordered or established since Oct. 1, 1908, but, of course, as to any in existence before that time, or as to those covered by agreements between the companies themselves, and continuing upon foot these conditions will have no application.

"If the interested parties desire to speak to the settlement of a permanent and settled form of conditions to go in these orders in the future, it may be taken up at the next meeting. It might be well to embody the conditions that appear in, I think two, former orders regarding interlockers, with those above indicated, so the whole interlocker provisions may appear in each order as it issues."

The Board will hear at its sittings in Ottawa June 1, such representations as the parties interested desire to make in regard to the conditions to be inserted in orders of this nature in future.

Board of Railway Commissioners

The third report of the Board of Railway Commissioners has just been issued by the Dominion Government. In common with the other reports issued it is for the year ended Mar. 31, 1908. According to custom no reports are made public until after they have been presented to Parliament, and it is a regulation, apparently more honored in the breach than in the observance, that all reports shall be ready for presentation to Parliament at the opening of the session. The present session opened Jan. 20, and reports from the various departments have been issued at intervals ever since. The report of the Board of Railway Commissioners was presented to Parliament Mar. 17, fourteen days less than a year after the date of the closing of the report. If this, and any other of the Departmental reports are to be of any real service to the public they should be issued much more promptly. If the staffs in the departments are not sufficiently numerous to compile the reports at an earlier date, they should be increased, and if the delay originates with the printing bureau, then the King's Printer should have sufficient authority given him to do what is necessary in order to have all the reports ready for the opening of Parliament at any rate if the necessity of their being presented to the House before they are issued to the public cannot be dispensed with. This regulation is certainly the cause of ridiculous delay, and it causes a great deal of unnecessary inconvenience to the public who are the persons most directly concerned. Where the public interest and antiquated constitutional factions clash, to the detriment of the former, it is time that the latter were swept away.

The Ontario Government which issues reports about as bulky, and containing as many tables (with one or two exceptions) as those issued by the Dominion Government, manages to get them out much more promptly. The third annual report of the Ontario Railway and Municipal Board, which has also just been issued, is for the year ended Dec. 31, 1908. It contains a great deal of tabular matter with an index, and runs to 560 pages, while the Dominion report only extends to 244 pages.

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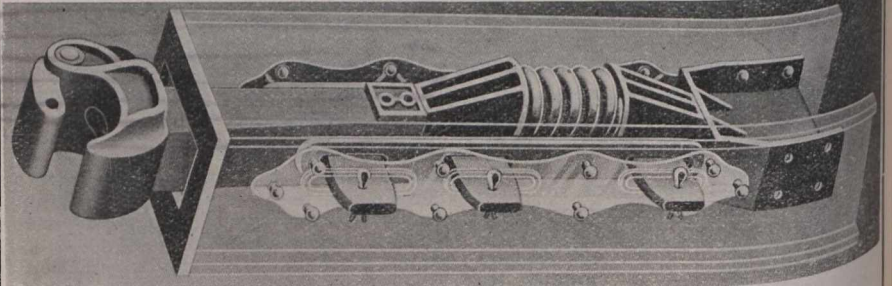
Company, Limited

Dept. 17 HAMILTON, ONT.
WINNIPEG, MAN.

STRONGER

Than Stock-Weather and Wear

THE Farlow Twin Spring Draft Gear



Designed for Wooden or Steel Cars and Engines.
Pulling Strains Distributed Equally on the Three Cross Keys.

Buffing Shocks Distributed on End Sill, Three Cross Keys, Filler Block and Body Bolster. Cannot be Pulled Out or Driven Back and Will Not Spread Sills.

FARLOW DRAFT GEAR CO.
Baltimore, Md. Chicago, Ill.

Railway Rolling Stock Notes

The Halifax and Southwestern Ry. has ordered 2 cafe-parlor cars 59 ft. long, from Rhodes Curry & Co., Ltd., Amherst, N.S.

The Canadian Locomotive Co., Ltd., Kingston, Ont., delivered 4 Mogul locomotives to the G.T.P.R., between Mar. 27 and Apr. 19.

The Dominion Parliament has voted \$95,800 for new machinery for locomotive and car shops on the line, and \$2,500 to provide a 100-ton track scale at Aston Jct., Que., on the Intercolonial Ry.

The Commissioners of the New Brunswick Ry. and Coal Co. are enquiring for a second-hand combination baggage and first-class car. They are also preparing to equip the balance of their freight cars with air brakes.

The C.N.R., between Mar. 15 and Apr. 15, received 25 stock cars from the Crossen Car Mfg. Co., Ltd., Cobourg, Ont.

The I.C.R., between Mar. 15 and Apr. 15, received 3 second-class sleeping cars from the Crossen Car Mfg. Co., Ltd., Cobourg, Ont.

The Montreal Locomotive Works has delivered 2 saddle tank locomotives to Cavecchi and Pagano, N.T.R. contrac-

The G.T.P.R., between Feb. 15 and Apr. 15, received the following additions to rolling stock: 474 box cars, Nos. 308350 to 308824, from the Canada Car Co., Montreal, and 400 box cars, Nos. 309625 to 310024, from Rhodes, Curry & Co., Amherst, N.S. In our Apr. issue we announced that the G.T.P.R. had ordered 8 sleeping cars from the Canada Car Co. We are advised that this order has been changed to 8 first-class cars, making 24 first-class, instead of 16 as then stated.

The C.P.R. freight locomotive 1850, illustrated on this page, which has just been turned out of the Angus, Montreal, shops, is believed to be the heaviest freight locomotive at present operating in Canada, having a weight of 195,000 lbs. on the drivers, and 25,000 lbs. on the truck, a total of 220,000 lbs. The driving wheels are 63" diam.; cylinders 24" by 32"; boiler pressure 180 lbs.; heating surface, flues, 2,630 sq. ft.; firebox, 180 sq. ft.; superheater tubes, 450 sq. ft.; total, 3,260 sq. ft. It is equipped with the C.P.R. type of Vaughan-Horsey superheater, and has a tender capacity of 5,000 gals. water and 10 tons coal. The weight of the tender loaded is 123,000 lbs.

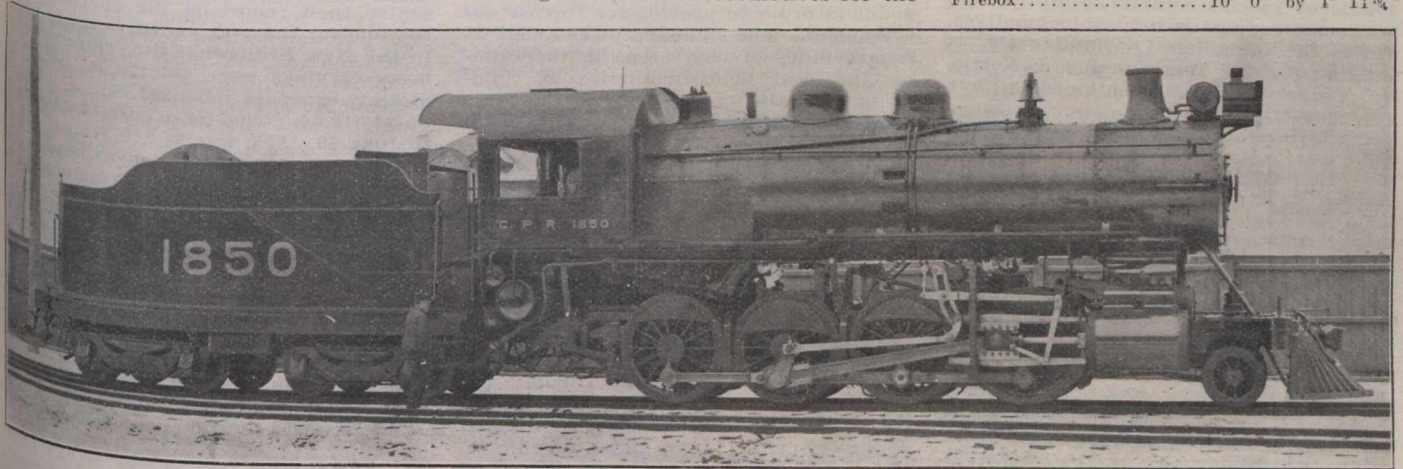
The Montreal Locomotive Works is building two 4-wheel locomotives for the

all steel dumping gondola cars, 1909 design, which the Dominion Car and Foundry Co., Montreal, is building for the C.P.R., as mentioned in our Apr. issue:

| | |
|-----------------------|--|
| Length, inside | 36' 9 1/2" |
| Width | 9' 6" |
| Height | 5' 0" |
| Truck centres | 26' 0" |
| Length over end sills | 38' 10" |
| Wheel base of truck | 5' 6" |
| Air-brakes | Westinghouse K. C. 1012 |
| Couplers | Simplex |
| Truck bolsters | " |
| Brake beams | " |
| Draft Springs | M.C.B. class G tandem. |
| Trucks | Arch bar. |
| Journal boxes | McCord malleable. |
| Wheels | C.P.R. standard. |
| weight, each | 750 lbs. |
| Side bearings | Susemihl roller. |
| Brake shoes | Am. Brake Shoe and Foundry Co.'s steel back. |
| Dust guards | Harrison. |
| Capacity | 100,000 lbs. |

Following are the chief dimensions and details of special equipment of one articulated compound locomotive (0-6-6-0) which the C.P.R. is building at its Angus, Montreal shops;

| | |
|------------------------|------------------------|
| Total weight | 250,000 lbs. |
| Cylinders | 22" and 33" |
| Stroke | 26" |
| Drivers, diam. | 57" |
| Boiler, type | Straight top |
| pressure | 180 lbs. |
| Heating surface, total | 4,000 sq. ft. |
| Tubes | 2" diam. |
| lengths | 328, 9' 3"; 401, 8' 6" |
| Firebox | 10' 0" by 1' 11 3/4" |



ONE OF THE LATEST CANADIAN PACIFIC RY. FREIGHT LOCOMOTIVES.

tors, in New Brunswick; 2 Mogul locomotives to the J. D. McArthur Co., contractors, Winnipeg, and 1 locomotive to the Dominion Coal Co.

The C.P.R., between Mar. 15 and Apr. 9, received the following additions to rolling stock: 232 wooden box cars, 49 flat cars, 2 first-class cars and one locomotive, class M4, from its Angus Montreal shops; and 129 steel frame box cars from the Dominion Car and Foundry Co., Montreal.

The Dominion Parliament has voted \$170,550 in the supplies for the year for the Intercolonial Ry. It is proposed out of this vote to provide a commissary car; to equip 500 platform cars with racks to carry pulpwood; to increase the size of steam heating pipes in passenger cars; and to equip cars with new gas light apparatus.

The C.P.R., between Mar. 15. and Apr. 9, ordered the following rolling stock: 2 express car, 1 mail and express car, 61 box cars and 1 stock car at its Angus, Montreal, shops; 1 van at its Farnham, Que., shops; 1 steel coal car and 1 Hart-Foundry Co., Montreal, and 3 60-ton cranes and 1 pile driver in the U.S.

Quebec Contracting Co., of which the following are chief particulars:

| | |
|----------------------|------------------|
| Cylinders | 10" by 16" |
| Drivers, diam. | 30" |
| Boiler, type | Straight top. |
| pressure | 150 lbs. |
| Firebox | 42" by 24" |
| Tubes, no. and diam. | 98-1 3/4" |
| length | 8' 2" |
| Wheel base | 5' 0" |
| Weight | 36,000 lbs. |
| Capacity, water | 600 U. S. galls. |
| coal | 600 lbs. |

The International Ry. of New Brunswick has ordered one, and the Temiscouata Ry., two 10-wheel locomotives from the Montreal Locomotive Works, of which the following are chief particulars:

| | |
|------------------------|---------------------|
| Cylinders | 18" by 24" |
| Drivers, diam. | 51" |
| Boilers, type | Extended wagon top. |
| pressure | 160 lbs. |
| Firebox | 90" by 33 3/4" |
| Tubes, no. and diam. | 198-2" |
| length | 12' 3" |
| Wheel base, driving | 10' 6" |
| engine | 20' 8" |
| engine and tender | 49' 0" |
| Weight on tender truck | 25,500 lbs. |
| on drivers | 83,000 lbs. |
| total engine | 108,500 lbs. |
| total tender | 89,000 lbs. |
| Capacity, water | 3,500 imp. galls. |
| coal | 8 tons. |

Following are chief dimensions and details of special equipment of the 500 Otis

| | |
|---|---------------------------|
| Grate area | 58.3 sq. ft. |
| Capacity, water | 5,000 imp. galls. |
| coal | 19 tons. |
| Air-brakes | Westinghouse. |
| Axles | Mild steel. |
| Brake beams | Simplex truss. |
| shoes | C.P.R. standard. |
| Couplers | Tower. |
| Headlight | Pyle National Electric. |
| Journal bearings | Canadian Bronze Co. |
| Springs | C.P.R. standard crucible. |
| Wheel tires | Krupp crucible. |
| centres | Cast steel |
| and C.P.R. re-heater in centre of boiler. | |

Following are chief dimensions and special equipment of the ten 10-wheel locomotives for mixed traffic, which the C.P.R. is building at its Angus, Montreal, shops, as mentioned in our Apr. issue:

| | |
|------------------------|---------------------------|
| Weight on drivers | 141,000 lbs. |
| total | 190,000 lbs. |
| Cylinders | 22 1/2" by 28" |
| Drivers, diam. | 63" |
| Boiler, type | Wagon top. |
| pressure | 180 lbs. |
| Heating surface, total | 2,418 sq. ft. |
| Tubes, no. and diam. | 240-2"; 24-5" |
| length | 14' 3" |
| Firebox | 8' 6 1/2" by 5' 9 3/8" |
| Grate area | 49 sq. ft. |
| Capacity, water | 5,000 imp. galls. |
| coal | 10 tons. |
| Airbrakes | Westinghouse, No. 6 E. T. |
| Axles | Mild steel |
| Brake beams | Single truss. |
| Brake shoes | C. P. R. standard |
| Couplers | Tower. |
| Headlight | Pyle National Electric. |
| Journal bearings | Canadian Bronze Co. |

Springs C. P. R. standard crucible.
 Wheel, tires Krupp crucible.
 centres Cast steel.
 Wheels, tender Solid rolled steel.
 Superheater C. P. R.

Following are the chief dimensions and details of special equipment of the ten 10-wheeled simple superheater mixed traffic locomotives, which the C.P.R. is building at its Angus, Montreal shops, as mentioned in our Apr. issue:

Weight on drivers 141,000 lbs.
 Total weight 190,000 lbs.
 Cylinders 22½" by 28" stroke.
 Drivers 63" diam.
 Boiler, type Wagon top.
 " working pressure 180 lbs.
 Heating surface, total 2,418 sq. ft.
 Tubes, no. and diam. 240—2"; 24—5"
 " length 14' 3"
 Firebox 8' 6½" by 5' 9¾"
 " material Otis steel.
 Grate area 49 sq. ft.
 Capacity, water 5,000 imp. gals.
 " coal 10 tons.
 Air brakes Westinghouse, No. 6 E.T.
 Axles Mild steel.
 Brake beams Simplex Truss.
 Brake shoes C.P.R. standard.
 Couplers Tower.
 Headlight Pyle National Electric.
 Journal bearings Canadian Bronze Co.
 Springs C.P.R. standard crucible
 Tires Krupp crucible
 Tender wheels Solid round steel.
 Wheel centres Cast steel.
 Superheater C.P.R.

Following are chief dimensions and details of special equipment of the two 6-wheeled coupled switching locomotives, which the Canadian Locomotive Co. is building for the Temiskaming & Northern Ontario Ry., as mentioned in our Apr. issue:

Weight, total 128,000 lbs.
 Wheel base, engine 11' 0"
 " engine and tender 41' 4"
 Length over all, engine and tender 55' 3"
 Width over all 10' 0"
 Height 14' 5"
 Heating surface, firebox 131 sq. ft.
 " tubes 1,206 sq. ft.
 Drivers 51" diam.
 Wheel tires cast steel.
 Driving journals 8½" by 10"
 Cylinders 19" by 26" stroke.
 Boiler, type Radial stay.
 " working pressure 200 lbs.
 Tubes 223, 2" diam.
 " length 10' 6"
 Brakes Westinghouse E.T.
 Tender, weight loaded 90,000 lbs.
 " capacity, water 4,500 imp. galls.
 " coal 6 tons.
 " truck 4-wheel.
 " bolsters Simplex.
 " wheels 33" diam.
 " cast iron.
 " Brake beams Simplex.

Following are chief dimensions and details of special equipment of the two Pacific type locomotives which the American Locomotive Co. is building for the C.P.R., as mentioned in our Apr. issue:

Weight on leading truck 40,000 lbs.
 " drivers 140,000 lbs.
 " trailing truck 34,000 lbs.
 " of engine 214,000 lbs.
 " tender 131,000 lbs.
 Wheel base, driving 13' 0"
 " engine 33' 7"
 " and tender 60' 0"
 Cylinders 21" by 28" stroke.
 Drivers 69" diam.
 Boiler, type wagon top.
 " working pressure 200 lbs.
 " outside diam., front end 67½"
 Firebox 94" by 70"
 Tubes, boiler 193, 2½" diam.
 " superheater 22, 5" diam.
 " length 19' 6"
 Heating surface, tubes 2,765 sq. ft.
 " firebox 194 sq. ft.
 Grate area 45.7 sq. ft.
 Maximum tractive power 30,400 lbs.
 Factor of adhesion 4.50
 Tender 8-wheeled.
 Capacity, water 5,000 imp. galls.
 " coal 10 tons.
 Tender, side bearings Susemihl roller.
 Brake beams Simplex truss.
 Headlight Pyle National Electric.
 Air-brakes Westinghouse American.
 Air-signal Westinghouse.
 Couplers Washburn, pilot.
 " Tower, tender.

Railway Finance, Meetings, Etc.

Alberta Ry. and Irrigation Co.—Approximate net profits from all sources, exclusive of land sales for Feb., \$43,310, against \$20,398 for Feb., 1908. Total net profits for 8 months ended Feb. 28, \$293,436. Approximate railway traffic receipts for March, \$27,627, against \$15,746 for March, 1908.

Dominion Atlantic Ry.—Gross earnings for Feb. \$59,850, against \$60,260 for Feb., 1908. Total earnings for 2 months ended Feb. 28, \$129,800, against \$130,686 for same period 1908. The total gross earnings for 1908, were \$1,259,300, against \$1,294,741 for 1907.

Grand Trunk Ry.—The Dominion Parliament has passed the act with respect to the company's debenture and other stocks. (Mar. pg. 179.)

Maritime Coal, Ry. & Power Co.—Following are the officers and directors for the current year: President, Hon. W. Mitchell; Vice-President, A. E. Dymont. Other directors: N. Curry, E. Hanson, W. Ewing, A. McLarin, G. I. McMallory. The financial statement presented was considered satisfactory, and it is proposed to issue more of the company's bonds in order to provide for further development. The company owns about 25 square miles of coal areas in the Cumberland coal fields, collieries at Chignecto, and also on the Bay of Fundy; a railway from Maccan to the Bay of Fundy, and from Maccan to Chignecto, and an electric power plant at Chignecto, which supplies power to Amherst and other places.

Michigan Central Rd.—The report for the year ended Dec. 31, 1908, covers the operation of 1,746.46 miles, divided as follows: Main line, 270.07 miles; proprietary lines, 345.05 miles; leased lines, 1,117.34 miles, and lines operated under trackage rights, 14 miles. The mileage quoted includes the Canada Southern Ry., with 226.18 miles of double tracked main line, with 144.33 miles of sidings, and 153.86 miles of branch lines, of which 16.80 are double tracked, with 44.56 miles of sidings. The total earnings from operation were \$24,918,487.95; expenses, \$19,005,352.34; net earnings, \$5,913,135.61; against, \$28,547,109.94 total operating earnings, \$23,131,750.65 expenses, \$5,415,359.29 net earnings for 1907. There was an increase in the first charges, during the year, of \$553,008.06, part of which was due by an increased rate on the Canada Southern Ry. first mortgage bonds. On Jan. 1, 1908, \$14,000,000 of Canada Southern first mortgage 5% bonds were extended to Jan. 1, 1913, and the rate increased to 6%. The accounts show \$141,291.45 on account of this extension. An agreement was entered into with the Pere Marquette Rd., modifying a previous agreement, reducing the annual rental payable by the latter company on account of its relinquishment of the right to use the St. Clair branch of the Canada Southern Ry., between the junction of the Lake Erie and Detroit River Ry., near Courtright, Ont., and St. Clair Jct.; and also that portion of the main line between St. Clair Jct. and the crossing of the London and Port Stanley Ry. The company's first charges include interest on Canada Southern 6% first mortgage bonds, \$840,000; interest on Canada Southern 5% second mortgage bonds, \$5,200; rental of Canada Southern leased

lines, \$375,000; taxes on real estate and property, including leased lines, in Canada, \$50,760.61. The general balance sheet shows assets of \$73,273,513.49, and liabilities of \$64,532,499.43; \$8,741,014.06 being taken to profit and loss account. The annual meeting is called for May 6.

Minneapolis, St. Paul & Sault Ste. Marie Ry.—It was reported recently that on the last day for depositing the Wisconsin Central Ry. preferred stock, about 114,000 shares had been handed in, and permanent receipts given. The balance of the stock can only be deposited on payment of a penalty of \$1 a share, except where the holders are executors and administrators.

The new stock being issued by the M., St.P., & S.S.M.R. Co. is \$2,016,000 preferred and \$4,032,000 common, and is being offered to existing holders at par on the basis of 24 shares of new stock for each 100 shares of old capital stock, and the subscription must be for both kinds of stock in the ratio of one share of preferred to two shares of common. The subscription list closed April 30. The payments are 20% on application and instalments of 20% each on June 4, July 15, Aug. 31 and Oct. 15.

New Brunswick Coal & Ry. Co.—The Commissioners for this railway have presented their report on the operations of the line for the year ended Oct. 31, 1908, to the New Brunswick Government. The gross earnings were \$61,479.06, and operating expenses \$65,391.06, a deficit of \$3,912.00. The total cost of the line to June 30, 1908, was \$1,940,375.01, since which time there had been expended on ballasting \$21,631.10, making a total cost to Oct. 31, of \$1,962,012.11. This is an average cost of \$30,900.00 a mile, including the 8.7 miles of branches and spurs to the various coal mines. The gross earnings for 1907-08 showed an increase of \$18,989.61 over those for 1906-07. This increase is attributed to freight and passenger traffic in connection with the construction of the National Transcontinental Ry. The operating expenses for 1907-08 showed an increase of \$24,012.73 over those of 1906-07. The freight carried was 50,821 tons, against 43,521 in 1906-07. During the year the railway paid to the Intercolonial Ry. \$1,712.47 for locomotive rental, and \$4,718.15 for car rental.

New Brunswick Southern Ry.—In our last issue we stated that this company had passed under C.P.R. ownership. We are advised that although the N.B.S.R. Co.'s securities are held in the C.P.R.'s interest, no transfer or lease of the property to the C.P.R. has yet taken place.

Prince Edward Island Ry.—Parliament has voted \$10,000 additional on account of working expenses of the P.E.I.R.

Quebec Central Ry.—Gross earnings for Feb. \$61,592.11; expenses, \$54,780.52; net earnings, \$6,811.59, against \$70,419.35, gross earnings; \$58,428.77, expenses; \$11,990.58 net earnings for Feb., 1908. Aggregate gross earnings for 8 months ended Feb. 28, \$668,940.24; expenses, \$483,027.99; net earnings, \$185,912.25, against \$708,426.12 gross earnings; \$502,016.00 expenses; \$206,410.12 net earnings for same period 1907-08.

Temiscouata Ry.—Approximate gross receipts for Feb. \$14,542.88; March, \$19,571.74.

White Pass and Yukon Ry.—Gross earnings for Feb. \$19,208; total for 8 months ended Feb. 28, \$904,214.

Canadian Northern Ry. Construction, &c.

Canadian Northern Ontario Ry.—The new freight shed on the pier at the foot of York St., Toronto, has been completed, but rail connection with it has not been made, as permission will have to be obtained from the Toronto City Council, to carry a line across Lake St. The shed is 440 ft. long, and is metal sheathed with 13 doors on either side.

The Ontario Legislature has made a grant of 4,000 acres of land a mile for the construction of 500 miles of line from Selwood Jct., northerly and westerly towards Port Arthur, Ont. The land is to be granted in alternate blocks of one township of nine miles square, adjoining the line, throughout the clay belt. Any deficiency in acreage is to be set apart in such places and in such areas as may be directed by the Government. Construction is to be started within a year, and completed by Dec. 31, 1913, but the Government may grant an extension of time. The lands are to be sold at such times and prices as may be directed by the Government; the minerals and pine timber are reserved, but settlers should have the right to cut timber for building and fencing. The Government may set apart the lands earned on the completion of every 10-mile section of the line.

A delegation from Port Arthur, Ont., waited on the Dominion Government, Mar. 27, to urge the making of a grant in aid of construction of the 500-mile section between Selwood and Port Arthur.

The company's application to the Dominion Parliament for an act extending the time for the construction of a line from Sudbury to Port Arthur, with a branch from Sudbury to Little Current, is before the Railway Committee of the House of Commons. The proposal to construct the branch was not specified in the original notices, but supplemental notices having been given, the company was allowed to proceed with the bill.

Canadian Northern Ry.—In a discussion in the House of Commons on the Hudson Bay Railway recently the Minister of Railways stated that the C.N.R. to Pas Mission had not been fully inspected by the Government Engineers, and he understood that trains had been run on it.

One of the members stated that trains could be run over the line during the winter when the ground was frozen, but that it was practically impossible to run trains over it in summer.

Tenders are being asked for the erection of a passenger station at Saskatoon, Sask.

The new building is to be of brick and stone, and will be located at the foot of 21st St., on the same line as the freight sheds.

The company has a large force engaged upon the construction of the big approaches to the traffic part of the bridge on the north side of the river at Prince Albert, Sask. The ground is being blasted so that the piles can be driven, and the traffic part of the bridge was expected to be completed by May 1. The false work under the bridge has been removed, and the rivetting of the superstructure is being pushed forward. The swing span is being erected.

An Edmonton press despatch says: The C.N.R. is preparing to undertake the active construction of a line into Camrose and Calgary this season; that mines will run from Vegreville south, and another branch will be built from

Camrose into Strathcona; that the company will also penetrate the northern wilds, and expects to have trains running into Athabasca Landing within a year, and that surveyors are now actively at work in the field.

The indications are that it is the intention in the very near future to complete the C.N.R. as a transcontinental line right through to the Pacific coast. About 1,000 men are already at work clearing right-of-way, grading, etc., from the C.N.O.R.'s Toronto-Sudbury line in the direction of Port Arthur. And while this start has been made on the eastern end preliminary work in British Columbia has also been put in hand. T. H. White, formerly Chief Engineer of Construction for Mackenzie, Mann & Co.'s eastern lines, has gone West to take charge of surveys in B.C., and will probably establish his headquarters at New Westminster. He is accompanied by C. F. Hannington and J. Irving, who will have charge of survey parties. It is probably the intention to make survey to connect the projected Pacific coast terminus with the line, which has been surveyed from present terminus at Edmonton, Alta., to the Rocky Mountains.

Edmonton & Slave Lake Ry.—The Dominion Parliament has been granted an extension of time within which the construction of this railway from Edmonton, Alta., to Slave Lake may be completed.

Railway Fencing and Cattle Guards.

The following memorandum by Chief Railway Commissioner Mabee has been sent to all railway companies under the Board's jurisdiction:

At every sitting of the Board from Winnipeg to Victoria complaints were made against the railway companies in connection with the fencing, or rather the defective and non-fencing of their rights of way, and that the law regarding cattle guards was not complied with. Claims innumerable for stock killed, and refusal to make compensation were disclosed. Many cases appeared where stock had been killed upon the tracks and farmers were afraid to ask for compensation for fear of being involved in endless litigation. It would seem, perhaps, that upon the whole the absence of fences along the right of way is a more fruitful source of loss to the rancher and farmer than defective cattle guards, or of their absence. Cases were given where those in charge of the construction of railways entered upon improved and enclosed land, threw down the fences, made no attempt to enclose the right of way, allowing stock to get out upon the highways, thus injuring crops, and in some instances these cattle were killed upon distant railway tracks. Whether these wrong-doers were independent contractors, or servants or officers of the railways under construction did not appear, but so far as this Board has power, it is determined that such high-handed and unreasonable conduct shall cease. The Railway Act is clear upon the questions of fencing and cattle guards, and the time has arrived when something must be done to compel the observance of its provisions. Sec. 254 provides as follows:

"1. The Company shall erect and maintain upon the railway (a) Fences of a minimum height of 4 ft. 6 in. on each side of the railway; (b) Swing gates in such fences at farm crossings of the minimum height aforesaid, with proper

hinges and fastenings, provided that sliding or hurdle gates constructed before Feb. 1, 1904, may be maintained, and (c) Cattle guards on each side of the highway at every highway crossing at rail level with the highway.

"2. The railway fences at every such highway crossing shall be turned into the respective cattle guards on each side of the highway.

3. Such fences, gates, and cattle guards shall be suitable and sufficient to prevent cattle and other animals from getting on the railway.

"4. Wherever the railway passes through any locality in which the lands on either side of the railway are not enclosed and either settled or improved, the company shall not be required to erect and maintain such fences, gates, and cattle guards, unless the Board otherwise orders or directs."

There has been no order of the Board respecting fencing through unenclosed or unimproved lands, and the practice of the companies, so far as I can learn, has been to leave their rights of way entirely unfenced, until the adjacent owner or owners had erected side fences, when such owner or owners would be expected to call upon the company to erect its fences. Cases, however, were presented where the side fences had been long since erected, but yet the railway fences had not been erected. We have been furnished with no information by the railway companies of the amounts paid by them for cattle killed upon their lines, or of the number of claims they have disputed, but from the large number of cases that were brought to the attention of the Board where compensation has not been made, the better opinion perhaps is that the disputed claims vastly exceed those in which settlements have been made, if not, the companies have been paying out very large sums that would have been much better spent in protecting their rights of way. Now the statute defines clearly the kind of fence and cattle guard that must be provided; the fence must be at least 4 ft. 6 in. high, and it and the cattle guards must be "suitable and sufficient to prevent cattle and other animals from getting on the railway." It is just as incumbent upon the companies to fence against hogs as it is against horses, yet it is not pretended that any attempt has been made to do so, and instances were given where farmers had so many hogs killed that they were compelled to abandon any attempt to raise them.

It seems to be the practice in Manitoba, Saskatchewan, some parts of Alberta, and British Columbia to remove the cattle guards entirely in winter. This is done, it was said, to facilitate the operation of the snow ploughs. It was not shown by any railway expert that this practice is necessary, but it was shown by many Saskatchewan farmers that it was more important to them to have the cattle guards in place during winter than any other season, as during the other seasons their cattle were mostly pasturing in the hills in charge of herders. At any rate these cattle guards have been removed during the winter months without authority, and unless a great deal more can be shown than has yet appeared, the practice must cease. Furthermore, the railway companies must establish and maintain cattle guards that will prevent cattle and other animals from getting upon the railways. This is the requirement of the law, and I know

of no reason why it should not be complied with.

The provisions of clause 4 have been abused, and this statutory exemption from fencing has been used by the companies to free themselves from making compensation in innumerable cases of meritorious claims. This condition of affairs cannot be permitted to continue; it works great hardship upon the public, and is of little or no benefit to the railway companies. The conditions in the West have greatly changed since this exemption was granted to the companies, and as they are compelled at some stage of the undertaking to erect fences, I am clearly of the opinion that no hardship will be imposed if that stage is made the initial one. I am aware that in various parts of the country no necessity now exists, and possibly never will, for the erection of fences. The formal order may contain a provision that railway companies, the lines of which have already been constructed, may apply to exempt certain sections of the road from the operation of the order, when, if conditions are shown that such course will entail no hardship upon the public, the Board may so declare. The like course may be taken where railways are in course of construction, and as to such latter, when application is made to open the road for traffic, fences, cattle guards, highway and farm crossings and gates shall all form part of the work necessary to be complete according to the statute and the Board's regulations, before permission is given to operate the road. I am convinced that this course will, in the end, be less expensive for the railway companies, as the erection of fences, gates, etc., can all be carried on at the time of construction at less cost than later on, to say nothing of saving liability for damage claims for stock killed and law costs in defending, even if successful.

Many complaints were made that in the construction of the railway lines the highway crossings were left in an impassible state, causing endless inconvenience and trouble to the public. I confess I am at a loss to understand such disregard of the rights of others, and such selfish and inconsiderate conduct upon the part of those constructing the railways, or responsible for their construction. If these works are let out to contractors, the railway companies may as well at once understand that they must make some provision in their contracts that will compel their contractors to treat the public with ordinary decency. This Board has no control over the contractors and can deal only with the railway companies. These highway crossings can be constructed at less expense when the grading is being done than later on, after the road is completed; and with respect to roads not yet completed, they will not be opened for traffic until every highway crossing opened for travel is put into the condition called for by the Board's regulations. As to these railways now in operation, all highway crossings, opened for travel, must be put into the condition called for by the regulations within one year from this date.

A draft order embodying the foregoing may be sent to all the companies, and its settlement spoken to by them at the May meeting of the Board at Ottawa.

The Canadian Northern Prairie Land Co. has declared a dividend at the rate of 10 per cent. for 1908.

TRANSPORTATION APPOINTMENTS

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

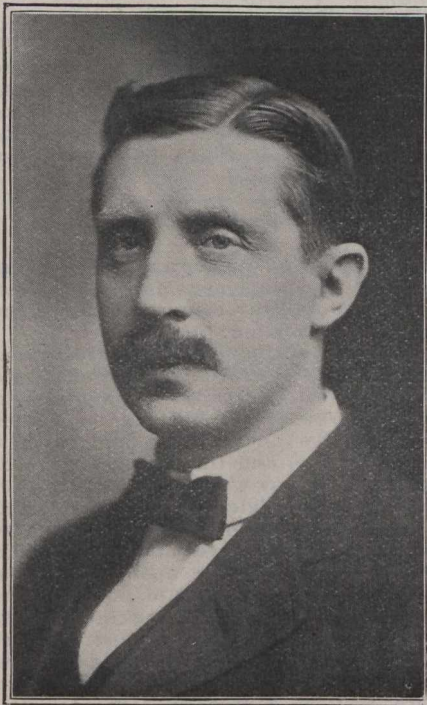
Algoma Central Steamship Line.—J. E. McLurg, heretofore chief clerk to Superintendent, has been appointed Superintendent, vice W. C. Barr, resigned. Office, Sault Ste. Marie, Ont.

Canadian Northern Ontario Ry.—See Canadian Northern Ry.

Canadian Northern Ry.—Z. A. Lash, K.C., heretofore General Counsel, has been appointed Consulting Counsel. He is also a director.

F. H. Phippen, who recently resigned his position as one of the judges of the Manitoba Court of Appeal, has been appointed General Counsel. Omce, Toronto.

F. A. Young, heretofore Travelling Agent, Northwestern Line, Winnipeg, has been appointed Travelling Passenger Agent, C.N.R. Headquarters, Toronto.



G. W. VAUX,

General Passenger Agent, Grand Trunk Railway.

F. L. Mitchell, heretofore in the Toronto local freight agent's office, has been appointed Contracting Freight Agent, C.N.R. and C.N.O.R., Toronto, vice J. B. Sheppard, transferred.

J. B. Sheppard, heretofore Contracting Freight Agent, Toronto, has been transferred to Winnipeg.

J. M. Horn, heretofore Contracting Freight Agent, Winnipeg, is reported to have been appointed District Freight Agent at Edmonton, Alta.

T. H. White, formerly Chief Engineer of Construction, Mackenzie, Mann & Co's. eastern lines, has been placed in charge of surveys for the C.N.R. from the Pacific Coast to the Rocky Mountains. He has as assistants C. F. Hannington and J. Irving. The surveys office will probably be at New Westminster, B.C.

Canadian Government Railways.—The Secretary of the Railway Department issued the following circular April 21:

Notification is hereby given that by an order-in-council dated Apr. 20, the position of General Manager of Government Railways of Canada, on the Intercolonial and P.E.I. Rys., has been abolished, and a Managing Board, entitled The Government Railways Managing Board, has been constituted for the supervision and direction of all departments of the said railways. The members of such board are M. J. Butley, Deputy Minister and Chief Engineer of the Department of Railways and Canals, Chairman of the Board; D. Pottinger, I.S.O.; E. Tiffin, General Traffic Manager; F. P. Brady. The above will come into effect on May 1.

Canadian Pacific Ry.—D. W. Newcombe, heretofore Superintendent, district 2, Atlantic Division, has been appointed agent, West St. John, N.B., vice R. King, transferred.

R. King, heretofore agent, West St. John, N.B., has been appointed Superintendent, district 2, Atlantic Division, vice D. W. Newcombe, appointed agent West St. John. Omce, Woodstock, N.B.

W. B. Cronk, heretofore Superintendent, district 2, Eastern Division, has been appointed Superintendent, district 1, Eastern Division, vice T. Williams, assigned to other duties, and will continue to supervise Smith's Falls section, district 2, until further notice. Office, Farnham, Que.

T. Williams, heretofore Superintendent, district 1, Eastern Division, has been appointed in charge of train service on the Nominig section, Que., at present under construction.

V. A. Harshaw, heretofore Assistant Superintendent, district 3, Ontario Division, has been appointed acting Superintendent, district 1, Ontario Division, vice J. R. Nelson. Office, Toronto.

H. C. Grout, heretofore Resident Engineer, Ontario Division, Toronto, has been appointed Assistant Superintendent, district 3, Ontario Division, vice V. A. Harshaw, appointed acting Superintendent, district 3. Office, West Toronto, Ont. The position of Resident Engineer has been abolished.

Duluth, Rainy Lake and Winnipeg Ry. M. H. McLeod, General Manager, who is also General Manager of the Canadian Northern Ry., announces that J. R. Cameron, General Superintendent Canadian Northern Ry., has also been appointed General Superintendent D.R.L. & W. Ry. Office, Winnipeg.

M. A. Murphy has been continued in his position as Superintendent, Office, Virginia, Minn.

The following Canadian Northern Ry. officials have had their jurisdiction extended over the D.R.L. & W.R.: A. Shields, Master Mechanic; J. P. Driscoll, Superintendent of Car Service; W. Pratt, Jr., Superintendent of Sleeping and Dining Cars and News Service; H. McConkey, Superintendent of Telegraph Maintenance; C. R. Stovel, Claims Agent. Omce, Winnipeg, Man.

Grand Trunk Pacific Ry.—W. P. Hinton, heretofore Assistant General Passenger and Ticket Agent, G.T.R., Montreal, has been appointed General Passenger Agent, G.T.P.R. Office, Winnipeg.

The position of acting Locomotive Foreman, Portage la Prairie, Man., heretofore held by G. Robinson, has been abolished. T. Wooley, machinist, will have charge of such locomotive and car work as is necessary to be done there.

G. Robinson, heretofore acting Locomotive Foreman, Portage la Prairie,

Man., has been appointed Locomotive Foreman, Watrous, Sask., vice C. E. Brooks, assigned to other duties. See also Grand Trunk Ry.

Grand Trunk Ry.—G. T. Bell, heretofore General Passenger and Ticket Agent, G.T.R. and G.T.P.R., has been appointed Assistant Passenger Traffic Manager of both lines. Office, Montreal. The title of General Passenger and Ticket Agent is abolished.

G. W. Vaux, heretofore Assistant General Passenger and Ticket Agent, Chicago, Ill., has been appointed General Passenger Agent. Office, Montreal.

H. G. Elliott, heretofore Assistant General Passenger and Ticket Agent, Montreal, has been appointed First Assistant General Passenger Agent. Office, Montreal.

H. R. Charlton, heretofore Advertising Agent, G.T.R., has been appointed General Advertising Agent, G.T.R. and G.T.P.R.

W. P. Fitzsimons has been appointed Commissioner of Industries. He will have, in connection with the Freight and Traffic, Express and Transportation Departments, special supervision of the work of locating new industries, and general development of the resources of the territory served by the G.T.R. Office, Montreal.

W. S. Cookson, heretofore Chief Clerk Assistant General Passenger and Ticket Agent's office, Chicago, has been appointed Assistant General Passenger Agent, G.T.R. Office, Chicago, Ill.

The following agents have been appointed: Port Colborne, Ont., F. Lye; St. Polycarpe, Que., A. C. St. Amour; Caldwell, Ont., G. A. Thurston; Barry's Bay, S. N. Milligan.

Quebec Central Ry.—G. M. Robins has been appointed Master Mechanic, vice J. Sleewright, who resigned on account of failing health and has since died. Office, Sherbrooke, Que.

When Railroads Were New

This is the title of a very interesting volume written by C. F. Carter, and published by H. Holt & Co., New York. The book does not profess to be a history of the development of railway transportation on this continent, it is rather the romance of early railway construction. It contains a lot of interesting facts about the struggles of the early railway promoters to get a hearing from financiers and others for their projects; of the development of the old wooden rail gravities lines from quarries and collieries to wharves, into iron and steel lines operated by steam power; of the importation of locomotives from Great Britain, which were never operated, and of the beginning of the present great locomotives—a distinctive production of the United States; and of a hundred and one stories of the beginnings of railways in the Far West. There are many stories too of the early operation of trains. The last chapter headed, "Romance of a Great Railroad," deals with the construction of the C.P.R., and gives an interesting story of the adventures of E. W. Jarvis, and his party in making a survey between Quesnelle River and Edmonton in 1874-75; and another of the discovery of the Kicking Horse Pass by Major Rogers, together with a rapid survey of the construction. The illustrations are numerous and include the driving of the last spike at Craigalachie, Nov. 7, 1885, which appeared in the

Railway and Marine World several years ago. The price of the book is \$2, and it may be obtained from the Railway & Marine World's book department.

In his preface, the author says that "it seems as if every statement ever made about the history of the railroad by any one has been disputed by some one else," and as an instance of this adds that "dates that vary a whole year are given for so recent an event as the running of the first through passenger train over the C.P.R." No doubt this is the case, but such sources of information should not be depended on or availed of. It may be added that the first through passenger train on the C.P.R., that is on the whole route from Montreal to Vancouver, left Montreal June 28, 1886, and reached its destination in 5 days and 19 hours. The first through train from Port Moody reached Montreal July 12, 1886.

In the text of the work, referring to the early history of the C.P.R. it is stated that, "W. C. Van Horne, of Illinois, who had risen from telegraph op-



W. P. HINTON,
General Passenger Agent, Grand Trunk Pacific Railway.

erator to the presidency of the Chicago, Milwaukee and St. Paul, was engaged as General Manager." Mr. Van Horne was General Superintendent of the C., M. & St. P., not President.

The B.C. Public Works Department received tenders Apr. 27 for the erection and completion of a reinforced concrete wharf with timber superstructure at Prince Rupert.

During Feb. one navigation employe was killed and 3 were injured in the course of their work. The death was due to a fall into the hold, and of the other accidents, 2 were due to falls and one to falling material.

The House of Commons has voted \$55,000 for salaries of the Board of Railway Commissioners, authorized by statute, the actual amount required being \$54,500. It has also voted \$107,000 for salaries of officials and office expenses of the Commission.

Canadian Northern Ry. Earnings, Etc.

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

| | Earnings. | Expenses. | Net Earnings. | Net Increase or Decrease. |
|---------|-------------|-------------|---------------|---------------------------|
| July | \$ 728,500 | \$525,600 | \$202,900 | \$159,000— |
| Aug. | 747,400 | 561,300 | 186,100 | 30,400— |
| Sept. | 901,700 | 650,600 | 251,100 | 42,000+ |
| Oct. | 1,172,700 | 752,600 | 420,100 | 110,200+ |
| Nov. | 1,156,900 | 744,300 | 412,600 | 144,300+ |
| Dec. | 927,900 | 642,800 | 285,100 | 42,400+ |
| Jan. | 526,200 | 425,900 | 100,300 | 15,400— |
| Feb. | 502,000 | 409,200 | 93,400 | 9,700+ |
| | \$6,663,900 | \$4,712,300 | \$1,951,600 | \$143,800+ |
| Inc. | \$ 292,200 | \$ 148,400 | \$ 143,800 | ..... |
| or Dec. | ..... | ..... | ..... | ..... |

Approximate earnings for March, \$738,700 and for 2 weeks ended April 14, \$358,300; against \$625,500 and \$332,800 for same periods 1908.

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

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

| | Earnings. | Expenses. | Net Profits. | Net Increase or Decrease. |
|---------|-----------------|-----------------|-----------------|---------------------------|
| July | \$6,292,889.82 | \$4,018,207.57 | \$2,274,672.25 | \$232,279.41— |
| Aug. | 6,385,956.69 | 3,807,057.98 | 2,578,898.71 | 8,623.55+ |
| Sept. | 6,391,672.48 | 4,277,034.71 | 2,114,607.77 | 36,745.58— |
| Oct. | 7,381,970.41 | 4,726,703.70 | 2,655,266.71 | 25,050.93— |
| Nov. | 7,303,303.20 | 5,082,223.85 | 2,221,079.35 | 223,954.86— |
| Dec. | 6,955,874.11 | 4,759,122.54 | 2,196,751.57 | 119,561.99+ |
| Jan. | 4,761,859.93 | 4,372,110.10 | 389,749.83 | 234,241.95— |
| Feb. | 4,966,208.14 | 4,204,063.36 | 762,144.78 | 405,048.17+ |
| | \$50,439,725.78 | \$35,246,653.81 | \$15,193,071.97 | \$219,039.01— |
| Inc. | \$926,624.82 | \$1,145,663.83 | ..... | ..... |
| or Dec. | ..... | ..... | \$219,039.01 | ..... |

Approximate earnings for March, \$6,441,000, and for 2 weeks ended April 14, \$3,045,000; against \$5,374,000 and \$2,621,000 for same periods 1908.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross revenue for Feb., \$201,666.19; net, \$47,660.36, against \$190,613.83 gross, and \$41,320.73 net for Feb., 1908. Aggregate gross revenue for 8 months ended Feb. 28, \$1,856,668.57; net, \$553,042.65, against \$2,177,235.92 gross, and \$592,089.57 net for same period, 1907-08. Approximate gross earnings for March, \$216,747, and for 2 weeks ended Apr. 14, \$98,898, against \$218,698, and \$97,283 for same periods, 1908.

MINERAL RANGE RD.—Gross revenue for Feb., \$60,756.09; net, \$873.32; against \$57,600.25 gross revenue, and \$786.65 deficit for Feb., 1908. Aggregate gross revenue for 8 months ended Feb. 28, \$552,821.67; net, \$94,246.82; against \$539,675.23 gross revenue, and \$93,143.29 net for same period 1907-08. Approximate gross earnings for March, \$68,647, and for 2 weeks ended Apr. 14, \$28,685, against \$65,703, and \$28,772 for same periods, 1908.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross revenue for Feb., \$776,653.05; net, \$247,287.33, against \$680,365.15 gross, and \$168,033.06 net for Feb., 1908. Aggregate gross revenue for 8 months ended Feb. 28, \$8,578,093.88; net, \$3,852,032.46, against \$8,215,783.69 gross and \$3,241,847.95 net for same period 1907-08. Approximate gross earnings for March, \$943,096, and for 2 weeks ended Apr. 14, \$449,301 against \$956,406 and \$432,428 for same periods, 1908.

Grand Trunk Ry. Earnings, Expenses, Etc.

The following figures give the earnings of the G.T.R., the C.A.R., the G.T. Western Ry., and the D.G.H. & M. Ry., separately, for Feb., as compared with Feb., 1908:

| GRAND TRUNK RAILWAY. | | | |
|---|-------------|-------------|--|
| | 1909 | 1908 | |
| Earnings | \$1,964,900 | \$1,789,725 | |
| Expenses | 1,643,800 | 1,633,885 | |
| Net earnings | \$ 321,100 | \$ 155,840 | |
| CANADA ATLANTIC RAILWAY. | | | |
| | 1909 | 1908 | |
| Earnings | \$106,700 | \$102,270 | |
| Expenses | 120,800 | 143,178 | |
| Def. | \$ 14,100 | \$ 40,908 | |
| GRAND TRUNK WESTERN RAILWAY. | | | |
| | 1909 | 1908 | |
| Earnings | \$351,900 | \$359,893 | |
| Expenses | 321,700 | 311,680 | |
| Net earnings | \$ 30,200 | \$ 48,213 | |
| DETROIT, GRAND HAVEN & MILWAUKEE RAILWAY. | | | |
| | 1909 | 1908 | |
| Earnings | \$105,900 | \$106,653 | |
| Expenses | 101,500 | 104,218 | |
| Net earnings | \$ 4,400 | \$ 2,435 | |

Approximate earnings for Mar., \$3,167,451, and for 2 weeks ended Apr. 14, \$1,462,946.

against \$3,016,259 and \$1,350,104 for same periods 1908.

TRAFFIC RECEIPTS OF THE SYSTEM
Aggregate from Jan. 1 to Mar. 31.

| | 1909 | 1908 | Inc. | Decr. |
|--------------------|-----------|-----------|--------|--------|
| Grand Trunk..... | 1,310,610 | 1,232,536 | 48,074 | |
| Canada Atlantic... | 11,702 | 68,958 | 2,744 | |
| G. T. Western..... | 258,354 | 268,658 | | 10,304 |
| D. G. H. & M..... | 72,485 | 72,957 | | 472 |
| Total..... | 1,713,151 | 1,673,109 | 40,042 | |

W. W. Williamson, heretofore accountant and Superintendent of Tariffs, Canadian Ex. Co., has been appointed General Auditor, vice R. Burkinshaw, deceased, and will continue to act also as Superintendent of Tariffs. The position of Accountant has been abolished.

The Minister of Railways, in reply to a question in the House of Commons recently, said that up to June 30, 1896, there had been 1,772 miles of railway constructed in Alberta and Saskatchewan, while on Dec. 31, 1908, there were 3,404 miles in these two provinces.

Press reports state that Sir Thomas G. Shaughnessy, in a recent letter to the Premier, pointed out that during the period from 1902 to 1908, the C.P.R. added to its rolling stock at the rate of 14 freight cars a day, 1 passenger car every two days, and 1 locomotive every three days, and yet it had the utmost difficulty in keeping pace with the demands made on it, owing to the increasing volume of traffic offering over its lines. It is said that a calculation has been made showing that the C.P.R. combined freight cars have a deadweight capacity equal to the weight of the population of England.

CANADA SOUTHERN RAILWAY COMPANY

The Annual General Meeting of the Canada Southern Railway Company, for the election of Directors and other general purposes, will be held on Wednesday, the 2nd day of June, 1909, at the hour of eleven o'clock in the forenoon, at the Company's head office, in the City of St. Thomas.

NICOL KINGSMILL,
Secretary, C.S. Ry. Co.

Dated at St. Thomas,
26th April, 1909.

NIAGARA GRAND ISLAND BRIDGE COMPANY

The Annual General Meeting of the Niagara Grand Island Bridge Company, for the election of Directors and other general purposes will be held on Wednesday, the 2nd day of June, 1909, at the hour of eleven o'clock in the forenoon, at the Company's head office in the City of St. Thomas.

NICOL KINGSMILL,
Secretary, N.G.I.B. Co.

April 26th, 1909.

NIAGARA RIVER BRIDGE COMPANY

The Annual General Meeting of the Niagara River Bridge Company, for the election of Directors and other general purposes, will be held on Wednesday, the 2nd day of June, 1909, at the hour of eleven o'clock in the forenoon, at the offices of the Canada Southern Railway Company, in the City of St. Thomas.

NICOL KINGSMILL,
Secretary, N.R.B. Co.,

April 26th, 1909.

— THE —
N. L. Piper Railway Supply Co.

Limited

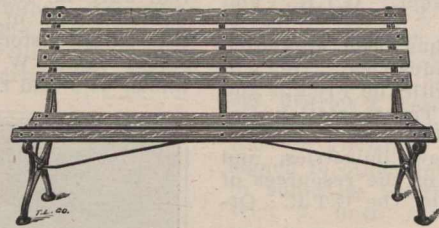
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T O R O N T O

PARK, STATION, DECK OR CABIN SEATS

HARDWOOD BARS.

MALLEABLE IRON LEGS.



SPECIAL LENGTHS TO ORDER.

Our Station Seats are made of thoroughly seasoned Hardwood and perfectly annealed Malleable Iron Legs. Finished in Natural Wood or painted Red or Green and fastened together with Bolts.

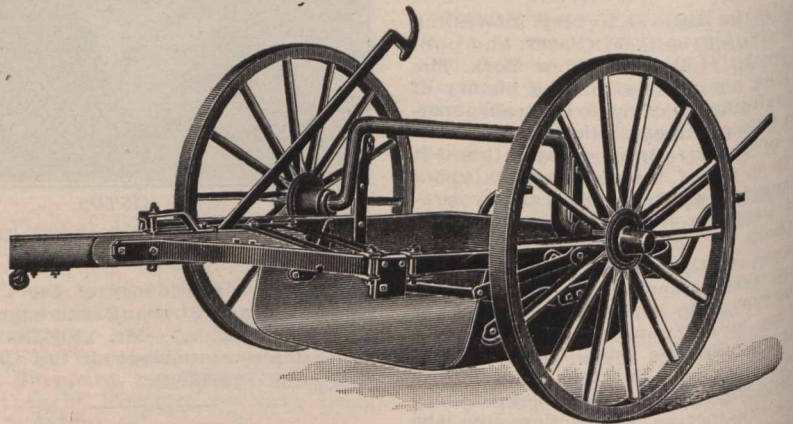
Everlasting

Comfortable

Good Value

THE TORONTO PRESSED STEEL CO.
LIMITED

TORONTO, CANADA



Our **SOLID PRESSED BOWL DRAG** and **WHEEL SCRAPERS** are the most satisfactory in the market. They are pressed out of one solid sheet of steel and have no joints or seams.

We manufacture a complete line of Contractors' Supplies including

PLOUGHS

DUMP WAGONS

WHEELBARROWS

CEMENT MIXERS

DUMP CARS

DUMP CARTS

TRUCKS

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etc., etc.

PROMPT SHIPMENTS

SEND FOR CATALOGUE

Canadian Freight Association

At the annual meeting in Montreal Apr. 16, the election of officers and standing committees resulted as follows: President, J. J. Mossman, Wabash Rd., Buffalo, N.Y.; 1st Vice-President, M. H. Brown, C.P.R., Toronto; 2nd Vice-President, C. A. Hayes, G.T.R., Montreal.

Advisory Committee—W. R. MacInnes, J. Pullen, G. C. Ransom.
Executive Committee—W. B. Bulling, C. A. Hayes, F. F. Packus.

Classification Committee—W. B. Bulling, S. P. Howard, C. A. Hayes, W. Phillips, F. J. Watson, W. M. Kirkpatrick, L. Macdonald, H. E. Macdonell, A. E. Rosevear.

Inspection Committee—R. W. Long, G. Tombs, F. Conway, R. W. Youngs, J. Paul, G. T. Pettigrew, M. H. Brown, B. R. Hepburn, S. P. Howard, W. B. Bamford.

It was decided to hold the next quarterly meeting at Halifax, N.S.

Railway Lands Patented.—Letters patent covering lands in Manitoba, Saskatchewan, Alberta and British Columbia were issued to railways during Dec., 1908, as follows:

| | Acre. |
|--------------------------------|----------|
| Alberta Ry. and Irrigation Co. | 4,644.00 |
| C.N.R. | 206.46 |
| C.P.R. grants. | .07 |
| G.T.P.R. | 444.51 |
| Manitoba and Northwestern Ry. | 13.89 |
| | 5,308.93 |

Duluth, Winnipeg & Rainy Lake Ry.—The provisional directors of the company which has been incorporated to construct a railway from Virginia Lake, the present southerly terminus of the D.W. & R.L.R., to Duluth, Minn., are W. H. Cook, President; J. L. Washburn, Vice-President; W. D. Bailey, Secretary; L. C. Feetham, Treasurer, and J. F. Walsh. (April, pg. 267.)

A meeting of G.T.R. shareholders was held in London, Eng., April 21, to assent to the Grand Trunk Act, with respect to its debenture and other stock, and to authorize the necessary security being given to G.T.P.R. bonds to be issued to secure the \$10,000,000 loan from the Dominion Government.

The Senate for the fourth year in succession has defeated the bill known as the Lancaster bill for the protection of level crossings, by adopting in its stead a bill introduced by Senator Belque, giving authority to our Railway Commission to look after the crossings. The Lancaster bill, which has been regularly passed by the House of Commons, fixes the rate at which trains shall pass over level crossings in cities, towns and villages at 10 miles an hour.

Speaking before the House of Commons Committee on the Preservation of National Resources recently, Hon. C. Sifton, M.P., stated that the railways had been responsible for denuding the country of a great deal of valuable timber, and it was decided that he should see the National Transcontinental Ry. Commissioners with a view of inducing them to clear the right-of-way of all combustible material, so that the danger of forest fires might be eliminated. It was also proposed to apply to the Board of Railway Commissioners for a similar order with respect to the C.P.R., and to confer with the Provincial Governments with a view of securing more adequate and uniform measures for protection against forest fires.

ELECTRIC RAILWAYS

Halifax Electric Tramway Co.

The annual report for the year 1908 shows a net increase in earnings of \$13,397.00. The percentage of operating expenses 55.29, compared with 56.54 the previous year, is the most favorable showing for many years past. These economies in operating are largely due to the efficient condition of the plant and rolling stock, on which permanent outlays of \$45,563.88 were made during the past year, in addition to which \$11,958.42 was expended on track and other necessary improvements. An expenditure of \$110,000 in paving, double-tracking and otherwise improving streets, is covered by \$60,000 due banks, and the sale of 500 shares of stock at par. Arrangements are being made, on favorable terms, for a "use and occupancy" insurance, whereby, in case of fire, and consequent loss of earning power, the company will receive a sum equivalent to its daily net receipts.

| ASSETS. | |
|---------------------|-----------------------|
| Property | \$2,399,085.95 |
| Accounts receivable | 41,357.05 |
| Supplies | 10,214.14 |
| Suspense account | 10,722.39 |
| Real estate | 7,849.15 |
| Cash on hand | 37,791.73 |
| | <u>\$2,507,020.41</u> |

| LIABILITIES. | |
|---------------------------|-----------------------|
| Capital stock | \$1,400,000.00 |
| 5% bonds | 600,000.00 |
| Accounts payable | 41,738.37 |
| Notes payable | 60,000.00 |
| Mortgages | 7,000.00 |
| Tickets outstanding | 1,817.60 |
| Bond interest | 15,000.00 |
| Dividend due Jan. 1, 1909 | 21,000.00 |
| Surplus account | 360,464.44 |
| | <u>\$2,507,020.41</u> |

| INCOME ACCOUNT. | |
|--------------------------|----------------------|
| Passenger receipts | \$ 184,046.89 |
| Light and power earnings | 182,437.06 |
| Gas earnings | 57,145.19 |
| Sundry earnings | 989.61 |
| | <u>\$ 424,618.75</u> |
| Operating expenses | \$ 234,713.67 |
| Coupons | 30,000.00 |
| Net earnings | 159,905.08 |
| | <u>\$ 424,618.75</u> |

| SURPLUS ACCOUNT. | |
|---------------------------|----------------------|
| Balance, 1907 | \$ 300,326.30 |
| Net earnings 1908 | 159,905.08 |
| | <u>\$ 460,231.38</u> |
| Three dividends paid | \$ 60,750.00 |
| Dividend due Jan. 1, 1909 | 21,000.00 |
| Interest | 6,058.52 |
| Renewals | 11,958.42 |
| Balance | 360,464.44 |
| | <u>\$ 460,231.38</u> |

Following are some comparisons of the chief items for the years 1908 and 1899:

| | 1908 | 1899 |
|--|--------------|--------------|
| Railway earnings | \$184,927.51 | \$120,697.24 |
| Total | 424,618.75 | 203,935.86 |
| Operating expenses | 234,713.67 | 112,137.19 |
| Net earnings | 159,905.08 | 61,798.67 |
| Surplus | 72,846.56 | 21,798.67 |
| Percentage of operating expenses to income | 55.29 | 55.15 |
| Passengers carried | 4,162,986 | 2,616,231 |
| Car mileage | 814,375 | 613,942 |

The directors for the current year are: Hon. D. MacKeen, President; J. Y. Payzant and W. B. Ross, Vice-Presidents; A. Kingman, J. Hutchison, J. C. Mackintosh, H. S. Poole, C. C. Blackadar, F. B. McCurdy.

D. Hawthorne has been appointed assistant auditor of receipts; J. R. Brown, assistant auditor of transportation, and W. T. Walmsley, assistant auditor of way-bills, Canadian Ex. Co.

Sandwich, Windsor and Amherstburg Ry.

The annual meeting was held in Windsor, Ont., Mar. 18. Following are the officers and directors for the current year: President, J. C. Hutchins; Vice-President, F. W. Brooks; Secretary, A. E. Peters; Treasurer, J. Bampton; other directors, A. E. Edwards, A. Pack, Detroit, Mich.; E. W. Moore, Cleveland, Ohio; J. Anderson, Windsor. Mr. Anderson, who is Manager of the S.W. & A.R., was elected to succeed H. A. Everett, of Cleveland, who retired owing to ill-health.

The Windsor and Tecumseh Electric Ry. Co., whose line is operated in connection with the S.W. & A.R., held its annual meeting on the same day. Its officers and directors are: President, F. W. Brooks; Vice-President, J. Anderson; Secretary, A. E. Peters; Treasurer, J. Bampton; other director, J. C. Hutchins.

The S.W. & A.R. does not issue a report, its operations being included in those of the Detroit United Ry., by which it is controlled. The following figures respecting it are taken from the D.U.R. report. Mileage Jan. 1, 1908, 35,443 miles; added in 1908, 370 miles; revenue passengers during year, 2,807,766; transfer passengers, 362,493; employe passengers, 23,776; car mileage, 754,495; earnings car mile, .2047; expenses car mile, .1197; net earnings car mile, .850. During the year \$16,931 were expended on extension of lighting plant and new paving. In the D.U.R. statement of assets under investments, the S.W. & A.R. is put down for \$253,134.91, and under accounts current for \$265,015.19. Following are the balance sheets:

| SANDWICH, WINDSOR AND AMHERSTBURG RY. CO. | |
|---|-----------------------|
| Capital stock | \$ 297,000.00 |
| Mortgage bonds | 490,000.00 |
| Bills payable | 15,000.00 |
| Detroit United Railway | 265,015.19 |
| Windsor & Tecumseh Electric Ry. | 5,026.77 |
| Accounts payable | 1,948.15 |
| Unredeemed tickets | 2,321.36 |
| Profit and loss | 33,518.00 |
| Accrued interest on bonds | 2,120.84 |
| Insurance reserve | 737.86 |
| Injuries and damages reserve | 394.26 |
| Investment | \$ 921,299.64 |
| W. & T. E. Ry. Co., stock | 10,000.00 |
| Treas. bonds (W. & T. E. Ry. Co.) | 172,000.00 |
| Accounts receivable | 763.12 |
| Prepaid expenses | 2,470.44 |
| Stores | 1,968.66 |
| Cash | 4,580.57 |
| | <u>\$1,113,082.43</u> |

| WINDSOR AND TECUMSEH ELECTRIC RY. CO. | |
|---------------------------------------|----------------------|
| Capital stock | \$ 100,000.00 |
| Mortgage bonds | 189,000.00 |
| Investment | \$ 283,973.23 |
| Sandwich, Windsor and Amherstburg Ry. | 5,026.77 |
| | <u>\$ 289,000.00</u> |

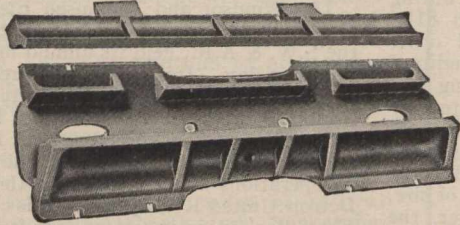
The earnings and expenses of the W. & T.E.R. Co. are included in the operations of the S. W. & A.R., which latter company owns all the capital stock of the W. & T.E.R. Co.

Electric Railways in 1907-08.

On June 30, 1908, there were 992.03 miles of electric railways in the Dominion, against 814.52 on June 30, 1907, the number of reporting lines being 53, against 49. The total paid-up capital was reported to be \$87,903,231, against \$75,195,475. The capital included \$118,400 Dominion subsidies; \$306,945.50 Provincial subsidies, and \$151,000 municipal subsidies. The floating debt of the various companies totalled \$5,363,319.70, against \$7,567,024.90 at June 30, 1907. The total receipts were \$14,007,049, made up as follows: Passengers, \$13,233,724; freight, \$346,021; mails and express, \$54,883; other sources, \$372,421; against a total of \$12,630,430 in 1906-07. The operating expenses were \$8,695,879.91, against \$7,737,251 in 1906-07. The proportion of operating expenses to gross earnings was 62.08%, an in-

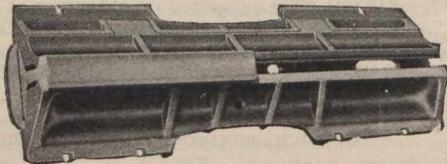
Have You Seen Williams Boltless Rail Joint?

The joint was first put in trial service on the Pecos River line of the Santa Fe at Roswell, N. Mex., where it remained for 11 months, and when removed at the end of that time it showed neither corrosion nor bright spots indicating wear. These joints have been in service for 10 months on the Fort Wayne division of the Pennsylvania Lines West, for 9 months in the yards of the St. Paul Union Depot Co., and for 8 months on the Wisconsin division of the Chicago & North Western Ry. in Chicago, where they are carrying the heavy North Shore suburban traffic of the road, as well as the through traffic for



the Wisconsin & Milwaukee division, which amounts to 316 trains every 24 hours.

The joints are made of malleable iron and have on the bottom a series of transverse ribs for strength, the outer ones of which come against the tie and prevent longitudinal movement. To prevent rail creeping, there is a round hole through the joint midway of the outer side, in which a 1-in. round bolt is inserted, the rail flanges being cut away at the adjacent cor-



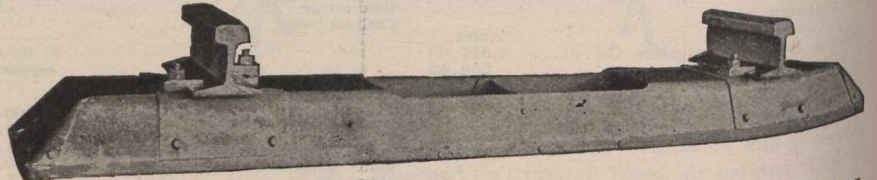
ners the slight amount necessary to permit the insertion of the bolt. The joints weigh the same as a yard of the rail to which applied; the joint for an 80-lb. rail, for example, weighing 80 lbs.



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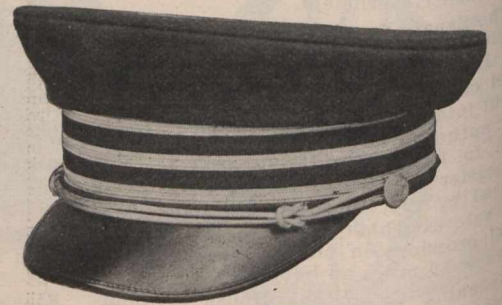
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crease of 0.83%. The net earnings of \$5,311,169.57 showed a betterment of \$412,515.99, and were equal to 6.04% upon the total capital. The number of passengers carried was 299,099,309, an increase of 26,099,905; and the quantity of freight carried was 732,475 tons, against 252,744. The car mileage was 56,964,881 miles, of which 56,412,035 were made by passenger cars and 552,846 by freight cars; there were also 303,391 miles made by locomotives. There were 237 cars added to the rolling stock during the year, 178 of Canadian and 59 of foreign manufacture. The total number of persons employed by the companies was 9,954, and the amount paid in wages was \$5,757,578, against 9,031 and \$5,291,585 during 1906-07.

The return of accidents show that 67 persons were killed and 1,883 persons injured, a decrease of four in the number killed, but an increase of 147 in the number injured over the year 1906-07. Of those killed, 18 were passengers, and six employes; while of the injured, 1,156 were passengers and 188 employes.

Ontario Electric Railway Taxation.

The Ontario Government collected \$11,122.75 taxes from the electric railway companies operating in the province during the year 1908, divided as follows:

| | |
|--|----------|
| Berlin and Bridgeport E. Ry. | \$ 23.80 |
| Chatham, Wallaceburg and L.E. Ry. (1907) | 215.00 |
| Cornwall St. Ry. L. and P. Co. | 40.00 |
| Galt, Preston and Hespeler St. Ry. | 77.00 |
| Hamilton, Grimsby and Beamsville E. Ry. | 245.00 |
| Hamilton St. Ry. | 405.54 |
| Hamilton and Dundas St. Ry. | 84.50 |
| Hamilton Radial E. Ry. | 136.44 |
| International Ry. | 169.42 |
| International Transit Co. | 33.70 |
| Kingston, Portsmouth and Catarqui E. Ry. | 120.54 |
| London St. Ry. | 451.20 |
| Niagara Falls, Wesley Park and Clifton Tramway Co. | 76.60 |
| Oshawa Ry. | 67.50 |
| Ottawa Electric Ry. | 1,027.00 |
| Peterborough Radial Ry. | 102.24 |
| Preston and Berlin St. Ry. | 72.50 |
| Port Dalhousie, St. Catharines and Thorold E. Ry. | 85.80 |
| Sandwich, Windsor and Amherstburg Ry. | 397.06 |
| Sarnia St. Ry. | 70.00 |
| Toronto Ry. | 5,690.70 |
| Toronto and York Radial Ry. | 1,067.25 |
| Toronto Suburban Ry. | 94.32 |
| Windsor, Essex and Lake Shore Rapid Ry. | 324.64 |
| Woodstock, Thames Valley and Ingersoll Ry. | 45.00 |

Sunday Electric Car Service

The following act to amend The Ontario Railway Act, 1906, was passed by the Ontario Legislature at its recent session:

1. The Ontario Railway Act, 1906, is amended by adding thereto the following as section 193a:

193a.—(1) Subject to sub-sections 2 and 3 and notwithstanding anything in this act or any other act contained street railways may be operated on Sunday within a city having a population of over 50,000 after a majority of those voting of the electors qualified to vote at municipal elections have voted in the affirmative in answer to the question: "Are you in favor of operating street railways on Sunday?" but no person shall be entitled to vote more than once on such question.

(2) The question shall not be submitted until the Lieutenant Governor in council has declared that the population of the city is over 50,000, and the Lieutenant Governor in council may require a census to be taken and may prescribe the nature of the census and the time and manner of taking the same.

(3) When the Lieutenant Governor in council has declared that the population of the city is over 50,000 the question may be submitted at the annual municipal election, provided the municipal

council shall have decided on or before the 1st of December pre-eding the date of such election to submit the question to the electors, and shall not later than the 15th of December, have given due notice of such decision by public advertisement for at least one week in each issue of some daily newspaper published in the municipality.

(4) All the provisions of The Consolidated Municipal Act, 1903, relating to the imposition of penalties and prevention of corrupt practices in connection with elections shall apply to any vote taken under the provisions of this section. (5) No employe shall be required or permitted to work for more than six days of ten hours each in any one week, nor upon any Sunday when he worked the previous Sunday.

(6) For each day on which a breach of sub-section 5 is committed the city or company shall incur a penalty not less than \$25 and not exceeding \$100 recoverable at the suit of any person in any court of competent jurisdiction and any judgment for a penalty shall form a first lien on the property, assets, rents and revenues of the street railway.

(7) Nothing in this section contained shall entitle any street railway company, which has entered into an agreement with any municipal corporation not to run cars on Sunday to run any of their cars on any Sunday unless and until such company shall have received permission from the council of such corporation by by-law to run their cars on Sunday, and then only under and subject to such terms, conditions, stipulations, regulations, obligations, provisos and things as may be contained in such by-law, and also under and subject to such terms, conditions, stipulations, regulations, obligations, provisos and things as may be contained in an agreement to be first made and entered into by such company with such corporation before such company shall be entitled to run any car on any Sunday.

(8) This section shall apply to all railways operated by electricity and street railways whether they are operated on a highway or on a right of way owned by the company.

Projects, Construction, Betterments, Etc.

The Belleville Radial Ry. Co. has been incorporated by the Ontario Legislature. (Apr., pg. 281.)

British Columbia Electric Ry.—A press report states that the company is preparing plans for an office building and terminal station to be erected on the corner of Hastings and Carroll Sts., Vancouver, and that the building will cost \$200,000. (Apr., pg. 281.)

Bullocksville and Alix Electric Ry.—The Alberta Legislature has passed an act authorizing the construction of an electric railway in the districts of Bullocksville and Alix.

Chatham, Wallaceburg and Lake Erie Electric Ry.—A press report states that arrangements are being made for the extension of this railway so as to connect with Blenheim and Ridgetown to the south, and Petrolia and Sarnia to the north.

Cobourg, Port Hope and Havelock Electric Ry.—An act has been passed by the Ontario Legislature incorporating a company with this title, with power to construct an electric railway from Port Hope to Cobourg, thence to Havelock, passing through any or all of the towns and villages lying in its route, with a branch line from Cobourg to Gore's Landing, Rice Lake, and connected with

the main line and other branches. The head offices are to be at Cobourg, the capital is fixed at \$500,000, and the provisional directors are; W. J. Crossen, B. McAllister, T. C. Clapp, S. Huycke, Cobourg; H. T. Bush, Port Hope; J. Knox, Havelock. Special power is given for the purpose of purchasing land and to erect and operate hotels, parks and sanitariums in connection with the railway and branches. (Apr., pg. 281. See also Cobourg Radial Ry.)

Cobourg Radial Ry.—The Ontario Legislature has passed an act incorporating a company with this title instead of the Cobourg, Peterborough and Kawartha Lakes Ry., as the application read, with power to construct an electric railway from Cobourg to the C.P.R. near Havelock, Ont., passing through the townships of Hamilton, Haldimand, Percy, Seymour and Belmont, and the towns or villages of Campbellford, Trent Bridge, Warkworth, Burnley, Centreton and Baltimore; also a line from Cobourg to Lake Chemong or Stoney Lake, passing through the townships of Hamilton, South Monaghan, Otonabee, Douro and Smith, and the villages of Coldsprings, Plainville, Bewdley, Baillieborough, Centreville and the city of Peterborough; together with a branch line from Burnley to Hastings, passing through the village of Roseneath, and the townships of Haldimand, Alnwick and Percy. The head office of the company is to be at Cobourg, the capital \$40,000, and power is asked to issue bonds for \$25,000 a mile. The provisional directors are; F. W. Coolbaugh, R. C. Coolbaugh, Philadelphia, Pa.; J. E. Skidmore, A. L. Jex, G. Greer, N. F. MacNachtan, Cobourg. (See Cobourg, Port Hope and Havelock Electric Ry. Apr., pg. 281.)

Comox Harbor District, B.C.—The British Columbia Government is being asked to incorporate a company under the Tramway Co. Incorporation Act, with the object of constructing a tramway from 750 east from the southeast corner of lot 82, Comox harbor, thence northwesterly for about 20 miles, to the northeasterly end of Campbell's Lake, together with such branch lines, spurs, side tracks and feeders to connect with the said tramway as may be necessary in connection with the same. The provisional directors are: A. D. McRae, T. McLarty, R. L. Craig.

Des Jardins Interurban Ry.—Application was made to the Ontario Legislature for an act incorporating a company with this title, for the purpose of constructing an electric railway from Hamilton to Guelph by way of the Des Jardins Canal, through or over the Burlington heights, along the Griffin Road, by the Grindstone Creek, through Waterdown, continuing therefrom in two divisions—one by way of Flamboro Centre, Carlisle and Freulton, the other by way of Kilbride and the C.P.R. Guelph Junction; and from Hamilton to Galt and Guelph, by way of Dundas and Bullocks Corners; from Hamilton to Burlington by a branch from the first section; and from Waterdown to Aldershot by way of the G.T.R. station. The offices of the company were to be at Hamilton; its capital is \$100,000, and it asked power to issue bonds to the amount of \$25,000 a mile. The provisional directors were to be; J. O. McGregor, W. Attridge, H. Thompson, F. J. Shadle, Waterdown, Ont.; J. A. Griffin, Hamilton, Ont.; J. K. Griffin, Toronto. The application was opposed before the Railway Committee of the Legislature, and was withdrawn. (Jan., pg. 51.)

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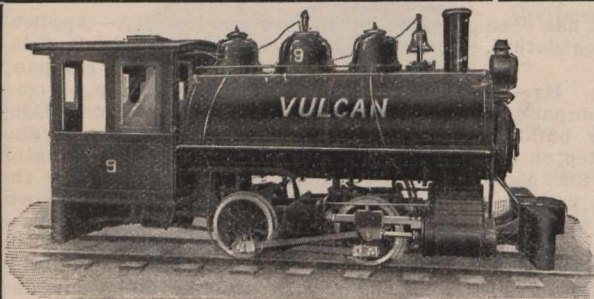
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Dunnville, Wellandport and Beamsville Electric Ry.—The Ontario Legislature has passed an act authorizing the company to construct an extension of its proposed railway from Beamsville to Jordan Harbor. The company by its original act of incorporation was authorized to construct a railway, to be operated by electricity, from Port Maitland to Beamsville, with a branch through Gainsborough, Clinton and Pelham townships to Fenwick. A by-law granting a bonus of \$5,000 to aid in the construction of this railway was lost at Dunnville, Mar. 30, owing to the fact that, although there was a majority of votes cast in its favor, it lacked 15 of the necessary total vote. (Feb., pg. 135.)

The Eastern Ontario Electric Ry. Co.'s application to the Ontario Legislature for an act of incorporation has been passed. (Feb., pg. 135.)

Fundy Tidal Power Co.—Application is being made to the Dominion Parliament for an act incorporating a company with this title, to develop and utilize the tidal power of certain rivers emptying into the Bay of Fundy, and to supply electric energy therefrom. Among the powers asked for in connection with the operation of the company is the right to construct electric tramways and railways.

The Heaps Lumber Co., which has powers under its charter of incorporation to construct tramways, proposes to construct a tramway to be operated by steam, electric power, water, or such other motive power as the company may deem expedient, from lot 438, group 1, New Westminster district, B.C., northerly and easterly to the northeast corner of sec. 25, tp. 15, New Westminster district.

Huron and Ontario Ry.—The Dominion Parliament has granted the company an extension of time within which it may start and complete the construction of the extensive system of electric railways which it is authorized to construct. (Mar., pg. 215.)

Moncton Street Ry., Heat and Power Co.—An agreement between the City Council of Moncton, N.B., and the Moncton Street Ry. Co., with respect to the construction and operation of a street railway in the city has been approved. It is provided that the company is to complete the construction of the line within three years from the date the charter is obtained. For 20 years the company will not pay anything to the city for the use of the streets; for the succeeding 10 years the company will pay 1% of the gross earnings, and for a subsequent period 2% of the gross earnings. The question of whether the city should take over the line at the end of 40 years was not taken into consideration. The N.B. Legislature is being asked to confirm the agreement. (Feb., pg. 135.)

Montreal and Southern Counties Ry.—A number of business men of Montreal were taken over the route of the railway now under construction between Montreal and St. Lambert, Que., April 5. W. B. Powell, on behalf of the company, stated that cars would be running from McGill St., Montreal, to St. Lambert, by July 31. (Apr., pg. 281.)

Montreal St. Ry.—Press reports state that the company is preparing to make a number of additions to its city lines. (Jan., pg. 53.)

Montreal Terminal Ry.—The Dominion Parliament has granted an extension of time within which the company may construct its authorized lines. The sec-

tions of the bill asking for power to construct an elevated railway were withdrawn. The company is owned by the Montreal St. Ry. (Apr., pg. 281.)

Morrisburg Electric Ry.—The Ontario Legislature has authorized the company to construct additional lines in extension of those previously authorized. (Apr., pg. 281.)

Niagara Gorge Rd.—Owing to an ice jam in the Niagara River near Lewiston, N.Y., the water has been raised to such a height that the N.G.R. has been seriously damaged at a number of points, and covered with ice to a considerable height. On April 12 a gang of 300 men were set to work clearing the line preparatory to the necessary repairs being undertaken.

It was stated April 13, as a result of a preliminary examination of the line, after the first break-up of the ice jam that considerable portions of the line will have to be entirely reconstructed, and that when the remainder of the ice goes out, it will be found that so much additional damage has been done, that the whole line from just below the whirlpool rapids to the Lewiston bridge will practically have to be reconstructed. It has been found that whole sections of the line, including ties, rails, telegraph lines, and overhead equipment have been carried away. The guard rail at the brink of the chasm, designed to prevent the cars running over the edge, which cost \$150,000 to install, will be a total loss. It is estimated that it will take between two and three months to reconstruct the line.

Niagara, Lockport and Ontario Power Co.—A U.S. press report states that this company's right of way will be used for the construction of a railway to connect Canadian railway lines with the Lehigh valley Rd. The interests said to be co-operating with the N.L. & O.P. Co. in the project are the G.T.R. and the Pere Marquette Rd. The proposal is said to provide for the construction of a double track third rail line.

Nipissing Central Ry.—The Haileybury, Ont., Town Council has granted a franchise to this company to construct an electric line within the town. Construction is to be started by May 15, and the line is to be completed in the fall. The company has secured a franchise in Bucke tp., and is applying for one in Cobalt. The company proposes to construct a line from Cobalt to the head of the lake, viz.; New Liskeard. The other company desirous of obtaining a franchise at Haileybury was the Cobalt Range Electric Ry. J. W. Fitzpatrick and S. A. Jones are interested in the N.C.R. (May, 1908, pg. 353.)

Ontario Interurban Ry.—An extension of time for the construction of the railways authorized to be constructed by 7 Edward VII, chap. 103, has been granted by the Ontario Legislature. A section provides that sub-sec. 1, sec. 8, of its original act shall be repealed, and it is provided that the company shall have and enjoy all the powers and privileges conferred upon companies by the act respecting companies for supplying steam, heat, electricity, or natural gas for light, heat and power, but the powers conferred by this section shall not be exercised after the extension of five years granted by the bill unless at least four miles of the railway shall have been constructed and placed in operation. (Feb., pg. 136.)

Ontario West Shore Ry.—When this

company's bill was before the Railway Committee of the Ontario Legislature, it was decided not to give legislative approval of the company's application to confirm an agreement to take over the Maitland Power Co. The name of the company was changed as above, the word "electric" having been struck out of the title previously used. (Feb., pg. 136.)

The Ottawa & St. Lawrence Electric Ry. Co. has been incorporated by the Ontario Legislature. (Apr., pg. 281.)

People's Ry.—The Ontario Legislature has passed an act incorporating a company with this title, with power to construct an electric railway from Woodstock by way of Plattsville, New Hamburg, Baden, Berlin, Guelph, Fergus and Elora to Arthur, with a branch from near New Hamburg, via Tavistock, to Stratford. The head offices are to be at Berlin, Ont.; the capital stock is fixed at \$1,000,000, and it asks power to issue bonds for \$20,000 a mile. The provisional directors are: W. A. Bugg, A. N. Warfield, J. McNeel, Toronto; J. H. Wood, Hereford, Eng.; J. C. Madden, Calgary, Alta.; N. R. Bugg, Bright, Ont.; R. E. MacNeel, Delphi, Ind.

A plan of the route of the projected line shows a line from Guelph to Stratford, passing through Mosborough, Breslau, Berlin, Petersburg, Baden, New Hamburg and Tavistock, with branches from Petersburg southerly through New Dundee to Ayr; from Baden northerly to Wellesley, and from New Hamburg southerly through Plattsville, Bright and Innerkip to Woodstock. A line is also projected from Guelph northerly through Elora and Fergus to Arthur.

The taxpayers of New Hamburg passed a by-law Mar. 29 to take \$20,000 of stock in the company. (Mar., pg. 215.)

Rupert District, B.C.—Application is being made to the British Columbia Government for the incorporation of a company, under the provincial Tramway Co. Incorporation Act, for the purpose of constructing a tramway in Rupert district, Comox Division, Vancouver Island, B.C. The route of the projected line is described as follows: Commencing on the east shore of Nimpkish Lake on sec. 20, thence northerly to May's Bay, on Broughton Straits, in sec. 2, tp. 1, Rupert district, about six miles. The provisional directors are: A. H. Stracy, M. N. Garland and C. F. Dickinson, Vancouver, B.C.

Simcoe Ry. and Power Co.—The Ontario Legislature has incorporated a company with this title with power to construct an electric railway from Penetanguishene through Victoria Harbour, Sturgeon Bay, Tannerville, Waubaushene, Fesserton and Midland to Coldwater, to develop water power at the Big Chute on the Severn River, and to distribute electric energy. The company has secured a lease from the Crown of the water power and the rates to be charged are to be fixed by the Hydro-Electric Commission. The provisional directors are: J. Playfair, D. L. White, W. Finlayson, Midland, Ont.; C. H. Sheppard, W. H. F. Russell, Waubaushene, Ont.; W. J. Lovering, Toronto. (Apr., pg. 283.)

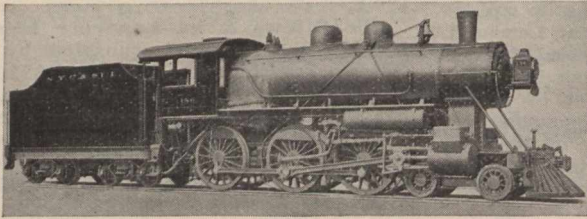
Stratford and St. Joseph Radial Ry.—The Ontario Legislature has extended the time within which this projected electric railway to connect Stratford with St. Joseph, Lake Huron, may be constructed. (Apr., pg. 283.)

Sydney and East Bay Ry.—Application is being made to the Nova Scotia Legislature for an act incorporating a company with this title to construct an elec-

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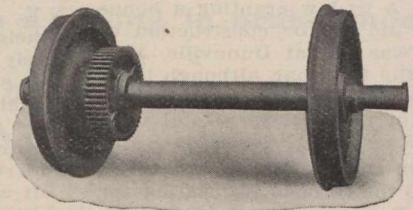
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**MALLEABLE IRON AND STEEL CASTINGS
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FOR RAILWAYS, TRAMWAYS,
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LOCOMOTIVES, CARS AND
OTHER EQUIPMENT.

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THE PRESTON CAR & COACH CO.
PRESTON, ONT. Limited

—MANUFACTURERS OF—
Steam and Electric Railway Cars

tric tramway, or a tramway or railway operated by any other motive power, from Sydney to East Bay, with power to extend through districts eight and 13 of Cape Breton County, and to construct branch lines. The capital is to be \$500,000, and power is asked to increase this to \$1,000,000; provision is also made so that the County of Cape Breton may grant aid at the rate of \$2,000 a mile for 17 miles, in addition to one-half the cost of the right-of-way, when the same is not along the public highway. The provisional directors are: T. Cozzolino, J. C. Larder and J. B. McCormack. (See Dominion Ry. and Plaster Co., Mar., pg. 214.)

Tillsonburg and Southern Counties Radial Ry.—The Ontario Legislature has passed an act incorporating a company with this title, with power to construct an electric railway from Tillsonburg and from Port Burwell, or at one or more of these points simultaneously, and radiate therefrom into and through the townships of Middleton, Houghton, North Walsingham, Bayham, South Dorchester, and Westminster. The railway may also be extended to London, Woodstock and Ingersoll, with the consent of the municipalities, or with the approval of the Ontario Railway and Municipal Board, should the company and the municipalities fail to reach an agreement. The company is authorized to use steam as a motive power for construction purposes. The capital of the company is fixed at \$150,000, with power to increase by \$15,000 per mile of line constructed, and authority is asked to issue bonds to the amount of \$30,000 a mile for the line between Tillsonburg and Port Burwell, and of \$25,000 a mile for the other lines. The provisional directors are; W. S. Law, E. Law, J. Smith, Tillsonburg; S. S. Clutton, Vienna, Ont.; C. Law, Toronto. (Mar., pg. 215.)

Toronto and York Radial Ry.—The Legislative Committee of York Township Council passed a resolution April 10, to apply to the T. & Y.R. Co. to ascertain if something could not be done to establish markets at North Toronto, Sunnyside and Kingston Rd., to help producers who claim that the city market is of no benefit to them. (Feb., pg. 137.)

Toronto, Niagara and Western Ry.—The Dominion Parliament has granted an extension of time for the construction of the projected electric railway from Toronto to Niagara and from Niagara westerly to Brantford and other points. (Apr., pg. 283.)

The Toronto Ry. Co. started laying new rails on sections of Yonge St. on April 14, and similar work is in progress on other lines in the city. The question of the new lines to be constructed is still undecided, although the Mayor stated recently, after a conference with the company's officials, that about 15 miles would be constructed this year. The Board of Control decided later to recommend that the city bear the expense of constructing the sub-structures on the streets where new rails are being laid by the company. (Apr., pg. 283.)

Toronto Suburban Ry.—The Ontario Legislature has extended the time within which the company may construct extensions from Weston and Lambton, Ont. to Brampton, 13 miles, thence to St. Catharines and Port Colborne, Ont., and the other from Lambton Mills to Niagara Falls. A. H. Royce, President, informed the Railway Committee of the

Legislature that the company proposed to erect a bridge at Lambton which would cost \$100,000. The committee was also given to understand that the company proposed to proceed with construction on the Weston-Brampton extension this year. (Mar., pg. 215.)

Yarmouth and Digby Electric Ry.—Application is being made to the Nova Scotia Legislature for an act incorporating a company with this title to construct an electric tramway or railway from Yarmouth through the Yarmouth and Digby Counties to Bear River, with all necessary powers incidental to carrying on the business of an electric railway company. The provisional directors are B. G. Burrill, B. B. Law, J. M. Lovett, Yarmouth; J. A. Dickey, F. B. McCurdy, Hon. B. F. Pearson, Halifax; Hon. A. H. Comeau, Meteghan River, N.S.

Yarmouth and Eastern Ry.—The Nova Scotia Legislature has under consideration an act for the incorporation of a company with this title with power to construct a railway, to be operated by steam, electricity or any other motive power, from Yarmouth to Tusket Wedge, with such branch lines as may be necessary. It is provided that the portion of the line in Yarmouth shall be constructed and operated only by permission of, and arrangement with the Yarmouth St. Ry. The company asked power to generate electric energy, and to supply power and light in places along the railway route. The capital is fixed at \$100,000, but power is asked to increase it to \$250,000. The provisional directors are; B. G. Burrill, B. B. Law, Yarmouth; J. A. Dickie, Halifax, N.S.

Electric Ry. Finance, Meetings, Etc.

British Columbia Electric Ry.—Gross earnings for Feb., \$181,638; operating expenses, \$99,969; net operating earnings, \$81,669; renewal funds, \$13,958; net earnings, \$67,711; approximate income from investments, \$13,550; net income, \$81,261; against, \$163,961 gross earnings; \$84,670 operating expenses, \$79,291 net operating earnings; \$10,750 renewal fund; \$68,541 net earnings; \$1,036 approximate income from investments, \$79,577 net income for Feb., 1908. Aggregate gross earnings for 8 months ended Feb. 28, \$1,525,557; net earnings, including approximate income from investments, \$711,266, against \$1,331,921 gross and \$662,619 net for same period, 1907-08.

The Edmonton, Alta., St. Ry. during the three months ended Mar. 31, carried 316,605 passengers, and showed gross earnings of \$13,831.30. The line was only opened in Nov., 1908.

Halifax Electric Tramway.—Railway receipts for Mar., \$13,558.21, and for 2 weeks ended Apr. 14, \$6,686.16, against \$12,718.27 and \$6,028.71 for similar periods 1908. Total receipts for 3 months ended Mar. 31, \$39,880.82 against \$37,910.73 for same period 1908.

London St. Ry.—Gross earnings for Mar., \$18,080.01; expenses, \$13,411.91; net earnings, \$4,668.10; against \$16,907.90 gross earnings; \$13,015.97 expenses; \$3,891.93 net earnings for Mar., 1908. Aggregate gross earnings for 3 months ended Mar. 31, \$52,314.84; expenses, \$39,121.40; net earnings, \$13,193.44; against \$50,287.14 gross earnings; \$38,731.69 expenses; \$11,555.45 net earnings for same period 1908.

Montreal St. Ry.—Total earnings for

Mar. \$298,727.87; expenses \$206,832.03; net earnings \$91,895.79; city percentage on earnings \$20,540.26; interest on bonds and loans \$14,861.91; rent leased lines \$498.67; surplus \$55,994.95; against \$288,674.07 total earnings; \$202,389.80 expenses; \$86,284.27 net earnings; \$19,794.64 city percentage on earnings; \$17,879.57 interest on bonds and loans; \$444.43 rent leased lines; \$48,165.63 surplus for Mar., 1908. Aggregate gross earnings for 6 months ended Mar. 31, \$1,813,342.55; net \$646,958.83; total charges \$181,242.58; surplus \$465,716.25; against \$1,747,136.88 gross earnings; \$691,271.15 net earnings; \$186,253.32 total charges; \$415,017.83 surplus for same period 1907-08.

Quebec Ry. Light and Power Co.—The proposed reorganization of the company, it is stated, will include the introduction of new capital in order to provide for the construction of increased mileage, additional rolling stock, and further developments of power plant. It has been officially stated that although the C.P.R. has an unexpired option on a controlling interest, it is not now negotiating for control, but that the new capital is to be introduced by a syndicate of British and French capitalists.

St. John, N.B., Ry.—Negotiations are in progress between the company and the city council for a new agreement for the operation of the railway.

Toronto Ry.—Gross earnings for Feb. \$275,244; expenses \$148,950; net earnings \$126,294; against \$261,234 gross earnings; \$150,977 expenses; \$110,257 net earnings for Feb., 1908. Aggregate gross earnings for 2 months ended Feb. 28, \$563,625; net earnings \$262,624; against \$530,959 gross, and \$222,512 net for same period 1908. Approximate gross earnings for Mar. \$297,742.61; against \$272,407.85 for March, 1908.

Toronto Suburban Ry.—The Ontario Legislature has approved and confirmed the deed of mortgage to the National Trust Co., to secure a mortgage of \$30,000 a mile in respect of additional lines to be constructed from Weston to Brampton, Ont., from Lambton to Hamilton and other points.

Electric Railway Notes

No, the Gorge Railway is not a road solely devoted to dining cars.—Toronto Globe.

The Halifax Electric Tramway Co., recently received from the Ottawa Car Co. two semi-convertible pay-as-you-enter cars, 21 ft. long.

The Hamilton St. Ry. and its employes have arranged a new schedule of hours, and conditions of work, which went into effect, April 1.

The Calgary St. Ry. has ordered 8 semi-convertible pay-as-you-enter, 10 cross seat cars, 40 ft. long, for early delivery, from the Ottawa Car Co., Ltd.

The Ottawa Electric Ry. recently received from the Ottawa Car Co. 6 semi-convertible pay-as-you-enter cars, 21 ft. bodies, and has ordered six more similar cars for early delivery.

The B.C. Electric Ry. has ordered in England three 50-ton locomotives, of 640 h.p., complete with electrical equipment, suitable for operating on a 600-volt circuit, for its Fraser Valley branch.

The Winnipeg Electric Ry.'s employes have asked for the appointment of a conciliation board to enquire into the

claims made by them against the company. They are asking for a 9-hour day, at the same rate of pay as for the present 10-hour day.

The Montreal St. Ry. is enforcing a by-law to prevent spitting on the floor, platform or any part of a car. The by-law provides a fine of \$40 for each offence. The first two offenders were each fined \$1, with the option of 8 days' imprisonment, Apr. 4.

G. W. Lang, Assistant Superintendent Ottawa Electric Ry., was presented with a purse of gold Mar. 26, on his leaving the company after 18 years' service. He and his family subsequently left for Calgary, Alta., where he intends entering the real estate and insurance business.

The Board of Railway Commissioners has ordered the Grand Valley Ry. Co. to equip all its cars, including electric freight motors, as well as passenger motors and trailers, and the cars of any companies controlled or operated by it, except the Brantford St. Ry., with air brakes by July 1, next.

The campaign against that most objectionable habit of spitting in cars—or elsewhere—is being prosecuted by the London St. Ry., by the handing of a card by the conductor to the offender, reading as follows: "You are violating the law against spitting. You are subject to a fine of \$50, by order of the City Council."

The Montreal Recorder in giving judgment, Mar. 31, in the case of the city against the Montreal St. Ry., wherein the city alleged that the company was not giving a satisfactory service in St. Denis St., said the evidence showed that the company was giving a far better service than it was required to under its contract.

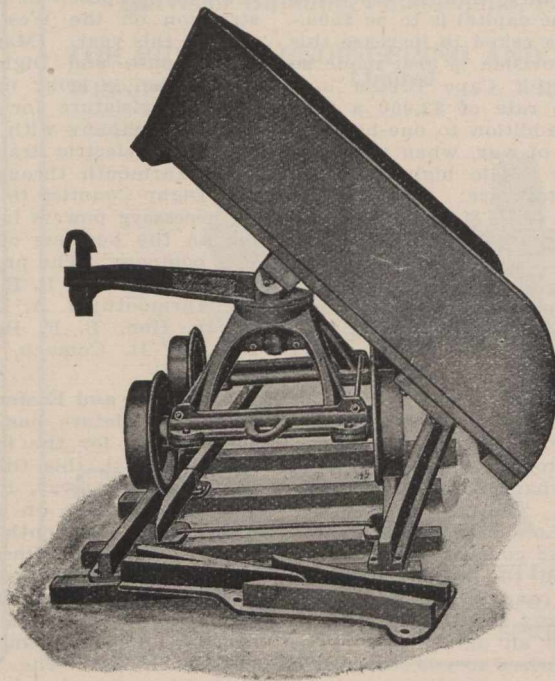
The B.C. Electric Ry., which recently undertook a survey of Sumas district, with the view of dyking the land for reclamation purposes, has decided, in view of the prohibitive cost, to abandon the scheme. This abandonment will not, it is stated, affect the construction of the company's Chilliwack extension which is being pushed to completion.

The Hull Electric Co. has ordered from the Ottawa Car Co. two semi-convertible cars, 21 ft. bodies, of which the principal dimensions are: Length, over all, 30 ft.; over vestibule, 29 ft.; width, inside, 6 ft. 2 in.; over all, 7 ft. 6 in.; height, inside, 8 ft. 2 in.; weight of car body, 13,000 lbs.; wheel base, 8 ft. 0 in.; seating capacity, 28; for delivery in June.

The Winnipeg Electric Ry. has been allowed to amend its statement of defence in the actions brought against it by the City Council. The city seeks to recover penalties alleging that the cars are not being operated in accordance with the agreement, and that the company is distributing electric energy in the city without having obtained Council's consent.

The Toronto and York Radial Ry. has purchased from the Fairmount Transportation Co., of Philadelphia, Pa., eight cars for use on the Glen Grove Division of the Metropolitan Ry., and for other divisions. These cars, which have only been in use about 4 months were built in 1906, are 31 ft. long inside of corner posts, 41 ft. long over all, and have a seating capacity for 44 persons. They are of standard specification and finished in oak, with 18 walk-over seats covered with rattan, and longitudinal seats at each end.

Champion Revolving Dump Car

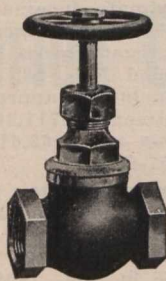


The CHAMPION CAR is radically different from any now on the market. It is simple, strong, compact and being built entirely of iron except the bed, is extremely durable. The bed revolves and may be dumped on either side or end. Write for catalogue of cars and drums.

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STRICTLY
HIGH GRADE.
TESTED &
PACKED



THE KERR ENGINE CO. LIMITED
VALVE AND HYDRANT MANUFACTURERS
WALKERVILLE, ONT.

Grain Elevator Notes

The Saskatchewan Western Elevator Co., Ltd., is arranging to erect an elevator at Tugaskie, Sask.

The work of excavating for the erection of the G.T.P. elevator at Fort William, Ont., is reported to have been nearly completed.

The G.T.R. elevator at Port Colborne, Ont., was damaged during a wind storm, Apr. 7, the north side being blown down.

The Farmers' Elevator Co., Ltd., is said to be arranging to erect a 30,000 bush. elevator at Melita, Man., alongside its present one.

The National Elevator Co., organized in Buffalo, N.Y., is stated to be planning to build a number of elevators throughout the Canadian grain provinces.

J. C. White, of Duluth, Minn., is reported to have purchased about 400 ft. of water frontage at Eburne, B.C., on which he proposes to erect an elevator.

The C.P.R. is reported to be negotiating with T. Henshaw, Vancouver, B.C., for the purchase of a site for the construction of an elevator there during the year.

The Ogilvy Milling Co.'s elevator at Willow Range, Man., together with 13,000 bush. of grain, was destroyed by fire recently. The loss is estimated at \$20,000.

The National Elevator Co., Ltd., has been registered under the Northwest Territories Ordinance respecting foreign companies, to carry on business in Saskatchewan.

The Thunder Bay Elevator Co., Ltd., has let a contract to Barnett and McQueen, Fort William, Ont., for the erection of a 1,000,000 bush. elevator at Port Arthur, Ont.

The Thunder Bay Elevator Co., has applied to the Governor-General-in-Council for approval of a plan and site for the construction of a grain elevator, docks and trestle, at Port Arthur, Ont.

A contract has been let to the Barnett and McQueen Co. for the erection of a 600,000 bush. elevator at Fort William, Ont., for the Western Elevator Co. The building, which will comprise a steel working house and tile storage, is to be completed by the fall.

J. E. Dalrymple, Assistant Freight Traffic Manager, G.T.P.R., on his return to Winnipeg from an inspection trip to Battle River, Sask., is reported to have said: "There will be between 30 and 35 new elevators under construction along the G.T.P.R. in a few weeks."

The Alberta Grain Co., which controls 14 elevators in that province, is about to remove its headquarters from Strathcona to Calgary. The company absorbed the old Dominion Elevator Co., some time ago, and is closely allied with the Northern Elevator Co., of Manitoba.

The Thunder Bay Elevator Co., Ltd., incorporated under the Dominion Companies Act, has been licensed under the Act respecting extra provincial corporations, to carry on business in Ontario, with J. P. Jones, Elevator Superintendent, Port Arthur, Ont., as its attorney.

A delegation representing Manitoba, Saskatchewan and Alberta farmers waited on the Minister of Trade and Commerce at Ottawa recently to urge their views regarding Government control of terminal elevators, and also called on the Minister of Railways, respecting some proposed amendments to the Railway Act, regarding car supply, etc.

Government Ownership of Elevators.

The Manitoba Premier moved the following resolution in the Legislature Mar. 4: "That a memorial be presented to the Governor-General in council setting forth that: Whereas the farmers of Manitoba are dissatisfied with the present arrangements for storing grain at initial points, the elevators being in the hands of the grain dealers; and, whereas farmers believe that it would be in their interests and in the interests of the public generally that the initial elevators be publicly owned and controlled; and whereas, under our constitution, the power to control and regulate the storage and handling of grain, the weights and grades, the power to control and regulate the transportation companies and make the provision for the granting of elevator sites on railways as well as the distribution of cars, and generally all matters relating to the grain trade of Canada, rests in the Federal Parliament and not in the provinces, as provided in the British North America Act. Therefore, this assembly begs to call your Excellency's attention to the desirability of the Government of Canada dealing with the initial elevator situation either by making provision for government ownership and operation of the grain elevators in Manitoba; or, by having conferred upon this province, either by Dominion or Imperial legislation, the power to fully deal with the question of storage, transportation and grading of grain."

After considerable discussion, in the course of which an amendment was ruled out of order, as it was considered as dealing with the expenditure of public money, the resolution was carried without a division.

Grain Elevators and Warehouses.

Following are particulars of the licensed grain elevators and warehouses in the Manitoba Grain Inspection Division, including the provinces of Manitoba, Saskatchewan, Alberta, and British Columbia, with Ontario terminals and eastern transfer elevators on the C.P.R., C.N.R., G.T.P.R., I.C.R. and Alberta Ry. and Irrigation Co.'s Ry.:

| | Stations | Elevat ors. | Ware houses | Capacity, bush. |
|------------------------------------|----------|----------------|----------------|--------------------|
| MANITOBA DIVISION— | | | | |
| C.P.R. | 355 | 949 | 28 | 29,810,900 |
| C.N.R. | 206 | 386 | 12 | 10,853,500 |
| G.T.P.R. | 39 | 47 | 1 | 1,409,000 |
| G.N.R. (U.S.) | 2 | 23 | .. | 670,000 |
| A. Ry. & I. Co. | 7 | 11 | .. | 294,000 |
| ONTARIO TERMINALS— | | | | |
| C.P.R. | 3 | 10 | .. | 13,152,700 |
| C.N.R. | 1 | 2 | .. | 7,000,000 |
| | 633 | 1,428 | 41 | 63,190,100 |
| EASTERN TRANSFER ELEVATORS— | | | | |
| C.P.R. | 5 | 8 | .. | 5,877,000 |
| G.T.R. | 6 | 7 | .. | 7,449,000 |
| C.N.R. | 1 | 1 | .. | 500,000 |
| I.C.R. | 2 | 2 | .. | 1,000,000 |
| | 14 | 18 | .. | 14,826,000 |
| Total | 647 | 1,446 | 41 | 78,016,100 |

Arranged according to provinces the figures are:

| | Stations | Elevat ors. | Ware- houses. | Capacity bush. |
|------------------------------------|----------|----------------|------------------|-------------------|
| Manitoba | 307 | 689 | 13 | 20,852,500 |
| Saskatchewan | 254 | 615 | 14 | 17,924,500 |
| Alberta | 65 | 109 | 14 | 4,092,400 |
| Brit. Columbia | 3 | 3 | .. | 168,000 |
| Ontario Term'ls. | 4 | 12 | .. | 20,152,700 |
| | 633 | 1,428 | 41 | 63,190,100 |
| EASTERN TRANSFER ELEVATORS— | | | | |
| Ontario | 9 | 11 | .. | 9,745,000 |
| Quebec | 2 | 4 | .. | 3,081,000 |
| N. Brunswick | 2 | 2 | .. | 1,500,000 |
| Nova Scotia | 1 | 1 | .. | 500,000 |
| | 14 | 18 | .. | 14,826,000 |
| Totals | 647 | 1,446 | 41 | 78,016,100 |

MARINE DEPARTMENT

Lake Freight Line Changes

Mackenzie, Mann & Co., Ltd., who hold a controlling interest in the Canadian Lake & Ocean Navigation Co., Ltd., decided recently to take over the management of the company, and the offices have been removed from 10 Wellington St. East, Toronto, to the Canadian Northern building, 9 Toronto St. J. H. Plummer, President, and Frank Plummer, General Manager, have resigned from the board, their places being taken by D. B. Hanna, Third Vice-President, and F. H. Phippen, General Counsel, Canadian Northern Ry., Mr. Hanna succeeding J. H. Plummer as President. The other directors are: Z. A. Lash, Director and Consulting Counsel, C.N.R.; Hugh Sutherland, Executive Agent, C.N.R.; L. Lukes, of Mackenzie, Mann & Co.'s staff; F. Nicholls, of the Canadian General Electric Co., and Sir Henry M. Pellatt. F. Plummer has also retired from the General Managership. Capt. J. Foote remains at Marine Department. W. Phillips, General Eastern Agent, C.N.R., has been placed in charge of the C.L. & O.N. Co.'s traffic matters, and A. J. Mitchell has been appointed Secretary-Treasurer of the latter company.

As a result of the change in management, the C.L. & O.N. Co.'s three freight steamships, A. E. Ames, H. M. Pellatt and J. H. Plummer, will not run this season in the Canadian Lakes Line, but will become part of the Merchants' Mutual Line, to which reference is made further on. The C. L. & O. N. Co.'s other four vessels, the Scottish Hero, Turret Cape, Turret Chief and Turret Court, will continue to run in the bulk ore, coal and grain carrying trade, on the Great Lakes as heretofore.

The Canadian Lake Line will operate this year with seven vessels, instead of nine as heretofore. This line succeeded the Montreal Lake Superior Line, which was organized in 1902, the vessels operated by it being owned by the Canadian Lake & Ocean Navigation Co., R. O. and A. B. Mackay and Capt. Fairgrieve. In 1907 the Mackay boats were withdrawn, and the Canadian Lake Line was formed, comprising boats owned by the Canadian Lake & Ocean Nav. Co., the Canadian Lake Transportation Co. and Capt. Fairgrieve. This year the line will operate the Canadian Lake Transportation Co.'s five vessels, the Corunna, Kenora, Nevada, Regina and Tagona, Capt. Fairgrieve's Arabian, and J. B. Miller's Seguin. The Canadian Lake Transportation Co. is managed by C. H. F. Plummer. F. Plummer will retain his connection with that company, and with the Canadian Lake Line. The other officials of the line are H. A. Young, Trame Manager, Toronto; E. C. Boland, City Freight Agent, Toronto; J. J. Nelligan, General Agent, Montreal; E. J. Jordan, City Freight Agent, Hamilton; E. C. Philpott, General Agent, Cleveland, Ohio; W. Askin, Western Agent, Winnipeg.

The Merchants' Mutual Line will this season comprise the following 11 vessels: Ames, Plummer and Pellatt, owned by Canadian Lake & Navigation Co.; Acadian, Canadian, and Wasaga, owned by Mutual Steamship Co.; Alliance, owned by Montreal Transportation Co.; Beaverton and Mapleton, owned by Merchants' Steamship Co., Edmonton, and Haddington, owned by Mathews' Steam-

FENCE TALK NO. 4

Before you buy or recommend your company to buy any fence wire—even Page Fence—make it prove up its value. Then you'll know what you're getting. Test it two ways, thus:

Insist on being supplied with a piece of high carbon from the horizontal wire from a roll of Page fence and a like piece of hard drawn wire from any other fence. Now for the fire-test. Heat both pieces cherry-red; cool them in cold water, and start to bend them.

The high carbon wire will have taken such a temper that after breaking off a piece the fresh end will cut glass—because it is "high-carbon" steel that takes a temper. That proves its toughness, its hardness, its power to stretch farther, stay tighter, and sag never.

The other wire will bend like copper wire—because it is only hard drawn steel, that won't take a temper. That shows it up as soft, weak—breaks at 1,800 lbs., compared with Page "High Carbon" wire that stands 2,400 lbs. tensile strain. Shows it up, too, as sure to sag, hard to make tight, certain to give out sooner by far.

And then the eye-test—look at the locks of the other fence. Cut one apart. Study it where the wires cross; look for marred surface where the cross comes—that means weakness. Then look at the cut-apart Page lock—positive, cannot slip a little bit, shows no sign of squeezing or pinching.

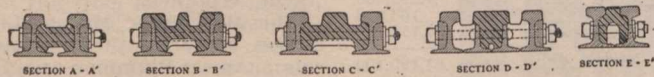
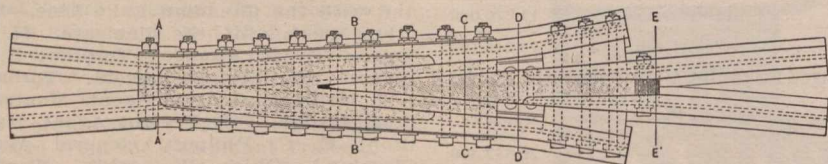
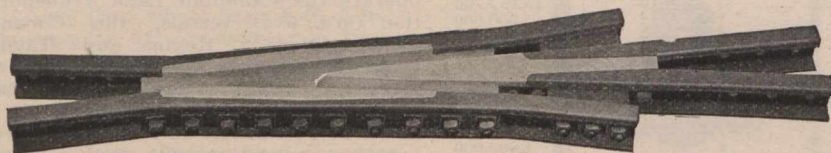
Look, too, that the running wires are wavy enough to allow amply for expansion and contraction—as the Page does.

Last, the third test—the cost-test. A Page "High Carbon" Fence stands up and stands tight on two posts to any other wire's three. Figure the fence-posts saved, digging labor saved, and the time saved in putting up the fence.

Apply every test—and you will choose Page Fence every time. Send now for valuable free book that teaches how to make sure of fence value before you buy. Write for it to the Page Wire Fence Co., Ltd., Walkerville, Toronto, Montreal, St. John, Vancouver, Victoria, and find out why.

"Page Fences Wear Best"

FOR HARD SERVICE, USE

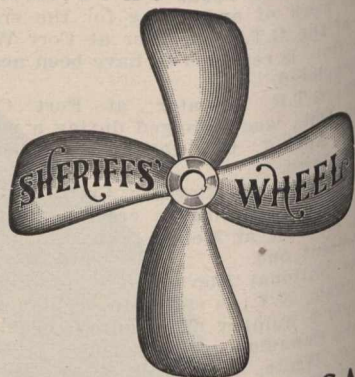


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 WELLAND, ONT. Limited

ship Co.; Bickerdike, owned by Montreal & Great Lakes S.S. Co. The Merchants' Mutual Line has offices at 8 Wellington St. East, Toronto, J. W. Norcross & Co. being General Agents. The other officials are: W. E. Burke, Traffic Manager, Toronto; C. A. Jaques, General Eastern Agent, Montreal; G. Somerville, Local Agent, Toronto; Percy Grant, Agent, Hamilton, Ont.; L. H. Tucker, Agent, Cleveland, Ohio; H. Browning, Traveling Freight Agent, Detroit, Mich.; W. H. Hall, Agent, Port Arthur; L. H. Wolvin, General Western Agent, Winnipeg.

Atlantic and Pacific Ocean Marine

The C.P.R. s.s. Empress of Japan has been equipped with Marconi wireless telegraph apparatus.

The Government s.s. Lady Grey arrived at Montreal Apr. 19, and reported that there was a clear channel in the St. Lawrence River to the sea.

The total value of exports to Mar. 31, for the winter season from St. John, N.B., was \$17,393,588, of which Canadian goods were valued at \$12,262,582; the remainder being produced in the U.S.

We are officially advised that the statement recently made in the daily press, which we mentioned in our Apr. issue, to the effect that the keels of two vessels had been laid at Govan, Scotland, for the C.P.R., is incorrect.

The Dominion Department of Agriculture, which recently received offers for a steamboat required for the quarantine service at Halifax, N.S., has not accepted any of them, as the vessels offered did not come up to the requirements.

It was recently reported that the R. A. Alley Steamship Co. was about to withdraw its vessels from the route between Vancouver and New Zealand, but this has not been confirmed. The vessels are being operated under a contract, and it is said that no proposal has been made to cancel it.

In the British House of Commons, Apr. 5, in response to questions regarding the progress of the "all red" route scheme, the Parliamentary Secretary to the Board of Trade, referred the question to previous replies on the same subject, from which it was gathered that no progress was being made.

Capt. Maas, of the German cadet ship Freya, has been exonerated from all blame for running down the U.S. schooner Mary and May, near Halifax, N.S., in Aug., 1908. The Board of Inquiry at Berlin, Germany, declared that he had manoeuvred correctly in all respects and that the accident was unavoidable.

H. Wiegand, General Director, North German Lloyd, died at Hamburg, Prussia, Mar. 29, after a long illness. The North German Lloyd is part proprietor of the Canada Line, which inaugurated its service between Canada and German ports, by the arrival of the s.s. Prinz Oskar, at St. John, N.B., Apr. 5.

It is stated that the first ocean-going vessel to be equipped with a wireless telegraph apparatus was the C.P.R. s.s. Lake Champlain, in 1891, then owned by the Elder Dempster Co., and operated by the Beaver Line. This was probably done for experimental purposes only, as the installation was not maintained.

The Quebec Steamship Co., Ltd., held its annual meeting at Quebec Apr. 5. Following are the officers and directors for the current year; President, W. Price, M.P.; Vice-President, J. T. Ross; Secre-

tary, A. Ahern; other directors, Hon. J. Sharples, G. D. Davie, Sir George Garneau, G. H. Thomson, and H. E. Price.

The C.P.R., which during the past year, has had under charter, the steamships Lennox and Glengarry, will not, it is stated, renew the charters, but has made arrangements with the Bank Line, Ltd., of Seattle, Wash., to operate a service between Vancouver and Hong Kong. The vessels to be used in this service are the Gymeric, Kumeric, Inveric and Suveric.

The Union Steamship Co., which receives a subsidy of about \$330,000 a year, contributed by Canada, Australia and Fiji for a mail service, is pressing for an increase of about \$95,000 when the present contract expires in July. In return for this, the company would provide a 14-knot service, by which the voyage from Vancouver to Brisbane would take 22½ days.

The White Star-Dominion Line s.s. Laurentic sailed from Liverpool, Eng., Apr. 29, for Quebec and Montreal, thus inaugurating the new service between Great Britain and Canadian ports. This is the Laurentic's maiden trip, the results of which will be of considerable interest owing to the adoption for the first time of the combination of turbine and reciprocating engines on an ocean-going vessel.

The C.P.R. is increasing its harbor accommodation at Vancouver by the construction of four large piers, one of which is nearing completion, being about 600 ft. long. On this pier will be built two freight sheds, with rail tracks between. The other piers will be longer than the first one and will be fully equipped with sheds and tracks, chiefly for handling the increasing through Oriental traffic.

Maritime Provinces and Newfoundland.

The name of the steam tug Planet has been changed by order in council to Racey.

Capt. W. H. Kent, of the Dominion Government fisheries cruiser Petrel, died at Liverpool, N.S., Apr. 4.

The Newfoundland sealing steamer Vanguard was abandoned in the ice near St. John's, Apr. 14, with her main shaft broken. The whole of her season's catch of 9,000 seals went down with her.

The name of the schooner Peerbastah, built at Bath, Me., and purchased from U.S. owners, has been changed by order-in-council to Myrtle Mack, and her registry at Richibucto, N.B., in that name, under No. 116,687, as given in our April issue, has been confirmed.

The port of St. Andrew's, N.B., formerly under the survey of St. Stephen, has been declared a warehousing port, and the outports of Campobello, North Head, and Lord's Cove, and the preventive stations at Grand Harbor and Wilson's Beach, have been detached from St. Stephen and attached to St. Andrew's.

The Dominion Government has erected a lighthouse tower, at Eatonville, Chignecto Channel, in the Bay of Fundy, which will be operated from May 1. The tower, which is placed 85 ft. south of the breakwater on the south side of the Eatonville River mouth, and 132 ft. from the shore at high water, is 22 ft. high, with a fixed red light 24 ft. above high water mark. The illuminating appara-

tus is dioptric of the fifth order, and the light will be visible at 6 miles from all points.

The Governor-General-in-council has declared Freeport, N.S., to be a public harbor, under the provisions of the Canadian Shipping Act, cap. 113, R.S.C. 1906. The area covered is as follows: All the waters of Grand Passage and its tributary bays and streams east of a line following midchannel between North Point, Brier Island, and Cow Ledge Shoal, between Passage Shoal and Long Island, and between Peter Island and Long Island, south of a line drawn due east from the extremity of North Point, Brier Island; north of a line drawn due east from the north limit of Hog Yard Cove, Brier Island; and continuing up the St. Mary's bay shore of Long Island inside the line of 20 fathoms water to a line drawn due east from the north point of Plumb Cove.

Province of Quebec Marine

The Crown Exploration and Development Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$1,000,000 and office at Montreal, with power, among other things, to build, purchase or otherwise acquire, and operate steam and other vessels. R. Reford and W. I. Gear, steamship agents, are among the provisional directors.

The Fraserville Navigation Co., Ltd., has been incorporated under the Dominion Companies Act with a capital of \$50,000, and office at Fraserville, Que., to carry on a general navigation business in Canada and elsewhere. The provisional directors are: A. de St. Aubin, L. Fortin, J. Hamel, C. Boucher, G. G. Grundy, Superintendent, Temiscouata Ry., all of Fraserville, Que.

The Department of Marine has established a lighthouse on the extremity of St. Pancras Point, on the east side of English Bay, north shore of the St. Lawrence. The tower which is erected 120 ft. from the water's edge, is 37 ft. high, exhibiting a fixed white light 82 ft. above high water mark. The illuminating apparatus is dioptric of the fifth order, and the light is visible at 14 miles distance.

The Keystone Transportation Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$100,000 and office at Montreal, to purchase, build, deal in, and operate steam and other vessels, and to carry on the business of ship-owners, wharfingers, etc., and general carriers by land and water. The provisional directors are: R. C. McMichael, R. O. McMurtry, F. G. Bush, M. J. O'Brien, H. H. W. Jackson, Montreal.

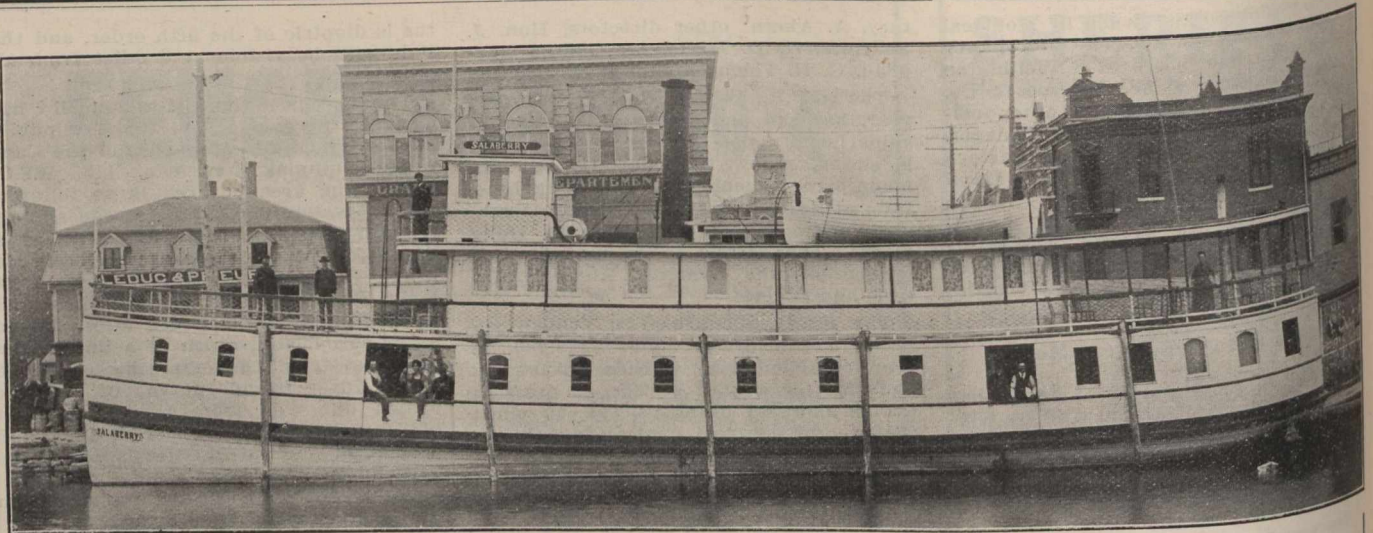
Ontario and the Great Lakes.

A council of the National Association of Marine Engineers of Canada has been formed at Midland.

The Inland Navigation Co.'s steamboat, at present building at Detroit, Mich., will be named Stawacona.

A scheme is on foot in Owen Sound to form a company to construct and operate a drydock there at a cost of about \$100,000.

The name of the steamboat D. C. Whitney, No. 122435, Sault Ste. Marie, has been changed by order-in-council to Gargantua.



FOR SALE

Passenger and Freight Steamer in first-class condition, practically new, built of oak

DIMENSIONS :

Length, 99 ft. 5 in.; Breadth, 21 ft. 6 in.; Depth in Hold from tonnage deck to ceiling at amidships, 5 ft. 4 in.; Fitted with compound engine, 13 1-2 N.H.P.; Gross tonnage, 222 tons; Net tonnage, 141.95 tons.

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TIMBER, RAILWAY TIES, TELE-
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BOX SHOOKS.

The name of the steamboat Harrison, No. 61,153, registered at Owen Sound, has been changed by order-in-council to Churchill.

Capt. J. McInnes, owner of the fishing tug Primrose, of Meaford, fell overboard, Apr. 10, while bringing the vessel from Owen Sound, and was drowned.

The Northern Navigation Co.'s s.s. Huronic, left Sarnia Apr. 17 and arrived at Port Arthur Apr. 19, this being the earliest opening of navigation in recent years.

The Ontario Government is reported to have acquired the steamboat Navark, owned by A. J. Burge, Windsor, for use in the fishery service in the Bay of Quinte.

The name of the steamboat Brockville, No. 101,254, Montreal, owned by the Richelieu & Ontario Navigation Co., has been changed by order-in-council to Rapids Queen.

J. E. McLurg, heretofore chief clerk to Superintendent, Algoma Central Steamship Line, Sault Ste. Marie, has been appointed Superintendent, vice W. C. Barr, resigned.

A recent press despatch states that J. P. Luncen, formerly mate of the C.P.R. s.s. Manitoba, has been appointed master of the Dominion Government fisheries steamer Bayfield.

The steam barge Capt. Hinckley arrived at Prescott, Ont., from Oswego, N.Y., Apr. 16., being the first boat of the season to come from the St. Lawrence through the islands.

It is announced that 29 vessels will be engaged in the package freight trade between Montreal and Fort William this year, thus being able to perform a daily service between these ports.

The Western Navigation Co.'s s.s. Kaministiquia, recently built in England, is expected on the lakes early in May, being en route, with a cargo of pig iron for Montreal and Fort William.

The name of the steamboat Owen, No. 116,318, registered at Amherstburg, recently purchased from Detroit, Mich., by F. J. Trotter, has been changed by order-in-council to Marion E. Trotter.

The Richelieu and Ontario Navigation Co. is considering the question of equipping its vessels with wireless telegraphy, but no definite decision as to the system to be adopted has been arrived at.

The Niagara Navigation Co. has had the question of installing wireless telegraph apparatus on its vessels under consideration, but we are advised that no steps have been taken in that direction as yet.

L. G. McCarthy, K.C., Toronto, was recently presented with a cabinet of silver and cutlery by members of the National Association of Marine Engineers, for services rendered in the passage of the recent bill through Parliament, benefitting the marine engineers of the Dominion.

It is announced that the Dominion Government proposes to stake the St. Clair River during the present season, thus marking the up and down channels, with a view to the prevention of accidents. Up-bound vessels will pass on the Canadian side and down bound vessels on the U.S. side.

The International Waterways Commission, which has been enquiring into the possibility of raising the levels of the Great Lakes, by the construction of a dam in Lake Erie and piers in the connecting rivers, for the past two years, is preparing a report on the subject, which will be issued shortly.

The Lehigh Portland Cement Co., Ltd., Belleville, Ont., is offering the passenger and freight steamboat Salaberry for sale. Her dimensions are, length 99 ft. 5 in.; breadth, 21½ ft.; depth in hold from tonnage deck to ceiling at amidships 5½ ft., fitted with compound engine 13½ n. h.p.; gross tonnage 122 tons, net tonnage 141.95 tons.

Harrison and Sons, Owen Sound,

launched the steamboat Harrison, which they are building there, recently. The vessel is 121 ft. long, 23 ft. beam, and 13 ft. deep. She will be equipped with a fore and aft compound engine, with cylinders 19 in. and 32 in. diam., by 26 in. stroke, supplied with steam from a Scotch boiler, 11 ft. by 13 ft., made by Polson Iron Works, Ltd., Toronto.

A U.S. press report states that a company is being formed at Sault Ste. Marie, to purchase the steamboat Minnie M. from the Algoma Central Ry., and to operate her between that port and Munising. She was built at Detroit in 1884, her dimensions being: Length, 140 ft.; breadth, 30 ft.; depth, 10 ft.; tonnage, 613 gross; 276 register, and she is equipped with an engine of 38 h.p. driving a screw.

The Richelieu and Ontario Navigation Co.'s vessel, at present under construction at Detroit, Mich., some particulars of which were given in our Apr. issue, will be of the following dimensions; Length, over-all, 256 ft.; breadth of beam, over-all, 44 ft.; depth of hull, moulded, 14.9 ft. 2 She will be equipped with 4-cylinder triple expansion engines balanced on the Slick system, developing 2,000 i. h.p., supplied with steam from four boilers 11.6 ft. by 11.6 ft. fitted with heated draught. The engines will develop a speed of 18 miles an hour.

The Dominion Marine Association has for some years past asked the Department of Marine to provide black spar buoys and red spar buoys with distinctive tops. This year the Association's counsel, F. King, made the suggestion that the Department adopt the simple device of pointing one spar and sawing another square across. The Deputy Minister states that directions have been given to carry out this suggestion in the Montreal-Kingston division. The starboard hand buoys will be pointed to correspond with conical buoys and the port hand buoys will be sawed off square to correspond with can buoys.

LIST OF STEAM VESSELS REGISTERED IN CANADA DURING MAR., 1909.

| Name | No. | Where and When Built | Engines, etc. | Length | Breadth | Depth | Gross Tons | Reg. Tons | Port of Registry | Owners |
|--------------------|---------|---------------------------|-----------------|--------|---------|-------|------------|-----------|---------------------|---|
| A. Weston Advocate | 126,268 | Mt. Clemens, Mich., 1882 | Screw 48 N.H.P. | 164.0 | 31.3 | 13.0 | 672 | 303 | Toronto | Conger Coal Company, Limited, Toronto. |
| City of Haileybury | 126,118 | Lunenburg, N. S., 1909 | " 3 " | 68.4 | 19.8 | 8.6 | 61 | 51 | Lunenburg, N.S. | J. W. McLachlan, M. O., Lunenburg, N. S. |
| Esprit | 121,401 | Kippewa, Que., 1908 | " 8 " | 67.0 | 12.3 | 6.7 | 38 | 26 | Ottawa | Temiskaming Navigation Co., Ltd., Haileybury, Ont. |
| Falton | 126,335 | Vancouver, B. C., 1909 | " 1 " | 30.8 | 8.3 | 4.3 | 8 | 6 | Vancouver, B.C. | A. Langlois, Vancouver, B.C. |
| J. G. Cox | 121,459 | Christiania, Norway, 1895 | " 35 " | 86.5 | 17.0 | 9.1 | 94 | 38 | Montreal | T. Gauthier, Montreal. |
| J. H. Upham | 126,237 | Victoria, 1908 | " 7 " | 44.0 | 8.0 | 4.0 | 10 | 5 | Victoria | E. B. Marvin, M. O., Victoria. |
| Percheron | 126,046 | (Buffalo, N. Y., 1880) | " 7 " | 48.0 | 12.0 | 7.0 | 26 | 14 | Port Arthur, Ont. | G. H. Fineout, Port Arthur, Ont. |
| Sadie Hiltz | 126,332 | (Duluth, Minn., 1908) | " 1 " | 28.5 | 7.6 | 3.0 | 7 | 5 | Vancouver B. C. | E. Easthope, Vancouver, B. C. |
| Stowak | 126,336 | Vancouver, B.C., 1909 | " 3 " | 38.7 | 10.1 | 3.9 | 17 | 12 | " | P. Hiltz, Vancouver, B. C. |
| Strathlorne | 126,334 | " | " 6 " | 92.7 | 19.2 | 5.0 | 165 | 104 | " | Rat Portage Lumber Co., Ltd., St. Boniface, Man. |
| Velma W. | 126,138 | Mahone Bay, N. S., 1909 | Paddle 24 " | 94.4 | 20.2 | 8.9 | 135 | 81 | Halifax | Halifax and Inverness Steamship Co., Ltd., Halifax. |
| | 126,271 | Whatcom, Wash., 1902 | " 3 " | 39.4 | 8.8 | 3.6 | 11 | 8 | New Westminster, BC | J. Broder, New Westminster, B. C. |

*Formerly Welcome (U.S.)

LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA DURING MAR., 1909.

| Name | No. | Where and When Built | Rig | Length | Breadth | Depth | Reg. Tons | Port of Registry | Owners |
|-----------------|---------|---------------------------|--------|--------|---------|-------|-----------|-------------------|--|
| E. C. E. No. 12 | 126,333 | Vancouver, B. C., 1906 | Scow | 77.5 | 27.0 | 7.3 | 153 | Vancouver, B. C. | G. Coleman, Vancouver, B. C. |
| Kingsford | 122,551 | Buffalo, N. Y., 1895 | Dredge | 85.7 | 30'0 | 8.2 | 270 | Collingwood, Ont. | C. S. Boone, Toronto. |
| Laura E. Melan | 122,033 | Plympton N. S., 1908 | Schr | 88.0 | 26.0 | 8.0 | 100 | Weymouth, N. S. | D. J. Melanson, Gilbert's Cove, N. S. |
| Pan Jam | 126,025 | North Sydney, N. S., 1907 | Scow | 101.4 | 28.2 | 6.2 | 41 | Sydney, N. S. | H. McDonald, Sydney, N. S. |
| Fanny | 72,316 | (1877) | Schr | 73.8 | 26.3 | 6.8 | 76 | Parrsboro, N. S. | W. A. McGrath, Parrsboro, N. S. |
| T. B. 6 | 126,337 | Canning, N. B., 1899 | Scow | 83.6 | 30.4 | 8.2 | 183 | Vancouver, B. C. | Vancouver Tug and Barge Co., Ltd., Vancouver, B.C. |
| Wingfield | 126,338 | Vancouver, B. C., 1909 | " | 62.8 | 18.3 | 2.8 | 61 | " | C. H. Cates, North Vancouver, B. C. |
| Yakata | 122,552 | Buffalo, N. Y., 1895 | Dredge | 73.0 | 26.0 | 7.3 | 191 | Collingwood, Ont. | C. S. Boone, Toronto. |
| | 126,298 | Victoria, 1908 | Barge | 56.0 | 12.0 | 2.8 | 12 | Victoria | J. Nishimoto, Victoria. |

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

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Guests coming to the Hotel should see to it that they are taken to The Clifton Hotel, CANADIAN SIDE, and also that their mail is addressed "Care of The Clifton Hotel, Niagara Falls, CANADA." To insure prompt delivery, don't forget to make Canada plain in the address.

C.P.R. LANDS

The Canadian Pacific Railway Company have 9,000,000 acres of selected lands for sale in Manitoba, Saskatchewan and Alberta.

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

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

All prices are subject to change without notice.

TERMS OF PAYMENT

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

| | |
|--|--|
| 160 Acres at \$ 8.00 per acre, cash payment \$191.70 first year's interest \$ 65.28 and nine instalments of \$160.00 | |
| " " 9.00 " " " 213.70 " " " 73.46 " " " 180.00 | |
| " " 10.00 " " " 239.70 " " " 81.62 " " " 200.00 | |
| " " 11.00 " " " 263.60 " " " 89.78 " " " 220.00 | |
| " " 12.00 " " " 287.60 " " " 97.96 " " " 240.00 | |
| " " 13.00 " " " 311.55 " " " 106.10 " " " 260.00 | |
| " " 14.00 " " " 335.60 " " " 114.32 " " " 280.00 | |
| " " 15.00 " " " 359.50 " " " 122.44 " " " 300.00 | |

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

F. T. GRIFFIN, Land Commissioner, Winnipeg.

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This Company has 525,000 acres of selected lands in Manitoba and Saskatchewan which offer excellent opportunities to settlers and investors who desire to secure good lands in well-selected districts. These lands are on sale at the Company's Office at Winnipeg, and at the various land agencies of the Canadian Pacific Railway Company.

F. T. GRIFFIN, Land Commissioner, Winnipeg.

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B. C. and Pacific Coast Marine.

The name of the steamboat Welcome, No. 126,271, New Westminster, B.C., has been changed by order in council to Velma W.

The Vancouver longshoremen struck work recently, demanding 40c an hour, and 50c for overtime, against 35c and 40c respectively, as before.

The fog horn at Carmanah on the west coast of Vancouver Island, will be discontinued at a date to be announced, in order that the signal may be changed to a more powerful diaphone installation.

Application is being made to the Governor-in-Council for approval of the construction of a wharf at Deep Cove, on the north arm of Burrard Inlet, plans for which have been deposited with the Minister of Public Works.

It is reported that a line of sailing vessels between Vancouver and Great Britain has been inaugurated by the sailing of the ship Wray Castle from Liverpool recently. R. Ward & Co., Victoria, and C. Gardiner Johnson, Vancouver, are said to be interested.

The North British Columbia Navigation Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$35,000, to acquire and operate steam and other vessels for the conveyance of passengers, freight, etc., and for the towing of other vessels, between B.C. ports.

The Okanagan Lake Boat Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$25,000 to carry on the business of public recreation caterers, and in connection therewith to own and operate vessels of all descriptions and to act as carriers of passengers and freight.

We are officially advised that press reports to the effect that the G.T.P.R. had completed arrangements for a strong shipping service between Prince Rupert and Northern Pacific coast ports; and that the company had acquired land for terminal and dock accommodation at Vancouver, are incorrect.

The Fort George Lumber and Navigation Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$50,000, to deal in lumber of all kinds, and to act generally as stevedores, etc., to purchase or otherwise acquire and operate vessels of every description, and to act as carriers by land and water, shipping agents, etc.

The North Coast Towing Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$15,000, to purchase or otherwise acquire from D. M. Moore, C. W., G. L., and H. Peck, and McCulloch, the steam tugs Topaz and Hopewell, with power to acquire and operate steam and other vessels, and to carry on a general business as ship owners and shippers.

W. Moore, a pioneer steamboat man on the B.C. coast, and the founder of Skagway, died recently, aged 85. He arrived at Queen Charlotte Islands in 1852 in the brig Tepic, an old time smuggling vessel, and in 1859 built the steamboat Henriette. In 1869 he made the first trip up the Stikine River in the steamboat Flying Dutchman, which was built in Victoria. He left navigation business several years ago for mining.

We announced in our Mar. issue that the C.P.R. had decided to add another

vessel to its B.C. coast service, and since then daily and other papers have published various items to the effect that the company will build two and possibly three vessels, and that contracts for two vessels have been let. The facts are exactly as we have already given. The company has decided to add one vessel for the B.C. coast service, and up to the date of our last advice no decision had been reached as to where the vessel is to be built, nor had the plans been passed.

The Department of Marine is changing the system of lights on the railway swing bridge over the Fraser River at New Westminster to conform to the system generally in use throughout Canada to mark the swing of bridges across navigable rivers. In future a white light will be shown at each end of the swing protection and a similar light on each side of the navigable channel, while the draw will be surmounted by a red light showing up and down the channel, when the passage is closed, and a green one when it is open. The signal to open the draw is three long blasts of the whistle.

Notices to Mariners

The Dominion Department of Marine has issued the following notices;

No. 21. Mar. 25. 45. Ontario, Georgian Bay, west side, Cape Croker light station, new lighthouse, change in character of light. 46. Ontario, River St. Mary, Sault Ste. Marie canal, upper entrance, gas buoy placed. 47.—Ontario, River St. Mary, Vidal shoal, gas buoys established, change in gas buoy light. 48. United States of America, Lake Ontario, Thirty-mile Point light, change in characteristic. 49.—United States of America, Lake Erie, Ashtabula harbor range front light station, change in fog signal.

No. 22. Mar. 27. 50. Quebec, River St. Lawrence, Father Point, new lighthouse, change in character of light. 51. Quebec, River St. Lawrence, Bicquette island, intended change in character of light. 52. Newfoundland, southwest coast, Cape Ray, temporary light. 53. United States of America, Maine, Portland Harbor, Brooklyn ledge, buoy established.

No. 24.—Apr. 14.—55.—Quebec, River St. Lawrence, entrance to Saguenay River, hydrographic notes.

No. 25.—Apr. 15.—56.—Quebec, River St. Lawrence, chart, White Island to Orignaux Point, issued. 57.—Quebec, River St. Lawrence, chart, Berthierville to Lake St. Peter, issued.

No. 26.—Apr. 15.—58.—Quebec, River St. Lawrence, Lake St. Louis, Chateauguay lightship replaced temporarily by gas buoy. 59.—Ontario, Lake Erie, northeast point of Pelee Island, light to be discontinued. 60.—Ontario, Lake Huron, False Detour Channel, Kitchener Island, light discontinued.

No. 27.—Apr. 17.—61.—Nova Scotia, Bay of Fundy, Cumberland Basin, Amherst Point wharf, light established. 62.—Bay of Fundy, Cumberland Basin, Minudie wharf, light established. 63.—Nova Scotia, Bay of Fundy, Minas Basin, Cobequid Bay, Shubenacadie River, Maitland, light established. 64.—Nova Scotia, Bay of Fundy, Parker Cove, lighthouse established. 65.—Nova Scotia, south coast, Halifax approach, change in color of Devil Island westerly lighthouse for experimental purposes. 66.—Nova Scotia, south coast, Fisherman Harbor lighthouse, dates when light will be

shown each year. 67.—Nova Scotia, Cape Breton Island, Great Bras d'Or, McKenzie Point, new lighthouse.

No. 28.—Apr. 20.—68.—Ontario, Lake Huron, south end, Point Edward, front range lighthouse burnt down, temporary light.

No. 29. Apr. 21. 69. Nova Scotia, south coast, Liverpool Bay, gas and bell buoy established. 70. Nova Scotia, north coast, Northumberland Strait, Pictou harbor, change in positions of Fraser Farm range lighthouses.

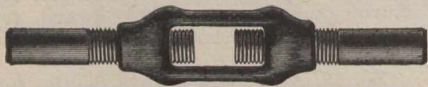
No. 30. Apr. 22. 71. Quebec, River St. Lawrence, mouth of Saguenay River, Prince shoal, lightship replaced by gas and bell buoy. 72. Quebec, River St. Lawrence below Quebec, Traverse of St. Roch, lower end, lightship replaced. 73. Quebec, River St. Lawrence, Cap Sante, buoyage.

Coast, Lake and River Officers for 1909.

The following appointments have been made by the principal navigation companies engaged in the coast, lake and river routes for their various steam vessels, tugs and barges, for the current year in addition to those published in our April issue. In the first column is given the name of the vessel, in the second that of the captain, and in the third that of the chief engineer:

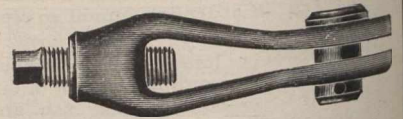
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| Athabasca | A. Brown | W. Lockerbie |
| Keewatin | M. McPhee | W. Lewis |
| Manitoba | J. McIntyre | J. Gregg |
| M. CHEW, MIDLAND, ONT. | | |
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| Emp. Victoria | J. T. Burk | J. O. Noys |
| Iroquois | J. St. Armour | J. C. Smith |
| Mohawk | W. Parsons | J. Logan |
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| Dundee | H. Zealand | J. L. Campbell |
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| Dunelm | —, Albinson | J. A. Nicol |
| Glenellah | G. Mackey | J. Robertson |
| Neepawah | J. Woolner | G. Fryar |
| Rosedale | J. L. Baxter | A. Forbes |
| Strathcona | J. Irving | — Phillips |
| Wahcondah | H. Mawdesley | S. Jones |
| Winona | B. Garvie | C. C. Smith |
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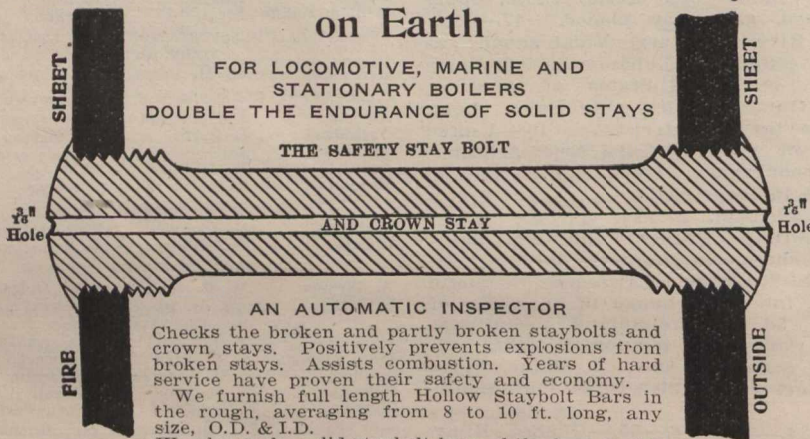


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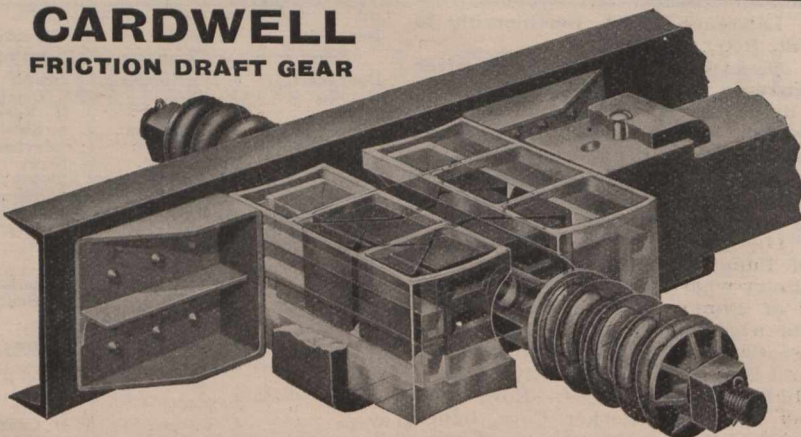
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| Longueuil | H. Mandeville | H. Noel |
| Montreal | F. X. Lafrance | G. Gendron |
| Murray Bay | W. Gagne | N. Beaudoin |
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| Quebec | L. R. Demers | J. Hamelin |
| Rapids King | G. Batten | W. Johnston |
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Vessels Removed From the Register

During March the following vessels were removed from the register for the reasons assigned: Steam:—Hero, Hamilton, Ont., 37 tons, supposed to be out of existence; John P. Douglass, Vancouver, B.C., 149 tons, burnt; L. Boyer, Halifax, 49 tons, broken up; Lapwing, New Westminster, B.C., 98 tons, dismantled; Otranto, Quebec, 24 tons, lost; Pictou, Montreal, 502 tons, burnt; Rheata, Midland, Ont., 18 tons, burnt; Santa Cruz, Owen Sound, Ont., 97 tons, broken up; Tecumseh, Sarnia, Ont., 530 tons, burnt; Varennes, Montreal, 228 tons, broken up. Sailing:—Arabia, Lunenburg, N.S., 80 tons, transferred to Newfoundland; Bobs, Parrsboro, N.S., 97 tons, wrecked; Canning Packet, Annapolis Royal, N.S., 98 tons, broken up; Esperance en Marie, Quebec, 23 tons, broken up; Ethel Blanche, Pictou, N.S., 17 tons, broken up; Grilse, Pictou, N.S., 38 tons, transferred to Newfoundland; Hispaniola, Lunenburg, N.S., 91 tons, transferred to Newfoundland; M. A. Nickerson, Barrington, N.S., 37 tons, transferred to Newfoundland.

Proposed Drydock at Montreal

G. W. Stephens, Chairman, Montreal Harbor Commission, who has recently returned to Montreal after an extended trip through Europe, in the course of which he visited many of the more important ports, states that, in order to take full advantage of her waterway, Montreal is confronted with those problems, which were receiving the attention of the Commissioners. He said; "The deepening of the ship channel and the Lawrance route within the past 5 years a revelation to those in the shipping business. At the same time the commerce has doubled. While it is gratifying to record that the marine insurance rates on ships and cargoes have been halved, yet, despite these improvements and the satisfactory results obtained, the marine insurance rates on Canadian business and the conditions governing marine insurance on the St. Lawrence are not what they should be. There are ships in the St. Lawrence trade that are

coming from the ocean to Montreal of such a size that no drydock accommodation in the whole thousand miles of waterway is able to take charge of them. No efficient repair equipment exists from Montreal to the sea, to provide that confidence to the shipping trade that any modern port must supply.

"The third problem is economy in the terminal costs within the port itself. If these three problems can be satisfactorily solved, the prestige of the St. Lawrence route as an international avenue of trade will be unassailable. The safety of the waterway, the reduction of marine insurance rates and economy in terminal charges are the three principal factors in developing the great natural advantages of Canada's waterway.

"The further reduction of marine insurance rates cannot be brought about until the St. Lawrence River is provided with adequate dock accommodation to protect her shipping. Two feasible proposals for supplying drydock facilities to the St. Lawrence will be laid before the commissioners very soon."

Mutual Steamship Company Bonds.

The Mutual Steamship Co., Ltd., Toronto, has issued through Aemelius Jarvis & Co., Toronto, \$70,000 1st mortgage 5½% serial gold bonds, dated May 1, 1909, interest payable half yearly. Each bond is for \$500. They mature \$7,000 a year on May 1, 1910 to 1919, both inclusive and are redeemable on any interest date at the company's office at 102 and interest. They are secured by a first mortgage on the s.s. Acadian. The following facts are also taken from the prospectus. The life of a steel-clad vessel is estimated at 60 years. The classification societies will give such a steamship an A1 rating for 20 years, and upon the observation of certain conditions will renew the rating for a like period. Insurance is carried which amply protects the bondholders against the hazards of navigation, all policies being made payable to the trustee for the bondholders. It covers not only the ordinary marine dangers of fire, collision, stranding, sinking, etc., but also affords protection against claims for damage done to other vessels, to docks, bridges, floating or other property. The insurance also covers any breaking of machinery, or bursting of boilers, and any damage to the vessel or any other thing through the negligence of the master. Besides this full general insurance provision, the vessel carries a heavy "protection and indemnity" insurance against liability for loss of life or personal injury. The Acadian cost about \$144,000, and carries \$144,000 of general insurance and protection and indemnity insurance. The mortgage provides that the insurance must at all times amount to at least 25% more than the outstanding bonds. The mortgage requires that the vessel be operated on practically a cash basis by providing that it shall not become indebted to an amount more than 5% of the first mortgage bonds.

The Acadian is a steel-clad steamship, completed April, 1908. Her dimensions are as follows: Length, 257 ft.; breadth, 43 ft. 6 in.; depth, 26 ft. 6 in. She has a capacity through to Montreal of 80,000 bush. and a capacity on the Upper Lakes of 120,000 bush. She is also adapted to the carrying of package freight. She is lighted by electricity, steam heated, has a double bottom, and is otherwise thoroughly modern in all equipments. On an economical consump-

tion of coal she can maintain a speed of 13 miles an hour light and 11 miles an hour loaded.

The Mutual Steamship Co. was organized in the fall of 1907, with a paid-up capital of \$153,000, to construct steamships and to operate a line between Fort William, Port Arthur and Montreal, or other ports, by way of the Great Lakes and the Welland and St. Lawrence Canals. Owing to the steady growth of the Canadian Northwest, the demand for transportation via the Great Lakes has increased much more rapidly than the facilities. The managers of the company are thoroughly familiar with transportation on the Great Lakes, and are most favorably situated to secure full cargoes in both directions. They estimate the earnings on such a vessel as the Acadian as follows:

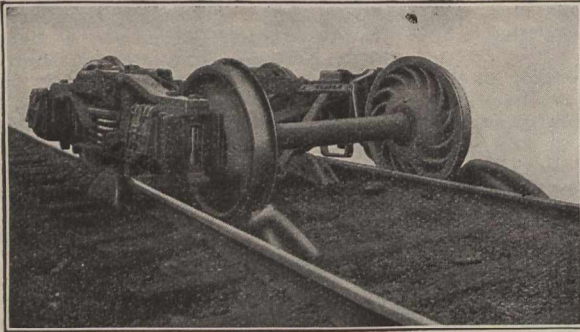
| | | |
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| Down cargo of wheat | | \$4,000.00 |
| Up cargo of package freight | | 3,000.00 |
| | | \$7,000.00 |
| Operating expenses round trip, 24 days | | 3,000.00 |
| | | \$4,000.00 |
| About nine trips can be made during the season. | | |
| Total net profit | ..... | \$36,000.00 |

Lake Carriers' Grievances

The following memorandum was presented to the Ministers of Trade and Commerce and of the Interior in Ottawa recently, on behalf of the Dominion Marine Association, by A. A. Wright, chairman of the grain section, and F. King, Counsel, the Winnipeg Grain Exchange, Montreal Corn Exchange, Toronto Board of Trade, and Dominion Millers' Association being also represented:

From 1888 to 1898 approximately, a vessel arriving at Fort William, Ont., up to 2 p.m. loaded and left on the same day. Presumably on account of terminal elevators being so profitable to operate, the number has grown steadily until in 1908, there were 11 working houses and three more were either building or projected. The present elevator capacity is over 17,000,000 bush., and although at no time between Sept. 1, 1908, and the close of navigation was there over 5,000,000 bush. distributed among these elevators, yet three more houses are projected with a capacity of about 5,000,000 bush. more. It costs as much to let a steamer lie at a dock as to run her in a lake, less 2-3 of the fuel consumed on a trip. Thus a steamer of 10,000 tons, carrying 300,000 to 320,000 bush., and which can earn \$400 a day carrying coal one way at a total fuel cost of \$530 for the trip, or \$100 a day running time, loses \$300 at least every day she is delayed in loading and running from elevator to elevator. The actual time of loading such boats now varies from two to six days. On an average of four days she thus loses \$1,000 in round figures, or 1-3c per bushel. On a canal sized steamer the actual excess of cost now as compared with formerly is 1-4c to 1-2c per bush., all of which must come out of the producer eventually because competition (caused by the growth of Canadian tonnage from 600,000 bush. a trip in 1898 to 6,500,000 bush. a trip in 1908) has cut rates down to a minimum, leaving no margin of profit to provide for this additional cost above mentioned. The all-water rate from Fort William to Montreal, now averages 5c or less per bush., while the rail rate from Buffalo to New York is 5 1-2c plus 9-10c or 6.40c per bush. One can see that this all water rate will have to be increased to provide for the additional expense caused by de-

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We are prepared to furnish all material and labor, and turn out to the Railroad a complete job, as we have a number of experienced fence builders always in our service.

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1909 ONTARIO JOCKEY CLUB

TORONTO - - CANADA

SPRING MEETING

MAY 22ND TO JUNE 5TH

The King's Plate will be run on Saturday, May 22nd

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President**

**W. P. Fraser,
Sec'y-Treas.**

JAMES PLAYFAIR, Pres. & Gen'l Mgr.

D. L. WHITE, Vice-President.

J. W. BENSON, Sec'y-Treas.

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lays, and this will of course ultimately come out of the producer. A vessel of 200,000 bush. capacity has been loaded a full cargo at C.P.R. elevator "B" in 1 hour and 58 minutes. A vessel of 120,000 capacity has been loaded full at the C.N.R. elevator while her captain was simply reporting, clearing customs and visiting his vessel agent. The Empire elevator can do as well as these and these three houses could handle all the grain if no others were there and could thus save the time of the boats, as a vessel may get into port and begin loading at one house, while two or three boats may get ahead of her at the next house and thus cause her delay. Two boats reaching Fort William together last spring, one for Georgian Bay, (a two days' run) and the other for Kingston (a six days' run) were loaded, but under such different conditions that the Kingston boat was unloaded a day ahead of the Bay boat. A vessel last summer unloaded at Fort William the same day as another unloaded at Jack Fish, which is 36 hours from Duluth. The Jack Fish boat went to Duluth for her load of grain and reached Kingston before the boat from Fort William simply because she arrived at Duluth at 7 a.m. and was able to leave again at 11 a.m. the same day, while the Fort William boat was four days in loading. This economic waste can certainly be avoided and a corresponding saving can be made for the producer of the grain. The establishment of a clearing house will bring about a very great saving and assist as much as anything in preventing these delays.

SHORTAGE IN OUT-TURNS.

These have been continually getting worse until vessel owners in self-protection have been forced to limit their liability to 1-2 bush. in the thousand, just as they have heretofore limited it in shipments of flax. In 1905 Fort William grain, unloaded in Buffalo overran 20 lbs. per 1,000 bush. on 4,500,000 bush. delivered. In 1908 Fort William grain unloaded in Buffalo fell short 44 lbs. per 1,000 bush., an increase of 74 lbs. for the worse in three years. In 1908, Chicago grain unloaded at the same elevators in Buffalo shows a net shortage of only 10 lbs. per 1,000 bush. and Duluth William only 15 lbs. per 1,000 bush., Fort worse than Chicago and three times as bad as those from Duluth. Statistics compiled by the Dominion Marine Association show the same increase as above. In 1906 net shortages ascertained by returns from members of the Association were approximately 10,000 bush. In 1908 from a partial return this net shortage has grown to over 42,000 bush. on about 32,000,000 bush. carried; and including companies not reported has grown at least to 50,000 bush. on about 40,000,000 bush. carried. This shortage is net after crediting all over-ages. This continued increase has alarmed vessel owners and has forced the adoption of a new bill of lading which limits the vessel liability to 1-2 bush. in the thousand. This is twice the ascertained shortage from Duluth to Buffalo or on experienced shortages of Canadian ports. The vessel owners have given these facts to exporters and shippers generally, and while these parties have admitted the vessel owners' grievance they are afraid to do business and there is no reason why the vessel owner should accept the liability, but someone

should as shippers put their grain into a terminal elevator and sell it f.o.b. ocean steamer Montreal or foreign port, and feel naturally they should get their full quantity on board steamer at Montreal, instead of possibly 100 up to 5,000 bush. short weight. Some years ago the steamboat Iroquois was 5,000 bushels short, and it took three months to obtain an admission of this, upon the clearest evidence, as Fort William insisted that its records, as usual were absolutely perfect. Last fall the steamboat Iroquois was reported to have received 120,000 bush. at the C.N.R. elevator and when unloaded at Meaford she was 1,339 bush. short in the afterhold and 110 short in the forward hold, a total of 1,449 bush. Instead of getting \$2,000 net freight after paying elevator charges she only got \$400, a net cash loss in operating of over \$1,000, besides the profits she would have had. Meaford furnishes car numbers and affidavits as to the correctness of their weight. The C.N.R. elevator and Mr. Gibbs claim their record is perfect. The vessel suffers the loss. The average shortages have thus grown from practically nothing in 1898 to about 1 1-4 bush. per thousand in 1908, and it is expected that unless radical changes are made, 1 1-2 or 2 bush. per thousand may be the shortage this year. As the number of elevators increase this shortage will increase and a further tax on the grain will be added, and come off the value of the grain to the producer. One and a quarter bush. on the thousand is virtually 1-8c per bush. to be added to the freight rate, and this often represents the exporter's profit.

The Government is asked to enforce the Manitoba Grain Act and to compel the elevators to weigh up and ascertain the actual surplus, if any, at least once a year when the stocks in elevators are at their lowest point. That if necessary the Act be amended to make it clear that no terminal elevator has any title or ownership in grain passing through the house. That all screenings taken out in cleaning grain to pass the grade of inspection be the property of the Inspection Department as well as all surplus grain, which, of course, can only be found as a result of errors in weighing in and out. That the proceeds of this grain at all terminal or transfer elevators, either at the head of Lake Superior, Georgian Bay, Lake Huron, Kingston or Montreal, should be used by the Government to pay the cost of inspection and weighing and to reimburse shippers for shortages ascertained at Montreal, Kingston and other terminals when all grain has been delivered by the vessel in good order. The adoption of this method, by eliminating any chances for profit by the elevator companies from screenings or from the accumulation of grain, would naturally have a tendency to abolish the shortages entirely. The contention is that all services rendered by terminal elevators should be liberally paid for so that all interests, producer, railway, vessel carrier and terminal elevators may all have reasonable profit, but so that no one should benefit at the expense of the other, and the gamble on the outturn may thus be eliminated. If it is found that a tax of 30c per thousand bush., or 50c or any other reasonable amount is required to enable the Government to handle this plan without loss, the vessel owners are willing to pay their fair share, for no matter what it is, the grain must

eventually pay for it, and the lower all these costs are kept the more will be returned to the producer.

COST OF WATER CARRIAGE FOR GRAIN.

Following are comparative rates on coal, ore and wheat in 1908:

Coal.—The minimum rate on coal from Lake Erie to Lake Superior ports was 30c per ton of 2,000 lbs. The open rate last trip was 50c per ton. From Lake Erie to Lake Michigan the minimum rate was 40c per ton of 2,000 lbs.

Wheat.—Fort William to Georgian Bay (without deduction for shortages in outturn). The minimum rate on wheat from Fort William to Georgian Bay may be taken as 1c per bush. or \$10 per 1,000 bush. The cost per ton may then be figured as follows:

| | | |
|--|---------|---------|
| Per 1,000 bushels | \$10.00 | |
| Less trimming charges per thousand bushels | .70 | |
| Less shovelling charges | 3.00 | 3.70 |
| | | 6.30 |
| Or at 30 tons per thousand bushels the rate per ton would be 1-30 of this or | | .21 |
| At 1 1/4 c. per bushel the rate would be | \$12.50 | |
| Less | 3.70 | |
| | | 8.80 |
| At 1 1/4 c. per bush. the rate would thus be per ton 29 3/4 c. | | .29 3/4 |
| At 1 1/2 c. per bushel the rate will be | \$15.00 | |
| Less | 3.70 | |
| | | 11.30 |
| or the rate per ton would be | | .37 3/4 |

The foregoing shows rates carried on the same bills of lading, but it is important that the vessel is not liable for shortage in coal nor is there any risk of damage to a coal cargo. One must, therefore, deduct from these figures the vessel's liability for shortage in outturn and the net rate to the carrier will then appear as follows: Wheat, with limited liability for 1-2 bush. in 1,000, according to new bill of lading. On a limitation of 1-2 bush. per 1,000 with wheat at \$1 a bush., one must deduct 50c per 1,000 bush., or 1 2-3c per ton from the rates shown above. The net rates will then be:

| | |
|---|--------|
| | cents |
| At 1c.—21c. less 1 3/4 c. | 19 1/4 |
| At 1 1/4 c.—29 3/4 c. less 1 3/4 c. | 27 3/4 |
| At 1 1/2 c.—37 3/4 c. less 1 3/4 c. | 36 |
| If, however, we take shortages as they were in 1908 we find they average 1 1-4 bush. per 1,000 or 1.25 per 1,000 bush. This would mean a further deduction from the last named rates of 75c more. The rates would then appear: Wheat, with deduction of average shortage of 1908: | |
| At 1c.—19 1/4 c. less 2 1/2 c. | 16 3/4 |
| At 1 1/4 c.—27 3/4 c. less 2 1/2 c. | 25 1/4 |
| At 1 1/2 c.—37 3/4 c. less 2 1/2 c. | 35 1/4 |
| for 75c. per 1000 bushels is 2 1/2 c. per ton, hence the above deduction. | |

These rates on wheat under varying deductions for shortage are the rates which can be earned as against 30c or 40c on coal and 45c on ore; the rate on ore from Lake Superior to Lake Erie being 45c as a contract was 65c less 20c for unloading last year, prior to 1908 the rate being 75c less 20c, or 55c net.

Similar comparisons on rates to Montreal: The minimum rate on wheat to Montreal would be say 3 1-2c from Fort William.

| | |
|--|---------|
| Per 1000 bush. | \$35.00 |
| Less elevator charges at Montreal | 5.00 |
| Shovelling | 2.50 |
| Trimming | 1.00 |
| | 8.50 |
| Less the limited liability of 1/2 bush. per 1000 | .50 |
| | \$26.00 |
| Or per ton 1-30 of this | .86 3/4 |

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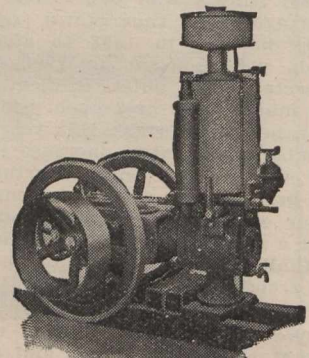
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|---|--|---|

If, instead of deducting only 1-2 bush. per 1,000, we deduct the average shortage of 1908, this will mean as in the previous tables 2 1-2c less per ton, and the rate to the carrier will be 86 2-3c, less 2 1-2c, or 84 1-6c. Coal, on the other hand, carried from Lake Erie to Montreal or only half the distance which this wheat has to travel realizes \$1.15 ton, showing a very substantial advantage in favor of coal cargo. Even if wheat is put up as high as 5c per bush. through from Fort William to Montreal, it will be found that the net rates per ton on wheat would figure out \$1.36%, and after deduction of liability for shortage \$1.34%. This computation would be as follows;

| | | |
|--|---------|----------------|
| At 5c. 1000 bush. | \$50.00 | |
| Less as above | 8.50 | |
| | 41.50 | |
| Less limited shortage | .50 | |
| | \$41.00 | |
| or per ton 1-30 of this or with 1908 liability | | 1.36% 1.34% |

It is also to be noted that in the matter of despatch the average time of loading at Fort William in grain is three days; on ore it is 6 to 12 hours. On coal it is 8 to 12 hours. Unloading ore at Lake Erie or South Chicago is 6 to 12 hours. Coal is 12 to 24 hours. Grain is 12 to 36 hours, according to the size of the vessel and the elevator.

At 30c a ton, no canal sized steamer with marine insurance at 6% and at the present cost of operating can return \$1 to its owners or shareholders as dividends on money invested, to say nothing of loss of time for accidents, etc., which freight rates should cover. It is, therefore, manifest that the vessel owner cannot continue to pay these shortages and remain in business, and it is therefore absolutely necessary to devise some remedy for the difficulty at once. Shippers have had notice for over a year of the intention of vessel owners to limit their liability for shortage, but evidently they have relied on past experience of the inability of vessel owners to take uniform action, not realizing that present rates and conditions if continued would eventually result in the bankruptcy of the majority of Canadian vessel owners. No reason can be advanced why a vessel owner should pay a shipper for grain which has either never been put on board his vessel or else is stolen by the unloading elevator.

There is absolutely nothing in the shipper's contention that the carrier should have some one to check the weights. The captain of the vessel is a skilled sailor, but does not and cannot know anything about elevators. The shippers on the other hand have their agents who, in some cases, have been old elevator experts, and if anyone should check the weights it should be the shipper. As a matter of fact, however, no one or two men no matter how expert, can guarantee in some elevators either that all grain weighed at the loading house has gone into the vessel, or that all grain passes through the scales at the unloading house.

It is suggested that the master of a vessel could tell the quantity of grain loaded by measuring the volume in the hold of his vessel. This has been tried repeatedly, however, and no estimate has been found to be in the slightest reliable except in discrepancies of 1,000 bush. or upwards. The other suggestion that the quantity of grain could be estimated by the draught of water is answered at once in the same way. Canal sized vessels carry from 20 to 25 tons per inch, or 600 to 800 bush., and as there is always more or less motion of the water it is impossible to read the vessel's draught closer than say half an inch at best and seldom that. On a large vessel of 300,000 bush. capacity, carrying 2,000 bush. per inch of draught, it is clear that any estimate would be useless. Yet even if this is granted that a

captain protests before sailing or before signing bills, that either volume in hold or draught in water leads him to believe the quantity billed is not on board, what is the result? Simply this, the vessel must sail without bills of lading as the shipper will not give her any, and when she unloads and is brought out short, on the one side the captain and the unloading elevator will say the grain is not there, and on the other side the loading elevator and the Government weighman will say the grain was put on board. It is a safe gamble that the result of litigation would be that the vessel would suffer as usual. On the other hand, granting that the courts might hold after years of litigation that the grain was not put on board, and the vessel was loaded at 2, 3, 6, 8, 10, or 11 elevators, who can say which elevator failed to put it on. Another 5, 10, or 50 years would be required to settle the question as to which one of these elevators was responsible. Surely, it has been shown that only one remedy exists namely, that the Government remove all incentive to dishonesty by preventing any terminal house from owning or selling any grade of grain, and that the Government by an insurance fund or some other method make a charge against the grain or the shipper and carrier to cover the ascertained loss, which in 1908 averaged about 1-8c per bush. It is clear, too, that after the present and suggested amendments have been put in force, it is quite likely that no charge may be

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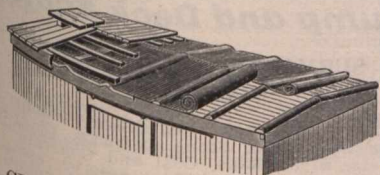
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necessary, for the surplus grain, which must exist somewhere if intake weights from cars are correct, would pay for all the shortages and a considerable portion of the expense.

This opportunity should be taken to point out that one of the charges above mentioned, which now falls upon the vessel is an absolutely unnecessary one, and that another equally unjust burden, not included in the above deductions from the freight rate, is suffered at the port of Montreal. The first item referred to is the trimming charge. This is not a legal obligation but the fact cannot be disputed that if this charge is not paid, the vessel suffers the penalty of greatly increased delay in loading. The charge is paid whether the trimming is taken or not and it is paid under pressure to

the foreman who controls the gang of trimmers, simply because if it is not paid, the vessel has been proved to suffer a very greatly increased delay in getting her load. This statement seems to involve an accusation of collusion between the trimmers and the other employes. It has been brought to the notice of the elevator authorities and some investigation is promised. Trimming is optional at Duluth and Chicago. The other item is a charge of \$5 imposed upon the vessel as a pilotage tax every time she moves in any way from one point to another in Montreal harbor. This results from the repeal of what was known as the Fitzpatrick clause in the Canada Shipping

Act at the last session of the Dominion Parliament. That clause exempted from the compulsory payment of pilotage dues at Montreal, all vessels not drawing over 16 ft. Vessels with Ontario cargoes which have passed down the St. Lawrence canals thus become subject to pilotage dues and also to this extra tax of \$5 every time they move at Montreal, a tax which is imposed by a by-law of the authorities. The tax goes into the funds of the Branch Pilots' Association and the vessel receives absolutely no benefit, for her captain is left liable for her safety by another section in the statute, and consequently looks after the navigation himself while the pilot sim-

NOTICE is hereby given that application will be made to the Parliament of Canada at its present session, on behalf of the Canadian Northern Ontario Railway Company for an Act authorizing the construction, by it of a line of railway from a point on its constructed line at or near Sudbury southwesterly to a point at or near Little Current.

GEO. F. MACDONNELL,
Assistant Solicitor.

Toronto, Ontario, 26th March, 1909.

NOTICE is hereby given that application will be made to the Parliament of Canada at its present session, on behalf of the Canadian Northern Quebec Railway Company for an Act authorizing the construction by it of a line of railway from a point on its line at or near Hedleyville, thence in a generally easterly direction to a point on the Montmorency River, and fixing the limit of securities which may be issued in respect of its lines at \$30,000 per mile.

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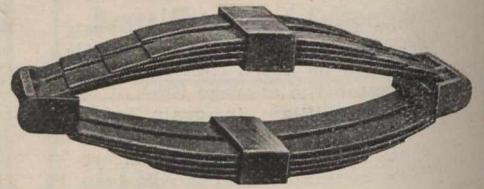
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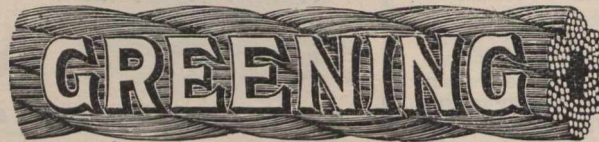
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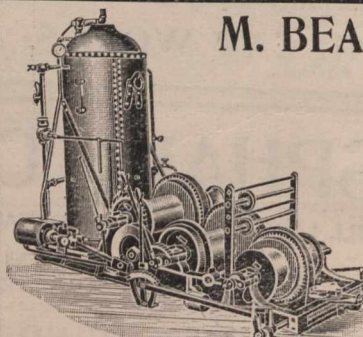
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ply draws the benefit of the payment, Under the sections in question, vessels trading between the ports of Quebec and the Maritime Provinces, or the ports of Newfoundland, or the ports on the Atlantic coast as far as New York, are exempt from the compulsory payment of pilotage dues. A most marked and unjust discrimination thus exists against Ontario, which has been protested against for some time past without success. These two items are specially referred to as they are absolutely unnecessary charges, and as they add to the cost of transportation and constitute a needless discrimination against the St. Lawrence route, no similar charges being imposed at United States ports, every effort should be made to remove them.

Among the Express Companies

The Board of Railway Commissioners passed the following order Mar. 22: In the matter of the complaint of C. N. Cobbett, M.D., of Edmonton, Alta., alleging exorbitant rates in the West charged by express companies: This complaint having been set down for hearing at the sittings of the Board held in Edmonton Feb. 19, 1909, no one appearing for the complainant, the Dominion Government being represented by counsel, it is ordered that the complaint be dismissed.

The Board of Railway Commissioners passed the following order, 6600, Mar. 22.—In the matter of the complaint of the Nipigon Bay Fish Co., of Rosspport, complaining of the refusal by the C.P.R. and the Dominion Ex. Co. to receive and carry on passenger trains fish offered for traffic at Rosspport, Jackfish, and Coldwell, fish-shipping points on the north shore of Lake Superior; No one appearing for complainant at sittings of Board held in Winnipeg Feb. 4, 1909, at which the complaint had been set down for hearing and due notice given, counsel for Dominion Government, the Dominion Ex. Co., and the Canadian Northern Ex. Co. being represented at the hearing, it is ordered that the complaint be dismissed.

The Canadian Northern Ex. Co. has closed its offices at Grays and Mafeking, Man.

A parcel of unsigned bank bills in transit between Ottawa and Toronto in charge of the Dominion Ex. Co., was reported to have gone astray recently. It is believed that they will be recovered, as being unsigned and of a new design, they cannot be negotiated.

The Dominion Ex. Co. has entered action against the municipality of Alliston, Ont., to obtain a declaration that a

certain business assessment levied by it against the company is invalid, and an injunction is sought to restrain the municipality from levying the tax or seizing any of the company's property, and the company claims the return of certain property seized by the municipality against such taxes.

The Board of Railway Commissioners has dismissed the following complaints against the Dominion Ex. Co., as no one appeared to represent the complainants at the executive hearings; 1. Of J. G. Swinney, Cowley, Alta., alleging excessive rates on milk from Cowley to Michel, B.C. 2. Of F. W. Godsall, Cowley, Alta., alleging excessive rates between Winnipeg and Cowley. 3. Of D. H. Macdonald & Co., Fort Qu'Appelle, Sask., alleging excessive rates and delays in delivery consignments.

The Dominion Parliament has voted \$3,000 to complete the new examining warehouse at Montreal, and to fit up the present building for the handling of express customs parcels.

Telegraph and Cable Matters

The C.P.R. Telegraph Department has opened offices at Basswood and Komarno, Man.; Sulphide, Ont.; Griffin, Osage, Welwyn and Wilcox, Sask.

The President of the Commercial Telegraphers' Union was in Winnipeg recently, when he enquired into several matters connected with the commercial and railway telegraph operators.

R. C. Clowry, President Western Union Telegraph Co., is reported to have said recently, in connection with the Commercial Cable Co.'s announcement, as to the connection of Newfoundland with its cables: "In the Western Union cable system, four cables have been operated from Newfoundland, two from Cape Canso, N.S., and one from Halifax, N.S., since 1882; and there are also two cables operated from New York to Cape Canso in addition to the land lines connecting with all these cables."

The joining up of the Commercial Cable Co.'s cable system with Newfoundland, will involve the laying of about 1,700 miles of cable, at a cost of about \$1,500,000, which may easily be exceeded. The expense will be covered by an existing surplus or by current earnings. The Mackay system will then have control of about 30,000 miles of cable, of which about 20,000 miles are in the Atlantic and 10,000 miles in the Pacific.

Consequent on the death of P. W. Snider, C.P.R. Telegraph Superintendent, St. John, N.B., the temporary appointments, as announced in our April issue, have been confirmed, with one change, as

follows; F. J. Mahon, Inspector, Eastern Division, Montreal, to be Superintendent Atlantic Division, St. John, N.B.; J. F. N. Caisse, Chief Operator, Montreal, to be Inspector, Eastern Division, Montreal; J. Mitchell, night Chief Operator to be Chief Operator; A. M. Bennie to be night Chief Operator, and A. Malcolm, assisted by J. A. Fortier, to be Traffic Chief, all at Montreal.

The Board of Railway Commissioners passed order 6679, dated Mar. 26, specifying the form in which telegraph companies' toll tariffs are to be printed for filing with the Board and what information they are to contain. A copy of each tariff in use at any telegraph office is to be left on file thereat, open for inspection by the public.

Wireless Telegraphy on Moving Trains.

The interest recently evinced in the experiments made in the use of wireless telegraphy on moving trains, recalls the fact that the first experiments of this nature took place in Canada six years ago. The results, which were interesting, were not at that time such as would ensure the necessary success for such a project, but those taking part in the experiment were sufficiently sanguine of the outcome, to follow up the experience gained. The party in charge consisted of Dr. H. S. Bovey, Dr. H. S. Barnes and F. Soddy, of McGill University; and Dr. E. Rutherford, of Manchester University, Eng. A special G.T.R. train between Toronto and Montreal was prepared with the wireless apparatus, and though long distance telegraphing, as has been otherwise achieved, was not attempted, the train was kept in touch with stations of between 8 and 10 miles distance. The central transmitting station was arranged at St. Dominique, where two metal plate vibrators, 10 by 12 ft., connected with an induction coil, were placed. The equipment on the train consisted of collecting wire connected with a coherer of nickel and silver powder, which operated bells in three cars. The collecting wires were passed through the guides used for the train signal cords and extended on either side of the coherer, and though these wires were placed inside the steel-framed cars, clear and definite signals were obtained. The vibration of the train, which was travelling at about 60 miles an hour, made it impossible to have the relay adjusted to its most sensitive point, but the results obtained with the purely experimental apparatus were considered very satisfactory, and the feeling was strong that with a more refined mechanism, a system of wireless telegraphy on trains would be brought within the realm of practical operation, thus providing another method for safeguarding trains and their passengers.—Adapted from the Telegraph Age.

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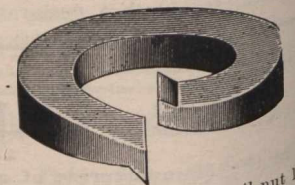
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Bolts, Track
 Montreal Rolling Mills Co.....Montreal.
 Toronto Bolt and Forging Co.....Toronto.

Braces, Cross Arm
 Montreal Rolling Mills Co.....Montreal.
 Toronto Bolt and Forging Co.....Toronto.

Brake Beams
 Chicago Railway Equipment Co..Chicago.
 Dominion Car and Foundry Co.....Montreal.

Brake Shoes
 Am. Brake Shoe & F'dry Co..Mahwah, N.J.
 Canada Iron Corporation, Ltd.....Montreal.
 The Holden Co., Ltd.....Montreal.

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

Brake Shoes, Locomotive Driver
 Am. Brake Shoe & F'dry Co..Mahwah, N.J.
 Canada Iron Corporation, Ltd.....Montreal.

Brass and Copper Cloth
 The B. Greening Co.....Hamilton, Ont.

Bridge Numbers
 Acton Burrows, Limited.....Toronto.

Bridges
 Canadian Bridge Co.....Walkerville, Ont.
 Dominion Bridge Co.....Montreal.

Buckets, Coal, Ore and Concrete
 Brown Hoisting Machinery Co. Cleveland.

Buildings, Steel
 Canadian Bridge Co.....Walkerville, Ont.
 Dominion Bridge Co.....Montreal.

Bumping Posts
 The Holden Co., Ltd.....Montreal.
 McCord & Co.....Chicago, Ill.

Buoy Lighting
 Safety Car Heat. & Light. Co..New York.

Buoys
 International Marine Signal Co....Ottawa.

Cables Electric and Feeder
 E. F. Phillips Electrical Works...Montreal.
 The Wire and Cable Co.....Montreal.

Caps, Uniform
 A. A. Allan & Co., Ltd.....Toronto.
 W. H. Coddington.....Hamilton, Ont.

Car Cleaner
 Modoc Soap Co.....Philadelphia, Pa.

Car Fittings
 Wallace Supply Co.....Chicago, Ill.

Car Loaders, Box
 Mussen's, Ltd.....Montreal.

Car Movers
 F. H. Hopkins & Co.....Montreal.
 Mussen's Limited.....Montreal.

Cars
 American Car & Equipment Co...Chicago.
 R. M. Burns & Co.....Chicago, Ill.
 Canada Car Co. (Ltd.).....Montreal.
 Crossen Car Mfg. Co.....Cobourg, Ont.
 Dominion Car and Foundry Co.....Montreal.
 J. T. Gardner.....Chicago, Ill.
 Hart-Otis Car Co. (Ltd.).....Montreal.
 Heiks Locomotive and Car Works. Chicago.
 Ottawa Car Co. Ltd.....Ottawa.
 Preston Car and Coach Co., Ltd..Preston.
 Rhodes, Curry & Co.....Amherst, N.S.
 Silliker Car Co., Ltd.....Halifax, N.S.

Castings
 Crossen Car Mfg. Co.....Cobourg, Ont.
 Standard Steel Works Co..Philadelphia, Pa.

Castings, Brass
 Canadian Bronze Co.....Montreal.
 Canada Iron Corporation, Ltd.....Montreal.
 Kerr Engine Co.....Walkerville, Ont.
 Tallman Brass & Metal Co., Ltd.Hamilton.

Castings, Car
 American Brake Shoe & Fdry Co.Mahwah.
 Canada Iron Corporation, Ltd.....Montreal.

Castings, Iron
 Canada Car Co., Ltd.....Montreal.
 Canada Iron Corporation, Ltd.....Montreal.
 Kerr Engine Co.....Walkerville, Ont.

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

Castings, Malleable
 Galt Malleable Iron Co.....Galt, Ont.
 Taylor & Arnold.....Montreal.

Castings, Manganese Steel
 Montreal Steel Works, Ltd.....Montreal.

Castings, Steel
 Canada Iron Corporation, Ltd....Montreal.
 Montreal Steel Works.....Montreal.
 Rhodes, Curry & Co.....Amherst, N.S.

Chains
 B. J. Coghlin & Co.....Montreal.

Closets, Car
 Duner Co.....Chicago, Ill.

Compressors, Air
 Canadian Rand Co.....Montreal.

Concrete Mixers and Rock Crushers
 F. H. Hopkins & Co.....Montreal.
 Mussen's Limited.....Montreal.
 Toronto Pressed Steel Co.....Toronto

Contractors' Supplies
 F. H. Hopkins & Co.....Montreal.
 Rice Lewis & Son.....Toronto.
 Toronto Pressed Steel Co.....Toronto.

Conveyors, Coal and Ash
 Babcock & Wilcox (Ltd.).....Montreal.

Copying Presses
 James Smart Mfg. Co.....Brockville, Ont.

Couplers, Car and Locomotive
 Acme Railway Equipment Co.Philadelphia.
 Dominion Car and Foundry Co.....Montreal.
 McConway & Torley Co...Pittsburgh, Pa.
 National Malleable Castings Co.Cleveland
 Taylor & Arnold.....Montreal.
 Washburn Steel Castings & Coupler Co.
Minneapolis, Minn.

Cranes
 Brown Hoisting Machinery Co..Cleveland.

Cranes, Electric
 Babcock & Wilcox.....Montreal.
 Dominion Bridge Co.....Montreal.
 Mussen's Limited.....Montreal.

Cranes, Locomotive
 American Hoist and Derrick Co..St. Paul.

Cranes, Wrecking
 Mussen's Limited.....Montreal.

Crowbars
 B. J. Coghlin & Co.....Montreal.
 Toronto Bolt and Forging Co.....Toronto.

Curtains and Fixtures, Car
 The Holden Co., Ltd.....Montreal.

Cuts
 Acton Burrows, Limited.....Toronto.

Derailing Devices
 Hayes Track Appliance Co..Geneva, N.Y.

Derricks
 American Hoist and Derrick Co..St. Paul.
 M. Beatty & Sons.....Welland, Ont.
 Mussen's Limited.....Montreal.

Dies
 Butterfield & Co.....Rock Island, Que.

Diving Outfits
 John Date.....Montreal.
 Mussen's Limited.....Montreal.

Doors, Steel Rolling
 Mussen's Limited.....Montreal.

Door Signs
 Acton Burrows Limited.....Toronto.

Draft Gear
 Cardwell Mfg. Co.....Chicago, Ill.
 Farlow Draft Gear Co.....Baltimore, Md.
 The Holden Co., Ltd.....Montreal.
 McCord & Co.....Chicago, Ill.
 Standard Coupler Co.....New York City.
 Waugh Draft Gear Co.....Chicago, Ill.

Dredges
 M. Beatty & Sons.....Welland, Ont.

Drills, Air
 Canadian Rand Co.....Montreal.

Dry Goods
 The Hudson's Bay Co.....Toronto.

Dump Cars (Contractors')
 Canada Road Machine Co., Ltd. Hamilton.
 F. H. Hopkins & Co.....Montreal.
 Toronto Pressed Steel Co.....Toronto.

Dump Cars, Hand
 Meaford Wheelbarrow Co., Ltd..Meaford.

Dust Guards
 Harrison Dust Guard Co.....Toledo, O.

Dynamos
 Northern Electric & Mfg. Co., Ld.Montreal.

Dynamo and Electric Castings
 American Brake Shoe & F'dry Co.Mahwah.

Economizers
 Babcock & Wilcox (Ltd.).....Montreal.

Electric Car Route Signs
 Acton Burrows Limited.....Toronto.

Electric Apparatus
 Northern Electric & Mfg. Co., Ld.Montreal.

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

Enameled Iron Signs
 Acton Burrows Limited.....Toronto.

Engines, Automatic
 Robb Engineering Co., Ltd..Amherst, N.S.

Engines, Corliss
 Robb Engineering Co., Ltd..Amherst, N.S.

Engines, Gasoline
 Ontario Wind Engine & Pump Co.Toronto.

Engines, Hoisting
 American Hoist and Derrick Co..St. Paul.
 M. Beatty & Sons.....Welland, Ont.
 Robertson Mfg. Co.Welland, Ont.

Engines, Stationary and Marine
 Polson Iron Works, Ltd.....Toronto.
 Robb Engineering Co., Ltd..Amherst, N.S.

Engines, Steam Steering, for Tugs
 Sheriffs Mfg. Co.....Milwaukee, Wis.

Explosives
 Standard Explosives Limited....Montreal.

Express Office Signs
 Acton Burrows Limited.....Toronto.

Fencing
 McGregor Banwell Fence Co..Walkerville.
 New Brunswick Wire Fence Co..Moncton.
 Owen Sound Wire Fence Co..Owen Sound.
 Page Wire Fence Co.....Walkerville, Ont.

Fire Brick
 Mussen's Limited.....Montreal.

Flags
 The Hudson's Bay Co.....Toronto.

Flour
 The Hudson's Bay Co.....Toronto.

Forgings
 Canada Car Co., Limited.....Montreal.
 Cleveland City Forge & Iron Co..Cleveland.
 Crossen Car Mfg. Co.....Cobourg, Ont.
 Hamilton Steel & Iron Co., Ltd..Hamilton.
 Standard Steel Works Co.Philadelphia, Pa.

Foundry Appliances
 Goldschmidt Thermit Co.....Toronto.

Frogs
 Canadian Ramapo Iron Wks.Niagara Falls.

Furnaces, Corrugated
 Continental Iron Works...Brooklyn, N.Y.

Fuse Batteries
 Standard Explosives Limited....Montreal.

Fuse Detonators
 Standard Explosives Limited....Montreal.

Fuses, Electric
 Standard Explosives Limited....Montreal.

Gaskets
 The Holden Co., Ltd.....Montreal.
 McCord & Co.....Chicago, Ill.

Gates
 McGregor Banwell Fence Co..Walkerville.
 New Brunswick Wire Fence Co..Moncton.
 Page Wire Fence Co.....Walkerville, Ont.
 Owen Sound Wire Fence Co..Owen Sound.

Gates, Crossing
 The N. L. Piper Ry. Supply Co..Toronto.

Gauges, Locomotive
 Taylor & Arnold.....Montreal.

Generators, Electric
 Northern Electric & Mfg. Co., Ld.Montreal.

Grates, Shaking
 Babcock & Wilcox (Ltd.).....Montreal.

Groceries
 The Hudson's Bay Company.....Toronto.

Hammers, Cast Steel
 American Brake Shoe & F'dry Co.Mahwah.
 James Smart Mfg. Co....Brockville, Ont.

Handcars
 Crossen Car Mfg. Co.....Cobourg, Ont.
 F. H. Hopkins & Co.....Montreal.
 Mussen's Limited.....Montreal.
 Rice Lewis & Son.....Toronto.
 Toronto Pressed Steel Co.....Toronto.

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

Hats
 W. H. Coddington.....Hamilton, Ont.

Headlights
 The N. L. Piper Ry. Supply Co..Toronto.
 Pyle National Elec. Headlight Co..Chicago.

Headlinings
 Crossen Car Mfg. Co.....Cobourg, Ont.

Heaters, Feedwater
 Robb Engineering Co., Ltd..Amherst, N.S.

Heating, Car
 Canadian Gold Car H'g & L'g Co.Montreal.
 Safety Car Heating & L'ting Co.New York.

Hoists, Electric
 American Hoist & Derrick Co...St. Paul.

Hoists (Pneumatic)
 Taylor & Arnold.....Montreal.

Hollow Staybolt Iron and Steel Bars
 Falls Hollow Staybolt Co.Cuyahoga Falls.

Hoppers, Car (Wet or Dry)
 Duner Co.....Chicago, Ill.

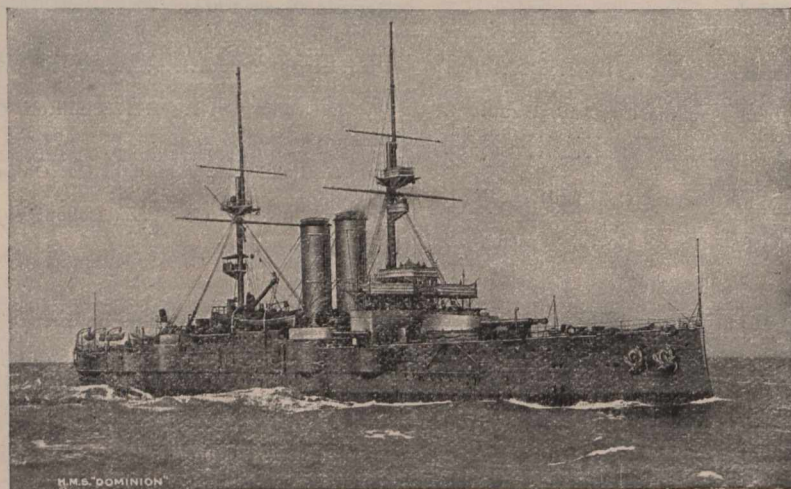
Hydrants
 Kerr Engine Co.....Walkerville, Ont.

Illustrations
 Acton Burrows Limited.....Toronto.

- Inspections**
R. W. Hunt & Co.Montreal
- Insurance, Accident**
Canadian Ry. Accident Ins. Co....Ottawa.
Imperial Guarantee & Ac. Ins. Co.Toronto.
- Insurance, Boiler**
Canadian Casualty & Boil. Ins. Co.Toronto.
- Interlocking Plant and Signals**
Montreal Steel Works.....Montreal.
Saxby and Farmer, Ltd.....Montreal.
- Iron and Steel Bars**
Hamilton Steel & Iron Co., Ltd..Hamilton.
- Iron, Pig**
Hamilton Steel & Iron Co., Ltd..Hamilton.
- Iron Signs**
Acton Burrows Limited.....Toronto.
- Iron Staybolt Bars**
Falls Hollow Staybolt Co..Cuyahoga Falls.
- Jacks**
H and E Lifting Jack Co..Waterville, Que.
F. H. Hopkins & Co, Ltd.....Montreal.
Montreal Steel Works, Ltd.....Montreal.
Mussens Limited.....Montreal.
A. O. Norton.....Coaticook, Que.
James Smart Mfg. Co.....Brockville, Ont.
- Japans**
The Dougal Varnish Co. Ltd....Montreal.
- Journal Bearings**
Canadian Bronze Co.....Montreal.
Crossen Car Mfg. Co.....Cobourg, Ont.
Kerr Engine Co.....Walkerville, Ont.
Jas. W. Pyke & Co.....Montreal.
- Journal Boxes**
The Holden Co., Ltd.....Montreal.
McCord & Co.....Chicago, Ill.
- Lager Beer, &c.**
E. L. Drewry.....Winnipeg.
- Lagging and Covering, Locomotive**
Taylor & Arnold.....Montreal.
- Lamps, Arc**
Northern Electric & Mfg. Co, Ltd.Montreal.
- Lamps, Incandescent**
Canadian Westinghouse Co..Hamilton, Ont.
- Lamps and Lanterns**
The Hudson's Bay Company.....
The Hiram L. Piper Co.....Montreal.
The N. L. Piper Ry. Supply Co..Toronto.
- Lamps, Switch**
The N. L. Piper Ry. Supply Co..Toronto.
- Launches**
Polson Iron Works, Ltd.....Toronto.
- Lighting, Car**
Canadian Gold Car H'g & L'g Co.Montreal.
Safety Car H't'g & L't'g Co..New York.
- Lights, Contractors' and Wrecking**
F. H. Hopkins & Co.....Montreal.
Mussens Limited.....Montreal.
- Locomotives (Compressed Air)**
Burnham, Williams & Co..Philadelphia, Pa.
Canadian Locomotive Co...Kingston, Ont.
Montreal Locomotive W'ks (Ltd.)..Montreal.
- Locomotives (Electric)**
Burnham, Williams & Co..Philadelphia, Pa.
Montreal Locomotive W'ks (Ltd.)..Montreal.
- Locomotives (Logging)**
Burnham, Williams & Co..Philadelphia, Pa.
Canadian Locomotive Co...Kingston, Ont.

- Locomotives (Rack)**
Burnham, Williams & Co..Philadelphia, Pa.
Canadian Locomotive Co...Kingston, Ont.
Montreal Locomotive W'ks (Ltd.)..Montreal.
- Locomotives (Steam)**
American Car & Equip. Co...Chicago, Ill.
Burnham, Williams & Co. Philadelphia, Pa.
R. M. Burns & Co.....Chicago, Ill.
Canadian Locomotive Co...Kingston, Ont.
J. T. Gardner.....Chicago, Ill.
Hicks Locomotive & Car Works..Chicago.
Montreal Locomotive W'ks (Ltd.)..Montreal.
Vulcan Iron Works.....Wilkesbarre, Pa.
- Lorries, Tracklaying**
Crossen Car Mfg. Co.....Cobourg, Ont.
F. H. Hopkins & Co.....Montreal.
- Lubricators**
The Holden Co., Ltd.....Montreal.
McCord & Co.....Chicago, Ill.
Taylor & Arnold.....Montreal.
- Lumber**
Parry Sound Lumber Co.....Toronto.
- Machinery, Cement**
Jas. W. Pyke & Co.....Montreal.
- Machinery and Plant, Contractors'**
American Car & Equip. Co...Chicago, Ill.
American Hoist & Derrick Co...St. Paul.
M. Beatty & Sons.....Welland, Ont.
R. M. Burns & Co.....Chicago, Ill.
J. T. Gardner.....Chicago, Ill.
F. H. Hopkins & Co.....Montreal.
Mussens Limited.....Montreal.
Robertson Mfg. Co.....Welland, Ont.
Toronto Pressed Steel Co.....Toronto.
- Machinery, Hoisting**
American Hoist & Derrick Co...St. Paul.
Brown Hoisting Machinery Co..Cleveland.
- Machinery, Marine**
Sheriffs Mfg. Co.....Milwaukee, Wis.
- Machinery, Tracklaying**
F. H. Hopkins & Co.....Montreal.
- Manhole Frames and Covers**
American Brake Shoe & F'dry Co.Mahwah.
Canada Iron Corporation, Ltd....Montreal.
- Marine Repairs**
Goldschmidt Thermit Co.....Toronto.
- Marine Supplies**
Rice Lewis & Son.....Toronto.
- Metal, Anti-friction**
W. Abbott.....Montreal.
- Metal, Babbit**
Tallman Brass & Metal Mfg. Co. Hamilton.
- Metals**
Goldschmidt Thermit Co.....Toronto.
- Metal Work, Structural**
Canadian Bridge Co.....Walkerville, Ont.
Dominion Bridge Co.....Montreal.
Montreal Locomotive W'ks (Ltd.)..Montreal.
Jas. W. Pyke & Co.....Montreal.
- Milepost Numbers**
Acton Burrows Limited.....Toronto.
- Motors**
McCord & Co.....Chicago, Ill.
- Motors, Electric**
Northern Electric & Mfg. Co. Ld.Montreal.
- Motors, Turntable**
Taylor & Arnold.....Montreal.

- Nickel**
The Orford Copper Co.....New York.
- Nickel for Nickel Steel**
The Orford Copper Co.....New York.
- Numbers**
Acton Burrows Limited.....Toronto.
- Nut Locks**
Positive Lock Washer Co...Newark, N.J.
- Nuts, Clevis**
Cleveland City Forge & Iron Co..Cleveland.
- Nuts, Square and Hexagon**
Montreal Rolling Mills Co.....Montreal.
Toronto Bolt and Forging Co.....Toronto.
- Oakum**
The Hudson's Bay Company.....
- Office Fittings**
Can. Office & Sch'. Furniture Co..Preston
- Office Signs**
Acton Burrows Limited.....Toronto.
- Oils**
Galena Signal Oil Co..Franklin & Toronto.
- Packing**
The N. L. Piper Ry. Supply Co..Toronto.
- Patterns**
Hamilton Pattern Works....Hamilton, Ont.
- Pile Drivers, Railway**
F. H. Hopkins & Co.....Montreal.
Mussens Limited.....Montreal.
- Pinch Bars**
The N. L. Piper Ry. Supply Co..Toronto.
- Pipe, Culvert (Cast Iron)**
Gartshore-Thompson Pipe Co...Hamilton.
- Pipe, Gas (Cast Iron)**
Gartshore-Thompson Pipe Co...Hamilton.
- Pipe, Sewer (Cast Iron)**
Gartshore-Thompson Pipe Co...Hamilton.
- Pipe, Water (Cast Iron)**
Gartshore-Thompson Pipe Co...Hamilton.
- Pipe Stocks**
Butterfield & Co.....Rock Island, Que.
- Platforms, Steel**
Standard Coupler Co.....New York City.
- Ploughs, Contractors'**
Mussens Limited.....Montreal.
Toronto Pressed Steel Co.....Toronto.
- Ploughs, Grading**
Meaford Wheelbarrow Co., Ltd..Meaford.
- Porter**
E. L. Drewry.....Winnipeg.
- Powder, Blasting**
Standard Explosives Limited.....Montreal.
- Printing**
Southam Press.....Toronto.
- Propeller Wheels**
Sheriffs Mfg. Co.....Milwaukee, Wis.
- Pumps**
S. F. Bowser & Co., Limited....Toronto.
Ontario Wind Engine & Pump Co..Toronto.
James Smart Mfg. Co.....Brockville, Ont.
- Pumps (Centrifugal)**
M. Beatty & Sons.....Welland, Ont.
- Rail Benders, Roller**
F. H. Hopkins & Co.....Montreal.
Montreal Steel Works.....Montreal.



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