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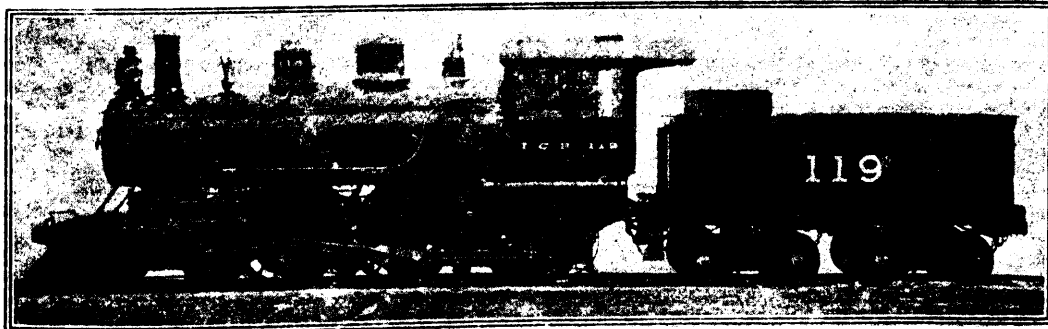
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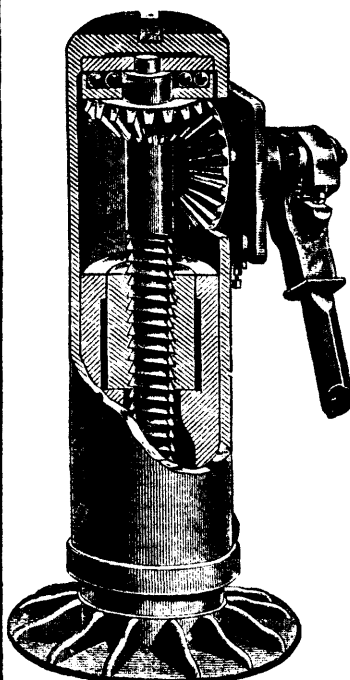
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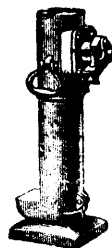
reduce the friction and increase the power of the Jack.

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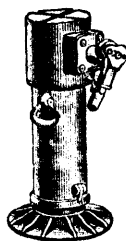
are cut from solid steel forgings, thereby giving highest efficiency and greatest durability.

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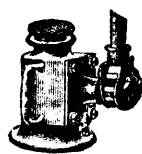
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OLD SERIES, No. 146.
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TORONTO, CANADA, JUNE, 1903.

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G.T.R. SEMI-ANNUAL MEETING.

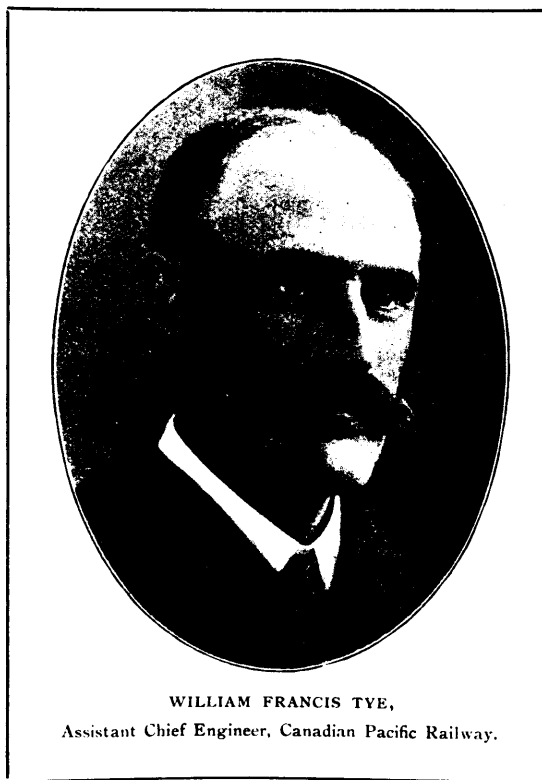
At the semi-annual meeting in London, Eng., April 16, President Sir C. Rivers Wilson, in moving the adoption of the report and accounts, which were published in our last issue, said they would be eminently satisfactory but for the fact that while the revenue, the largest recorded in any one half-year of the Company's operations, showed a satisfactory increase, there was a considerable and abnormal increase in the expenditure, owing largely to causes beyond the control of the management. Notwithstanding this drawback they were able to maintain the dividends of the previous year, and to declare a dividend, the first since 1884, on the 3rd preference stock. After referring to a number of figures contained in the report, he explained that the average fare paid by the passengers to the Pan-American exhibition was, owing to their being carried longer distances, considerably more than that of the ordinary passenger, which had the effect of increasing the average fare, but in the past half-year, when traffic returned to ordinary conditions, the average fare per passenger, while a little better than in 1900, showed a decrease compared with 1901, which is the reason why the increased receipts from the passenger traffic do not appear to be proportionate to the increased number of passengers carried. While the general expenditure had increased owing to the increased traffic handled, there had been special causes which brought about a considerable augmentation of expenditure. The expenditure on maintenance of way and structures showed an increase of £61,515. There was an increase in charges for repairs and renewals of buildings and structures of £81,070, but a decrease in the maintenance of the road-bed and bridges of £19,555. The large increase in the charge for buildings and structures was caused by the rebuilding of several important stations and freight sheds. At Portland, Me., a new station had been built; at Bonaventure station, Montreal, a considerable sum had been expended in the erection of new sheds to replace old and inadequate ones; and 13 stations had been rebuilt at other points. At Bonaventure station it was proposed to roof-in the whole of the platform adjacent to the station, and during the last six months a sum had been set aside out of revenue every month, to meet the cost of this work, and further sums would be set aside out of revenue monthly during the current half-year. The expenditure on maintenance of way decreased £7,515, but the cost of conducting transportation increased £157,731, of which £92,490 was on account of fuel.

Owing to the long-continued coal strike coal had to be bought in Dec., 1902, wherever it could be obtained, and in Jan., 1903, 50,000 tons were purchased in England. This accounted for a considerable proportion of the increased working expenses in Dec., and also for Jan. and Feb. of the current half-year. It was hoped that the contracts for the year would show a considerable reduction upon the prices recently paid, but they would be somewhat higher than the contract prices last year. In connection with the coal question he mentioned that in conjunction with the

the extra cost of coal, there remained £45,000, which, considering the increased work done, and the increased rates of pay to employees, could not be considered otherwise than as satisfactory. The prices of materials of every description have very considerably increased, but the most formidable increase has been in the pay roll, which alone represented something like £100,000. Fortunately, thanks to the intelligent and devoted labor of the General Manager and his staff, the increased receipts have exceeded the increased expenditure, large though that has been. The

G.T.R. had been more fortunate in this respect than many of the U.S. railways, and the contrast is distinctly in favor of the G.T.R. management. In 1902 166 railways in the U.S., covering 157,293 miles, with an increase of gross receipts of \$82,000,000, show \$85,000,000 increase in their working expenses, so that their net income was actually less by \$3,000,000 than in 1901. The net revenue account showed that there was £33,962 available for dividend, and shareholders would be glad to hear that the amount now outstanding of the 6% and 5% terminable bonds is a little over £2,000,000, and that in Aug. there will be a reduction of £177,700 made by the falling in of some 5% bonds, which will result in another small saving. The expenditure on capital account during the half-year was £135,784, and was mainly confined to the construction of the double track between Whitby and Port Hope, and Hamilton and Niagara Falls, Ont., the last named section being almost completed. The 24 miles remaining to be completed between Whitby and Port Hope is really a diversion of the old line, as this was thought advisable in order to obtain an improved alignment and easier grades, as well as to protect the line from the encroachments of the lake, to which it was rather too close in one or two places. Although the progress of this work has not been so rapid as could have been wished, it was expected to be completed during the summer, and when this is done the G.T.R. will have a continuous double track from Montreal to Niagara Falls, 416 miles, which will be of great assistance in expeditiously and economically conducting the constantly increasing traffic.

The 50th anniversary of the incorporation occurred on Nov. 10, 1902, and in 1853 the prospectus was issued inviting subscriptions for the capital of the Company. "A perusal of that prospectus," continued the President, "at the present day affords matter for an interesting retrospect. What changes have come over Canada, and what vicissitudes have occurred to the G.T.R. during that time? The



WILLIAM FRANCIS TYE,

Assistant Chief Engineer, Canadian Pacific Railway.

Toledo, St. Louis and Western Ry., the G.T.R. had obtained control of a small but important line running from Detroit to Toledo. The great coal traffic of Ohio centered at Toledo, and with this new connection the G.T.R. would be able to obtain its coal under more favorable and economical conditions than had hitherto been the case. Of the remainder of the increase £17,698 was for compensation for injuries to persons, and £20,000 had been set aside to meet claims for compensation arising out of the accident at Wainstead, Ont., on Dec. 27. Deducting this special debt from £65,000, the increase in the cost of conducting transportation, apart from

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TORONTO, CANADA, JUNE, 1903.

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Acton Burrows, F. H. Hopkirk, J. Powell, F. Suther-
land. SECRETARY, W. H. Rosevear, Jr., Montreal;
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MEETINGS at Windsor Hotel, Montreal, 1st Tuesday
of each month, 8 p.m., except in June, July and Aug.

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PRESIDENT, J. R. Brennan, Ottawa, Ont.; SECRETARY-
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TREASURER, H. Irwin; SECRETARY, C. H. McLeod; LIB-
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bun, Deseronto, Ont.; SEC.-TREASURER, F. King, King-
ston, Ont.

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SECOND VICE-PRESIDENT, C. E. Morgan, Hamilton,
Ont.; THIRD VICE-PRESIDENT, W. H. Harper, Chatham,
Ont.; CHAIRMAN EXECUTIVE COMMITTEE, W. Bunton,
Peterboro', Ont.; SEC.-TREASURER, E. de la Hooke,
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NEXT ANNUAL MEETING at Sydney, N.S., Oct. 12,
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CHAIRMAN, Thos. Henry, Montreal.
SECRETARY, G. C. Wells, Montreal.
NEXT MEETING, Toronto, Ont., in 1894.

National Association Marine Engineers of Canada.

PRESIDENT, T. J. S. Milne, Kingston, Ont.; VICE-
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B.C., T. M. Heard; Levis, E. Belanger; Sorel, A. L.
de Martigny; Owen Sound, J. M. Wilson.
NEXT ANNUAL MEETING of the Grand Council in
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Toronto.

G.T.R. Semi-Annual Meeting.

(Continued from page 181.)

prospectus is headed by the honored names
of Thos. Baring and G. C. Glyn, who are de-
scribed in the prospectus as agents of the
Province of Canada and directors of the
Company on behalf of the Canadian Govern-
ment, and in addition, the names of various
high and important functionaries of the Cana-
dian Government as directors on the Cana-
dian board. The prospectus offered most
alluring prospects to the investing public.
Some of these prospects, such, for instance,
as the allusions to the future prosperity of the
Provinces through which the road would run,
have been amply realized, more so than the
promoters could have expected. The wealth
of the colony, since that time, has advanced
by leaps and bounds. The movement of trade,
as indicated by the imports and exports, was
mentioned in a despatch written by Lord
Elgin, then Governor-General, as amounting,
in 1851, to £7,000,000 stg. Last year it was
£86,000,000 stg. The revenue which Lord
Elgin mentions as being, in 1851, less than
£700,000, increased in 1902 to over £12,000,-
000 stg. In one particular the predictions of
the framers of the prospectus have not by any
manner of means been realized—in the estim-

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ate which they formed of the dividend to be
earned on the share capital of the Company,
which they put at 11½%. You may laugh,
but the resources and the prospects of that
magnificent land are such that it is not at all
impossible that even that fair dream may one
day be realized, though I must frankly own that
I am hardly sanguine enough to anticipate
that I shall be able to stand up in my place in
this hall and make the gratifying announce-
ment to the shareholders, but I do not hesi-
tate to say that had this corporation had fair
play, as might reasonably have been expect-
ed, considering the auspices under which it
was started, without attaining, perhaps, to
the magnificent dividend of 11½% the financial
fortunes of the Company would have fared
better than they have done in the past, for the
prospectus—this Government prospectus, as
I may call it—sets out that the scheme which
'offers the most comprehensive system of
railway in the world, is protected from the
possibility of injurious competition for nearly
its entire length by natural causes as well
as by legislative enactment—a declaration
which did not prevent powers being after-
wards given to another company to establish
an entirely unnecessary line close alongside

the G. T. R., through the best portions of the Province of Ontario. This, however, is ancient history, and I hope I may mention it without giving offence. But one of the most remarkable features of the prospectus of 1853, as we read it to-day, is that while the Canadian statesmen of that time saw clearly the certainty of the great progress in store for Canada, their geographical foresight seems to have been limited on the west by the St. Clair and Detroit rivers, which form the western boundary of the Ontario peninsula. Nothing was said of the great Northwest territories, and the map attached to the prospectus includes no portion of that region beyond the Lake of the Woods, some 250 miles west of Lake Superior. What the development of that country has been in recent years, what a prospect has been opened up of its almost illimitable development in the future, is well known to you. The Governments and Parliaments of Canada have wisely given a generous, even a lavish, support to the enterprise of the promoters of the C. P. R., which has had so large a share in the development of that great territory, but now, and more speedily than could have been anticipated, the time has arrived when the means of transportation are quite inadequate to provide for the enormous produce seeking an outlet to the markets of the world, and for the requirements of the new population which is crowding into the territories of the Northwest. The Dominion Government has recognized the urgency of the case, and in the speech of the Governor-General, at the recent opening of Parliament, the necessity of providing increased transportation facilities was forcibly impressed on the representatives. The present board of the G. T. R. have been careful to avoid all adventurous enterprises for the acquisition or construction of new lines where the liabilities might be large and the profits uncertain, but they have always reserved to themselves the right of bringing before you proposals, should favorable opportunities present themselves, for extending the operations of the Company in new directions, where it might be clearly established that the interests of the Company would be served, and under conditions of absolute financial safety. We consider that such an opportunity presents itself in regard to the railroad requirements of the Northwest Provinces, and that the necessity almost imposes itself upon the Company for its own protection to take steps for securing a share in the advantages offered by the rapid development of those Provinces. The G. T. R., owing to its favorable geographical position, is naturally one of the most important agents for the transportation eastwards of the products of the western countries of the North American continent, but in order to maintain its superiority, in order merely to keep abreast of the movement of competition and railway enterprise, it is essential that it should ensure the continued flow of traffic over its line; and there are two ways in which that might be done—either by constructing or acquiring lines of its own in the producing districts, or by establishing the closest connection with other companies acting in harmony and alliance with itself under exclusive and favorable working traffic arrangements. The first of those alternatives is opposed to the general policy of the board for reasons which, in view of the existing liabilities and responsibilities of the Company, are sufficiently apparent, but we believe that arrangements of a beneficial nature may be entered into in combination with other interests for attaining the object in view with perfect safety to our own Company, and it is in this direction that we have sought for a solution of this important question. We have accordingly caused a bill to be prepared providing for the creation of a separate corporation for the construction of a railway running from some

point on the G. T. R. system through the Northwest to an ultimate terminus on the Pacific coast. The road would pass through and open up new districts at present unreached by any railroad, but offering equal prospects of fertility to those in proximity to the existing lines; and powers would also be taken to extend the road eastwards as far as Quebec. The scheme is of an ambitious character, but experience has shown that the sanguine anticipations entertained in Canada as to the undoubted benefits that will accrue from it to the Dominion are not likely to prove exaggerated. To such a company the G. T. R., without engaging the credit of its own shareholders, would bring, as a most valuable contribution, its influence, experience and established connections. But, while the accomplishment of so great an undertaking will undoubtedly bring with it immense benefits to the Dominion, and will accelerate the prosperity of the country in a way that can be attained by no other method, these results can be reached only by degrees, and it is out of the question to suppose that the large amount of capital required for opening up the wilderness and converting it into a fruitful and peopled land, can be attained by the sole prospect of dividends in the distant future after the country has been brought under settlement. The same reasons, therefore, which prompted the Canadian Government and Parliament to assist the pioneers of the earlier enterprise, apply in an almost equal degree to the national undertaking now in contemplation, and it is in reliance that such assistance and encouragement will be forthcoming that we have announced our intention, which we hope will commend itself to your approval, to promote and support the proposed new company. The bill has been introduced, and the form and extent of the Government assistance are under discussion with Sir Wilfrid Laurier and his colleagues, who, we trust, taking a statesmanlike view of the necessities of the country, may see their way to recommend such liberal treatment as will ensure the accomplishment of a project which we know they have at heart. To sum up the situation briefly then, it is—first, that new railway accommodation is urgently required, that is generally conceded; secondly, this object can only be attained, if years of long and harmful delay are to be avoided, by the aid of some measure of Government assistance; thirdly, existing railway interests will be benefited and not damaged by the introduction of new railroads; fourthly, the interest of the G. T. R. in supporting the new company lies in the necessity of securing its fair share in the transportation of the growing traffic from the Northwest, while its advantages and well-established position marks it as the agent by which the proposed extension can be most readily and most satisfactorily promoted and controlled. If terms are arranged and satisfactory legislation is obtained, it will be our duty to submit for your consideration and decision any traffic or other arrangements which we may propose to enter into with the new company, when further and fuller explanations can, if necessary, be afforded."

The President then referred to the bill before Parliament authorizing the issue of 4% guaranteed stock, to a total of £10,000,000, and explained that the credit of the company was now such that it was not necessary to continue to rely upon the 4% debenture stock for additions to capital expenditure. The proposal was one for the advantage of the holders of all classes of the company's securities, and the large amount had been asked for in order to avoid the necessity of going to Parliament every year or so.

The dividends declared were: 4% guaranteed stock, £2%; 1st preference stock, £2 10s.; 2nd preference stock, £2 10s.; 3rd preference stock, £1%. The retiring direct-

ors: G. von Chauvin, Col. F. Firebrace, A. W. Smithers and Sir W. L. Young were re-elected; W. M. Ramsay, Montreal, was re-elected auditor, and H. C. Newton, London, was elected auditor to fill a vacancy.

The Frank Disaster.—On the morning of April 29 the new coal mining town of Frank, Alta., was partially buried under an avalanche of rock from Turtle mountain, 62 persons being killed. Among the dead are J. McVeigh, of Poupore & McVeigh, railway contractors, and a number of employees of the firm. In addition to the damage to the town and to the plant at the openings of the coal mines, the C. P. R. Crow's Nest Pass line for about two miles, and about 1½ miles of the recently constructed Frank and Grassy Mountain Ry., have been buried. E. H. McHenry, Chief Engineer of the C. P. R., who was on the western sections of the line at the time, visited the scene, as also did representatives of the Crow's Nest Coal Co., and the Dominion Government Geological Survey. They found the landslide to have been from two to 2½ miles wide, and the valley has been covered with the fallen limestone from 50 to 100 ft. deep. An examination of the mountain showed that the rock was badly decomposed and full of fissures, and that the fall may have been precipitated by mining operations. The C. P. R. has under construction a new line round the town, no endeavor having been made to clear the buried line. What will be done on the Frank and Grassy Mountain Ry. has not been decided.

"The All Red Line," is the title of a volume of nearly 500 pages which has for its object the placing on record in a convenient form the annals of the Pacific cable project, in which, from first to last, Canada has taken such a conspicuous part; and the education of the public mind in the direction of the state-owned British cable all round the world. The book is edited by Geo. Johnson, Dominion Government Statistician, who, in addition to a general introduction and articles on the bibliography and chronology of cables, contributes several chapters to the main body of the work. The sixteen chapters, which form the main body of the work, deal with the Jubilee conference in 1887, the nautical survey, the mission to Australia, mid-ocean islands, the Ottawa conference of 1894, the tenders for cables, the Imperial committee of 1896, the conference of 1897, state partnerships, the enemies of the project, a Pan-Britannic system, girdling the globe, the postal cable service, cable laying, the coronation conference of 1902, and wake-up. A number of these chapters have been contributed by men who have special knowledge of the matter dealt with, that on cable laying by Otto Klotz being particularly interesting.

In connection with the investigation by the Cattle Guards Commission, which has completed its work of testing the various forms of guards submitted, but which has not presented a report, a return presented to the House of Commons will have some interest. The return showed that during 1901 there were 742 cattle, sheep and horses killed in Canada upon railways at their points of intersection with highways, and 1,485 were killed at other points on railways. Their value was placed at \$54,107. The number of animals killed was in excess of previous years.

The C. P. R. fast transcontinental train—the Imperial Limited—will commence running June 7, a week earlier than last year. The running time will be 97 hours, as last year. The daily train between Montreal and Vancouver each way will be continued.

The Toronto Ry. Co. has given \$1,000 to the Toronto Industrial Exhibition.

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**Successor to Galena Oil Company and
Signal Oil Company, sole Manufacturer
of the celebrated Galena Coach, Engine
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CHARLES MILLER,
PRESIDENT.

Temiskaming and Northern Ontario Ry.

The first report of the commission, recently issued, deals not only with the work done directly under the supervision of the commission, but reviews what was done under the Ontario Commissioner of Public Works prior to Aug., 1902. Having completed its organization, the commission considered the report of W. B. Russell, Chief Engineer, and after having obtained a special report from G. E. Mountain, C.E., Chief Engineer of the Canada Atlantic Ry., decided to adopt the eastern, which had been recommended by Mr. Russell, in preference to the western route, which was surveyed for the Nipissing and James Bay Ry., and upon which Mackenzie, Mann & Co. did some work in 1901-02. To reach a point 50 miles north of North Bay, the route selected is 56 miles long, and passes through a well-timbered country, with large areas of agricultural land, while the western line is 50 miles long, and passes through a rocky and barren area. The gradients are practically the same in each case, and there was only a difference of \$422 in favor of the western line, so far as the estimated cost of construction was concerned. Temporary arrangements were made with the Ontario Bank for financing the undertaking, and after a consultation with the Government it was decided to issue \$1,000,000 of 3½% temporary guaranteed debenture bonds payable on demand after July 1, preparatory to the issue of bonds secured on the line and the land set apart by the Government for the construction of the line. This course was adopted so that an act might be passed clearing up any doubt that might exist as to the construction to be placed upon the act of 1902, under which it might appear as if the bonds to be issued did not include the railway as a security along with the land grant.

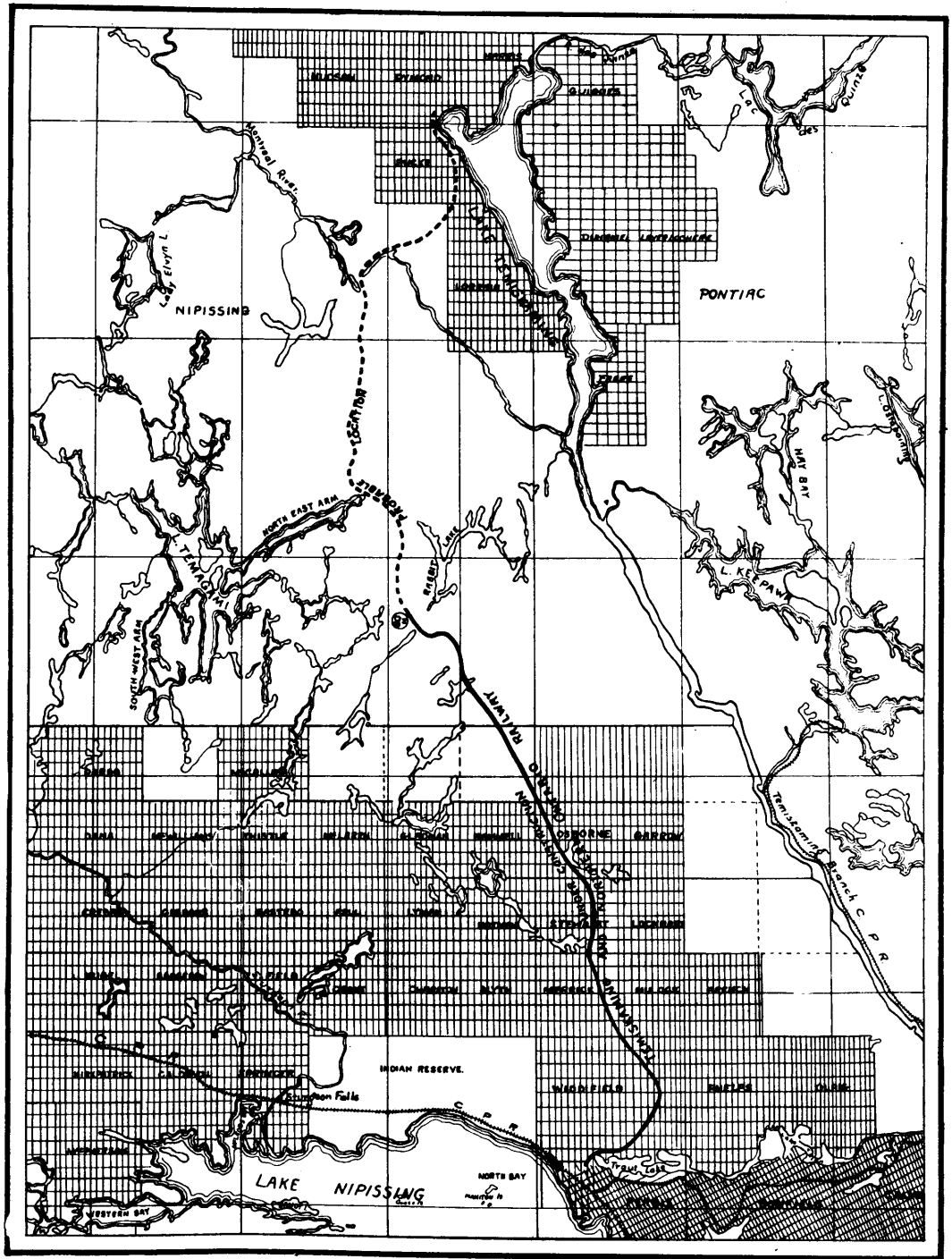
At an early meeting the commission decided to cancel the contract entered into for clearing 20 miles of the grade as the contractor was not proceeding with the work at a satisfactory rate, paying the contractor for the work actually done at cost. The question of constructing the line without a contract was discussed, but it was finally decided that it would be the better course to let a contract, consequently tenders were asked for the construction of 110 miles of line, ties, rails and fastenings, as well as superstructures of any steel bridges, to be supplied by the commissioners. Twelve contractors submitted prices, which, on the work for which quantities had been estimated, worked out as follows: A. R. Macdonnell, \$1,464,600; Canadian Construction Co., \$1,514,450; Thos. McLaughlin, \$1,535,800; Barclay & McMartin, \$1,548,600; Fauquier Bros., \$1,590,550; Ross, Barry & Co., \$1,594,181; Deeman & Hazlewood, \$1,628,750; M. P. Davis, \$1,644,750; New Ontario Development and Construction Co.,

\$1,687,050; G. Goodwin, \$1,806,550; H. J. Beemer, \$1,822,600; J. J. Lyons, \$3,050,450. The contract was awarded to A. R. Macdonnell, whose prices for the work for which there were no estimated quantities, were: solid rock, wet, \$3.50; loose rock, wet, \$1.75; hard pan, wet, \$1.75; earth, wet, 75c.; masonry, 1st, \$15; masonry, 2nd, \$11; concrete, rubble, \$8; rip-rap, \$2.75; crib-filling, \$1.50; crib timbers, \$30. The contract entered into calls for the completion of 110 miles by Dec. 31, 1904, and for the completion of the first 60 miles by Dec. 31, 1903.

During the year approximately 200,000 ties will be required, 25,000 of which, it is expected, will be furnished by the contractor for the railway, and a contract was let to T. Wallace to supply the remaining 175,000 at 21c. each for cedar and hemlock, and 22c. each for tamarac. A contract for 8,200 tons of steel rails was let to the Algoma Steel Co. at \$32 a ton f.o.b., North Bay, but the contract was afterwards surrendered, and a contract plac-

ed with J. Cooper, of Montreal, at \$28.50 f.o.b. North Bay. Other contracts for spikes and fastening have been entered into, and deliveries on all these contracts are to be made so that tracklaying can be commenced early in June.

Starting from North Bay, the preliminary survey showed that at a distance of 15 miles northward the country rose to an elevation of 1,290 ft. above sea level, or about 660 ft. above Lake Nipissing, and that in order to overcome that height with anything like easy gradients a route would have to be laid out easterly or westerly instead of direct north. For reasons already stated the easterly route, shown on the map on this page was adopted. At Trout lake the navigable waters of the Ottawa river are touched, and at mileage 71 the northeast arm of Lake Temagami is reached, and Lake Temiskaming is reached at mileage 110. This route gives a maximum gradient of 1.25%, or 66 ft. a mile going north, and 1.60%, or 52.80 ft. a mile coming



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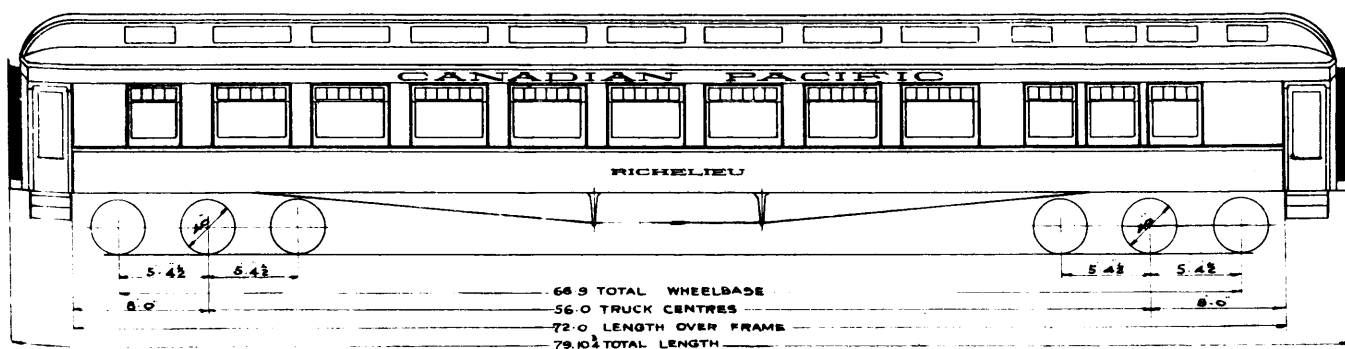
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OUTSIDE ELEVATION C.P.R. PARLOR CARS, RICHELIEU AND ST. MAURICE.

south against the expected heavier traffic, and the maximum curve is 6°, or a radius of 955.4 ft. One feature of the construction is the absence of any large river crossing, except in the one case of the Montreal river, near mileage 90. For nearly the entire distance south of this point the line runs along the height of land between the Ottawa river and Lake Nipissing waters, crossing in some cases streams running one way, and in others streams running to the other waters, near their sources where they are small, requiring only a short span to take the road across them.

The members of the commission are: A. E. Ames, chairman; B. W. Folger, E. Gurney, M. J. O'Brien and F. E. Leonard, who each receive an honorarium of \$1,000 a year; P. E. Ryan is Secretary-Treasurer, his salary being \$125 a month, and W. B. Russell is Chief Engineer at \$250 a month. The other principal employees of the commission are: C. R. Boucher, Divisional Engineer, \$150 a month; E. E. Perreault, engineer and draughtsman, \$100 a month; R. A. Galbraith, engineer in charge of construction, section 1, \$100 a month; C. L. Russell, engineer in charge of construction, section 2, \$100 a month; A. McGougan, engineer in charge of construction, section 3, \$100 a month; C. W. Doherty, engineer in charge of construction, section 4, \$100 a month; F. C. Jackson, engineer in charge of construction, section 5, \$100 a month; R. Laird, engineer in charge of location survey southward from New Liskeard, \$150 a month; T. S. Hay, engineer in charge of location survey northward from end of 60 miles, \$125 a month.

Railway Equipment Notes.

- The St. John Ry. is adding to its equipment 6 motor cars built in Montreal.
- The Intercolonial Ry. recently received 11 stock cars, completing an order for 21.
- The G.T.R. will build 25 standard switching locomotives in its Montreal shops this year.
- The Sherbrooke Street Ry. has received a new open car, and has placed an order for a closed car.
- The Intercolonial Ry. is building at its Moncton shops an air-brake instruction car and two conductors' vans.
- The St. Thomas, Ont., Electric Ry., which is now operated by the city, is to have five motor cars added to its equipment.

The Canadian Northern Ry. has ordered 100 flat cars, 60,000 lbs. capacity, 36 ft. long, to be built in the U.S., and to be delivered in June.

The G.T.R. has placed orders in the U.S. for 500 double hopper bottom coal cars, 50 tons capacity, and 500 box cars, 30 tons capacity.

The C.P.R. is reported by the Railway Age as being about to build 400 coal cars in its shops. We are officially informed that this is incorrect.

The C.P.R. has placed orders to build at its Hochelaga shops, Montreal, 10 fruit express cars, and at its Perth shops 400 30-ton flat cars, 84 30-ton box cars and 50 ore cars.

The C.P.R. has placed an order for 10 consolidation freight locomotives to be built in Canada, which will practically be duplicates of those recently built for the company by the Canadian Locomotive Co.

The Brockville, Westport and Sault Ste. Marie Ry. has added to its rolling stock a 1st class passenger car, a combination 1st class passenger and baggage car, a combination baggage and mail car, and eight 50,000 lb. box cars.

The G.T.R., during the first three months of this year, added the following rolling stock: 3 Richmond compound locomotives; 729 flat cars, 94 box cars, completing an order for 1,000 placed in U.S. last year; 5 first-class passenger cars and 27 cabooses.

The Canadian Copper Co., of Copper Cliff, Ont., has ordered from the Baldwin Locomotive Works two switching locomotives, cylinders 21 by 26 in., driving-wheels, 50 in. in diameter and weighing about 154,000 lbs. Delivery is to be made in 1904.

The Dominion Atlantic Ry. has ordered from the Baldwin Locomotive Works one American type passenger locomotive, which is to be the duplicate of one of the company's locomotives, cylinders 18 by 24 in., driving-wheels 66 in. in diameter, weighing about 107,000 lbs., with 66,000 lbs. on drivers. Delivery is to be made in May, 1904.

The Alberta Ry. and Coal Co. has added to its equipment, 3 locomotives, 3 passenger cars, 6 box cars and 10 flat cars, standard gauge. These are being used between Lethbridge and Coutts, Alta., and in addition Great Northern Ry., U.S.A., equipment is being used for through business between Great Falls, Mont., and Lethbridge.

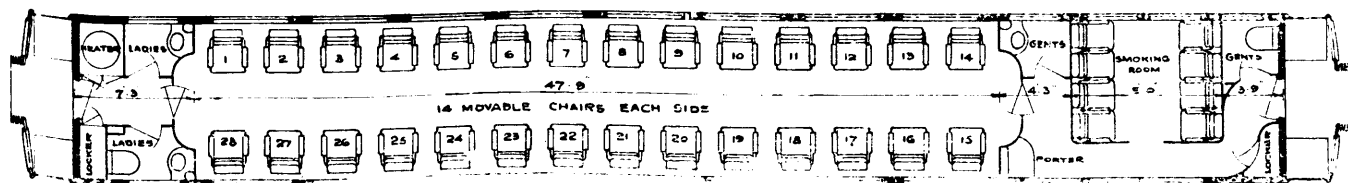
The Central Ry. of New Brunswick is reported to have put a new locomotive in service and to have bought three locomotives from the Intercolonial Ry., which are to be rebuilt. It is also reported to have placed an order for three combination passenger and baggage cars and to be negotiating with Rhodes, Curry & Co., of Amherst, N.S., for box, coal and flat cars.

The C.P.R.'s 400 flat cars, which are being built at the Company's Perth shops, will have the following general dimensions, etc.:—Capacity, 60,000 lbs.; weight, 26,000 lbs.; length, 36 ft. 8 in.; width, 8 ft. 10 in.; height, 4 ft. 2 in.; material, wood; under-frame, wood; bolsters and brake beams, Simplex; brake-shoes, M.C.B., cast iron; brakes, Westinghouse; brasses, St. Thomas Brass Co.; springs, Canada Switch Co.; wheels, 33 in. cast iron, C.P.R. standard and make.

The C.P.R.'s 84 box cars, which are being built at its Perth shops, will have the following general dimensions, etc.:—Capacity, 60,000 lbs.; weight, 37,000 lbs.; length, 36 ft. 8 in. outside, 36 ft. inside; width, 9 ft. 1 1/8 in. outside, 8 ft. 6 in. inside; height, 8 ft. inside; material, wood; under-frame, wood; bolsters and brake beams, Simplex; brake-shoes, M.C.B. cast iron; brakes, Westinghouse; brasses, St. Thomas Brass Co.; springs, Canada Switch Co.; wheels, 33 in. cast iron, C.P.R. standard and make.

The C.P.R. received the following new equipment between April 1 and May 11:—6 sleeping cars and 10 1st-class cars, built in the U.S.; 18 40-ton box cars, 6 30-ton refrigerator cars, and 276 30-ton flat cars, built by Rhodes, Curry & Co., Amherst, N.S.; 120 30-ton flat cars, built by the Algoma Central and Hudson Bay Ry., Sault Ste. Marie, Ont.; 7 30-ton box cars, 10 30-ton refrigerator cars, 56 40-ton coal cars and 50 30-ton ore cars, built at the Company's Perth shops, and 3 conductors' vans, built at the Company's Farnham shops.

The Canadian Northern Ry.'s 30 cabooses, which are being built at its Winnipeg shops, have the following general dimensions:—Length over end sills, 30 ft.; length inside, 29 ft. 2 3/8; length over bunter beams, 35 ft. 1 5/8 in.; length between truck centres, 20 ft. 4 in.; width over side sills, 9 ft. 1 1/2 in.; width inside, 8 ft. 6 in.; top of sill to bottom of plate, 6 ft. 6 in.; six sills, 5x9; plates, 7x3 1/4 x 34 ft. 3 5/8 in.; carlins, 1 1/4 x 9 1/2; end plates, 3/4 x 13 in.; side posts and braces, 2 1/2 x 4; corner posts, 4x3 1/2; door posts, 4x4; cupola, 3 ft. 4 in. above roof, 5 ft. long and 6 ft. 1 in. wide inside.



FLOOR PLAN C.P.R. PARLOR CARS, RICHELIEU AND ST. MAURICE.

The C.P.R.'s 200 stock cars, which are being built at the Company's Hochelaga shops, will have the following general dimensions, etc.:—Length inside, 36 ft.; length over frame, 36 ft. 8 in.; width inside, 8 ft. 9 3/4 in.; width over frame, 9 ft. 5 in.; height inside, 7 ft. 1 1/2 in.; capacity, 60,000 lbs.; wood frame throughout, equipped with feed racks, Simplex body and truck bolsters, with steel and malleable centre plates, Susemihl side bearings, 4 1/4 x 8 in. axles (steel) M.C.B. standard, 33 in. cast-iron wheels, Westinghouse brake, Simplex brake beams, inside hung to truck frame.

The C.P.R. is building at its Perth, Ont., shops 200 refrigerator cars. General dimensions and capacity: 8 ft. 11 ins. x 38 ft. 8 ins., over frame; 60,000 lbs. cap.; 33 in. C.I., C.P.R. standard wheels; roller, diamond frame trucks; Simplex body and Simplex barber truck bolsters; Simplex brake beams; M.C.B. standard couplers; tandem spring; C.P. standard springs, Canada Switch Co.'s make; M.C.B. 5 ins. x 9 ins., St. Thomas Brass Co., journal bearings; Susemihl roller side bearings; M.C.B. 5 ins. x 9 ins. journal boxes; double board roof; C.P.R. standard door fixtures; steel axles.

The C.P.R.'s 50 ore cars, which have recently been built at the Company's Hochelaga shops, have the following general dimensions, etc.:—Length inside hopper, 23 ft. 4 in.; length over frame, 26 ft.; width inside hopper, 6 ft. 10 1/2 in.; width over frame 8 ft.; depth of hopper, 4 ft. 8 in.; capacity, 60,000 lbs.; wood frame throughout, lined with 1-8 in. steel plate, needle beams of 5 x 8 in. steel deck-beam section, Simplex body and truck bolsters, with steel and malleable center plates, Susemihl side bearings, 4 1/4 x 8 in. steel axles, M.C.B. standard, 33 in. cast iron wheels, Westinghouse brake, Simplex brake beams, inside hung from truck frame.

The C.P.R.'s 10 flat-roof fruit express cars which are being built at the Company's Hochelaga shops, will have the following general dimensions, etc.:—Length inside, 49 ft. 2 in.; length over frame, 50 ft.; width inside, 9 ft.; width over frame 9 ft. 10 in.; height inside, 7 ft. 1 1/2 in.; capacity, 30,000 lbs.; wood frame throughout, no platforms or windows, two 5 ft. doorways on each side, one 2 ft. 2 in. doorway at each end, side and roof ventilators, C.P.R. draw gear with passenger couplers, four-wheeled passenger trucks, 33 1/2 in. steel-tired wheels, 4 1/4 x 8 in. steel axles, M.C.B. standard, Westinghouse brake and air-signal, straight pipe for steam, 2 1/2 in. brake beams with adjustable heads.

The Inverness and Richmond Ry. and Coal Co. has recently received 2 consolidation locomotives from the Canadian Locomotive Co. Following are the general dimensions:—

Weight in working order, drivers	116,000 lbs.
total	132,000 lbs.
Wheel base of engine, rigid	14 ft. 10 1/2 in.
total	22 ft. 6 1/2 in.
and tender	50 ft. 15-16 in.
Length over all, engine and tender	59 ft. 4 1/2 in.
Width	10 ft. 0 in.
Height	14 ft. 9 in.
Heating surface, fire box	140.24 sq. ft.
tubes	1691.00 "
total	1831.24 "
Grate area	28.44 "
Diameter of driving wheels	56 in.
Material	centres Cast iron
Diameter and length of driving journal	8 in. x 9 in.
of cylinders	19 in.
Stroke	24 in.
Type of boiler	Belpaire
Working pressure of boiler	180 lbs.
Number of tubes	180
Diameter	2 in.
Length	13 ft. 0 in.
Brakes	Westinghouse American
Truck wheels	30 in.
material	Cast iron double plate
Weight of tender, loaded	96,000 lbs.
Capacity of tank in imperial gallons	4,000
Style of tank	U shape
Coal capacity	8 tons
Style of truck	4-wheeled

Diameter of wheel	33 in.
Kind of wheel	Cast iron double plate
Diameter and length of journal	5 in. x 9 in.

The Canadian Northern Ry.'s 10-wheel locomotives, of which 25 are being built by the Canadian Locomotive Co., have the following general dimensions:—

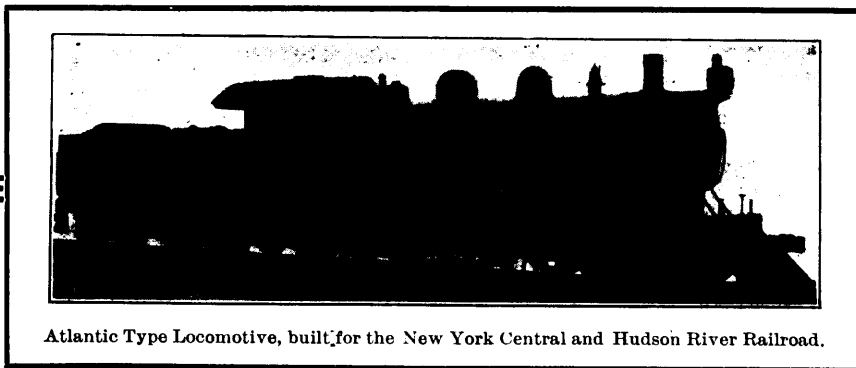
Weight in working order, drivers	107,000 lbs.
total	133,000 lbs.
Wheel base of engine, rigid	12 ft. 6 in.
total	22 ft. 6 in.
and tender	50 ft. 6 11-16 in.
Length over all, engine and tender	59 ft. 13-16 in.
Width	10 ft. 0 3-8 in.
Height	14 ft. 3 1/2 in.
Heating surface, fire box	155 sq. ft.
tubes	1,536
total	1,691
Grate area	30
Diameter of driving wheels	56 in.
Material	centres Cast iron
Diameter and length of driving journals	8 in. dia., 9 in. long
Diameter of cylinders	19 in.
Stroke	24 in.
Type of boiler	Belpaire
Working pressure of boiler	180 lbs.
Number of tubes	239
Diameter	2 in.
Length of	12 ft. 4 in.
Brakes	Westinghouse American Quick Action
Truck wheels, cast iron double plate	28 in. dia.
Weight of tender, loaded	101,000 lbs.
Capacity of tank in imperial gallons	4,500
Style of tank	U shape
Coal capacity	9 tons (of 2,000 lbs.)
Style of truck	4-wheeled
Diameter of wheels	33 in.
Kind of wheel	Cast iron double plate
Diameter and length of journal	5 in. dia. x 9 in. long M.C.B.

The Temiskaming and Northern Ontario Ry.'s four 10-wheel locomotives ordered from the Canadian Locomotive Co. will have the following general dimensions:—

Weight in working order, drivers	107,000 lbs.
total	133,000 lbs.
Wheel base of engine, rigid	12 ft. 6 in.
total	22 ft. 6 in.
and tender	50 ft. 6 11-16 in.
Length over all, engine and tender	59 ft. 13-16 in.
Width	10 ft. 0 3-8 in.
Height	14 ft. 4 1/2 in.

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GENERAL OFFICES ————— **25 Broad Street, NEW YORK CITY.**

Heating surface, fire box.....	155 square feet
tubes.....	1,536 "
total.....	1,691 "
Grate area.....	39 "
Diameter of driving wheels.....	56 in.
Material of centres.....	Cast iron
Diameter and length of driving journals.....	8 in. dia. x 9 in. long
Diameter of cylinders.....	19 in.
Stroke.....	24 in.
Type of boiler.....	Belpaire
Working pressure of boiler.....	180 lbs.
Number of tubes.....	239
Diameter.....	2 in.
Length.....	12 ft. 4 in.
Brakes.....	Westinghouse American
Truck wheels.....	28 in. cast iron double plate
Weight of tender, loaded.....	96,000 lbs.
Capacity of tank in imperial gallons.....	4,000
Style of tank.....	U shape
Coal capacity.....	8 tons
Style of truck.....	4-wheeled
Diameter of wheel.....	33 in.
Kind of wheel.....	Cast iron double plate
Diameter and length of journal.....	5 in. dia. x 9 in. long, M.C.B.

The C.P.R. has recently added to its passenger rolling stock two parlor cars, the Richelieu and St. Maurice, which have been placed on the Montreal-Ottawa short line. The exterior finish and decorations are in line with C.P.R. standard, and in construction they have all the up-to-date improvements in car construction, especial attention having been paid to take every advantage to add to strength, where experience has shown the need. The length of the cars is 72 ft. over body sills, the extreme length over buffer plates being 79 ft. 10 3/4 ins. The exterior finish is Mexican mahogany and is tastefully decorated in gold. In designing these cars the officials aimed at smooth surfaces and light profiles and have eliminated all carving. A very rich appearance has been obtained by using mahogany veneers and neat marqueterie borders and lines decorated in light shades of green. The chairs are upholstered in pale green plush and designed with a view to comfort. The smoking-room is supplied with eight chairs of same design as in the main room, but they are upholstered in maroon-colored leather. The walls of the smoking-room are divided off, by means of marqueterie lines, into large panels which extend from a few inches from the floor up to the base line of the monitor deck. The veneer used in this room is African mahogany. Each car has two women's toilets, a men's toilet and a men's saloon, all being fitted with the latest improved flushing closets and nickel-ine washstand tops. The main room has four double acme lamps. On each side of the main room or parlor are eight large plate glass windows, the glass being 26 x 48 ins. Each window is fitted up with double top and bottom sashes, the inside bottom being set in a hinged brass frame; this is to enable the glass to be cleaned. Between each window space is a richly veneered and inlaid pilastre, extending from the top of the truss plank to the base of the side cove, while along the base of the side cove runs a neatly inlaid moulding. The bulkheads are in keeping with the side elevation, veneered with the same quality of mahogany, divided off by pilastres, which extend from the floor to the same elevation as the side pilastres. The bulkheads are recessed in elliptical lines, which gives the end views a very novel appearance, advantage being taken with this to form an overhead cove of art glass in colors to match the deck lights. The ceilings are of the Empire style, and neatly attached to the lower end of each centre lamp is an ornamented brass bell cord eye, through which passes the signal cord. This does away with the objectionable swinging bell cord-hanger. These cars represent all that is new and up-to-date in the way of beauty and luxury. The chairs in their comfort and elegance invite an unlimited trip, while the eye is never tired taking in the quiet richness of the decorations of the car. A floor plan and exterior elevation are given on page 187.

RAILWAY FINANCE, MEETINGS, ETC.

The Atlantic and Lake Superior Ry. Co. has entered an action against Heney & Smith, contractors, Ottawa, to recover \$32,000. This firm had a contract to build a wharf for the Company at Caspebiac, Que., and lumber was supplied for the job by Veilleux & Co., of Levis, Que. This firm secured judgment against the Company for the lumber, but an appeal has been entered. The present action by the Company is in the nature of an indemnity claim in the event of an adverse judgment on the appeal in the Veilleux case.

British Columbia Electric Ry. Co.—Earnings and expenses for Mar.:—

	1902.	1903.	Increase or Decrease.
GROSS EARNINGS.			
Railway—Vancouver division	\$9,794	\$11,768	\$1,974+
Victoria	8,401	8,221	240-
Westminster	7,958	8,845	937+
Lighting—Vancouver division	12,987	15,457	2,470+
Victoria	5,944	7,420	1,476+
	45,144	51,761	6,617+
Less working expenses.....	28,494	34,248	5,754+
	16,650	17,513	863+
Renewal funds.....	3,458	4,222	764+
Net income.....	13,192	13,291	99+
Gross earnings, July 1, 1902, to Mar. 31, 1903.....	445,113	507,189	62,076+
Net earnings, July 1 to Mar. 31, 1903.....	150,529	168,835	18,306+

Application has been made to the London, Eng., Stock Exchange for an official quotation of a further issue of £10,000 of deferred ordinary stock. (May, pg. 153.)

Calgary and Edmonton Ry.—Net earnings for Mar., \$26,526, against \$30,480.53 for Mar., 1902, making for three months ended Mar. 31, \$58,131.96 against \$91,143.21 for same period, 1902.

The arrangements for the passing of the C. and E. R. to the C.P.R. are completed. That the ownership of the line would be transferred to the C.P.R. was foreshadowed in the arrangement made with the bondholders in Great Britain. The total amount of the bonds was £1,140,400, of which £18,700 have been cancelled, leaving £1,121,700 outstanding, in addition to which there was also a large amount owing on unpaid interest certificates. By the arrangement, ratified by the bondholders Feb. 6, the 6% bonds and unpaid interest certificates were to be surrendered, and bondholders were to receive in return £1,121,700 of 4% debenture stock of the C. and E. Ry., the C.P.R. taking a lease of the line for 99 years, at an amount equal to 4% on the £1,121,700 of debentures. The bondholders who acquiesced in this arrangement held £1,095,900 of the outstanding bonds. It was stated that one of the conditions upon which the C.P.R. was prepared to enter into this agreement was that it could acquire the whole of the common stock of the Company on reasonable terms. The amount of the common stock is \$1,000,000, and this has been acquired, and the transfer is being carried out. The price paid for the stock which, it is stated, was held jointly by Jas. Ross, of Montreal, and E. B. Osler, M.P., of Toronto, has not transpired, but some press reports put it as high as \$6,000,000. The property transferred consists of the railway and the subsidy of \$80,000 a year for the carriage of mail and Dominion Government traffic, which will expire in 1910. The line extends from Calgary to Edmonton, Alta., 190.97 miles, and from Calgary to Macleod, Alta., 104.10 miles, and has a total track of 304.80 miles, laid with 56-lb. steel rails. The roadbed generally is reported to require a considerable sum of money expended upon it to bring it up to the requirements

of present day traffic. The Company does not own any rolling stock, the line always having been operated by the C.P.R. under lease or agreement. The cost of the line, according to the figures given in the report of the Department of Railways, was \$3,743,502. The original land grant was at the rate of 6,400 acres a mile, of which the Government retains 407,402 acres against the annual cash subsidy, and the C.P.R. obtained an additional area on account of its undertaking the operation of the line for five years; while the balance was sold to a land company at an early stage. According to a return recently made to the House of Commons, 1,139,540 acres of the land grant has been patented, and 304,288 acres is still reserved. Within the last year Mackenzie, Mann & Co. were negotiating for the line with a view of utilizing it in their Canadian Northern Ry. enterprise. The incorporators of the C. and E. Ry. Co. were: Jas. Ross, E. B. Osler, H. C. Hammond, Wm. Mackenzie, H. S. Holt and D. D. Mann. (Mar., pg. 104.)

Canada Southern Ry.—A committee, consisting of C. F. Fox, W. K. Vanderbilt, H. B. Ledyard and J. B. Brown, has been appointed by the Michigan Central Rd. to negotiate a new contract with the C.S. Ry. covering the annual division of earnings between the two companies. The present contract expires Dec. 1.

Canadian Northern Ry.—Gross earnings:—

	1902-03.	1901-02.	Increase.
July.....	\$132,300	\$ 87,200	\$45,100
Aug.....	130,900	97,000	33,900
Sept.....	209,300	103,300	106,000
Oct.....	190,200	120,610	69,590
Nov.....	259,800	119,142	140,658
Dec.....	202,300	129,918	72,382
Jan.....	154,700	102,067	52,633
Feb.....	147,825	109,524	38,301
Mar.....	174,700	116,900	57,800
April.....	198,125	109,924	88,201
	\$1,800,150	\$1,095,585	\$704,565

Working expenses for Mar., \$120,400; net earnings, \$54,300, against \$46,404 for Mar., 1902; net earnings for nine months, \$554,841, against \$397,947 for same period, 1901-02.

Central Ontario Ry.—The application of T. G. Blackstock and other bondholders for an act giving bondholders the same rights as shareholders, has been unanimously rejected by the Railway Committee of the House of Commons.

The Master at Belleville will hold a court there June 6, for the purpose of adjudicating upon the claims of creditors and other matters referred to him. (May, pg. 153.)

At the annual meeting held at Trenton, Ont., May 20, the following directors were elected: S. J. Ritchie, C. E. Ritchie, of Akron, Ohio; T. M. Kirkwood, of Toronto; R. Fraser, W. S. Jaques, M.D., and Geo. Collins, of Trenton, Ont.

Central Ry. of Nova Scotia.—The act passed at the recent session of the N.S. Legislature respecting this line ratifies the agreement entered into in July, 1902, by which the line was acquired by Mackenzie, Mann & Co. for amalgamation with the Halifax and South Western Ry. The act vests the line in the H. and S.W. Ry. Co., subject to a first mortgage to the Province to secure an advance of \$425,000, and a second mortgage to Mackenzie, Mann & Co. to secure \$100,000, which amounts represent the purchase price for the line and the 150,000 acres of land grant. The principal of the mortgage is repayable in 40 years. (May, pg. 153.)

Chateauguay and Northern Ry.—The Great Northern Ry. Co. of Canada has secured a lease of the charter and undertaking of the C. and N. Ry., now under construction from Bout de l'Isle, where the Ottawa river is being bridged, to Joliette. The terms of the lease will be laid before the shareholders of the G.N.R. on June 2, when ratification will

be asked. We are informed that the press reports that the Montreal Terminal Ry. has also been leased by the G.N. Ry. Co., are incorrect. The C. and N. Ry. will enter Montreal over its own rails, but an arrangement has been made for the use of a portion of the right-of-way of the Montreal Terminal Ry.

The C. and N. Ry. was incorporated by the Quebec Legislature in 1895, and its history is considerably mixed up with the Montreal Island Belt Line Ry. and its successor, the Montreal Terminal Ry. In 1894 the M.I.B.L. Ry., then a Quebec company, received a Dominion charter, and in 1895 an agreement was entered into with the C. and N. Ry. Co. for the purchase of 13 miles of its railway, from Hochelaga to Pointe aux Trembles, in consideration of \$25,000 and an issue of bonds and common stock; and an act was passed in 1896 confirming the agreement. A

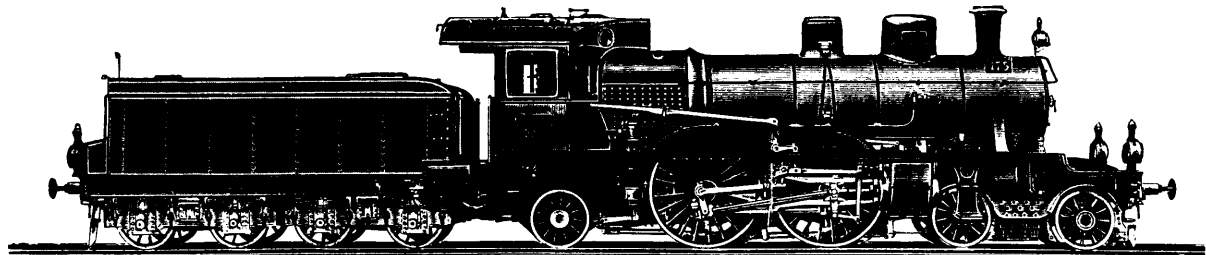
sale to the M.I.B.L. Ry. Co. on Mar. 10, 1898, of a portion of the line of railway of the C. and N. Ry., then being operated, was confirmed, and was declared to constitute the commencement of the construction of the main line of the Company's railway. The Dominion Parliament in 1899 authorized the M.I.B.L. Ry. Co. to change its name to the Montreal Terminal Ry. Co., and gave it power to acquire the charter, etc., of the C. and N. Ry. Co. The C. and N. Ry. Co. has been granted a subsidy of \$3,200 a mile for 42 miles of line, from Hochelaga ward, Montreal to Joliette; \$150,000 towards the construction of the bridge at Bout de l'Isle, and \$15,000 towards the construction of a bridge at Lac Ouareau river.

Columbia and Western Ry.—The B. C. Legislature has passed an act ratifying an Order-in-Council, dated Mar. 18, 1902, rescinding certain provisions of an Order-in-

Council dated Sept. 4, 1901, respecting the land grant of the C. and W. Ry. The acreage involved is 900,000, and the lands are situated in the south-eastern district of Kootenay, and it is contended that they cannot be considered as being "practically contiguous" to the railway. In the course of the discussion some allegations of alleged corruption in connection with the delivery of the Crown grants of the lands were made by John Oliver, a member of the Legislature, and an investigation into the whole matter was directed to be made by a committee of the House. The investigation is in progress.

Dominion Atlantic Ry.—Gross earnings for Mar. \$56,200, against \$60,226 for Mar., 1902; making for three months ended Mar. 31 \$150,000, against \$169,405 for same period 1902.

Grand Trunk Ry.—The application of the G.T.R. to increase its 4% guaranteed stock

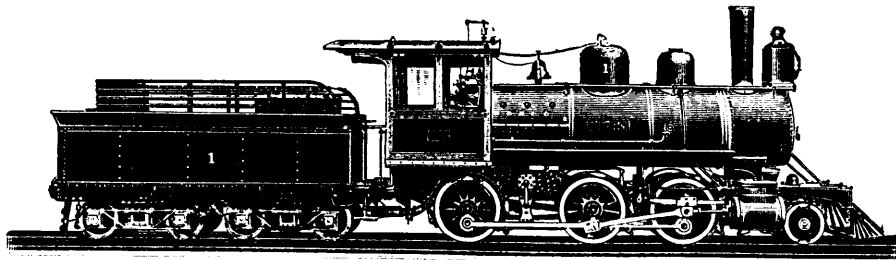


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up to an amount of £10,000,000—not \$10,000,000 as stated in our last issue—has been the source of considerable discussion before the Railway Committee of the House of Commons. W. H. Biggar, K.C., Assistant General Counsel, explained that the money was required for the purpose of double-tracking and improving terminal facilities, and that most of the additional amount to be issued would be expended in Canada. W. Wainwright, Comptroller, stated that plans had already been laid out for the expenditure of \$3,000,000 in Ontario in double-tracking, reducing gradients and improving terminal facilities. At the suggestion of the Minister of Railways a clause has been added making the issue of the additional stock, and the object to which it was to be applied subject to the approval of the Governor-in-Council. (May, pg. 153.)

Great Northern Ry. of Canada.—A meeting of shareholders has been called for June 2 to sanction the terms of an arrangement for leasing the undertaking of the Chateaugay and Northern Ry. (April, pg. 141.)

Hamilton Street Ry.—The percentage of earnings and mileage paid by the H.S. Ry. to the city for the three months ended Mar. was \$4,716.

Kent Northern Ry. Co.—In connection with the recent purchase of this line when certain of the bonds were presented for redemption, it was found that a large number of coupons had been cut off, and there was no record of them. With a view of settling the matter the New Brunswick Legislature at the last session passed an act providing that it will be presumed that these coupons have been paid unless they are presented within three months after notice. (Mar., pg. 105.)

Lake Erie and Detroit River Ry.—The following were elected directors at the annual meeting at Walkerville, Ont., May 5: F. H. Prince, Boston, Mass.; M. J. Carpenter, Detroit, Mich.; N. Erb, M. T. Cox, New York city; J. H. Walker, Walkerville, Ont. (Mar., pg. 106.)

The Lewiston and Youngstown Frontier Ry., extending from Old Fort and Fort Niagara Beach, Youngstown, to Lewiston, N.Y., 7 miles, has been taken over by the Niagara Gorge Rd. Co., which now operates through cars from Niagara Falls, N.Y., to Lake Ontario, about 15 miles.

London and Port Stanley Ry.—The proportion of the earnings of the line payable to the city of London for the past financial year was \$2,100, an increase of about \$1,300 over the previous year.

The lessees estimate that \$75,000 should be expended in strengthening bridges and other work on the line, but before incurring such an expenditure are asking the London city council to give a lease for 30 years upon the surrender of the present one, which has 11 years yet to run. A committee has been appointed to confer with W. Woollatt, General Superintendent Lake Erie and Detroit River Ry. division of the Pere Marquette Rd., the lessee. (May, pg. 154.)

London, Ont., Street Ry.—Gross earnings:

	1902-3.	1901-2.	Increase or Decrease.
Dec.	\$15,041.80	\$12,947.48	\$2,094.32
Jan.	12,132.54	10,117.60	2,014.94
Feb.	10,716.42	8,894.78	1,821.64
Mar.	11,533.68	10,233.21	1,300.47
Apr.	11,818.06	9,941.94	1,876.12
	\$61,242.50	\$52,135.01	\$9,107.49

Manitoba Ry. Co.—A special general meeting of shareholders was held in Winnipeg, May 5, for the purpose of authorizing the issue of 5% bonds for \$5,576,800, payable in 50 years, to retire bonds of the Northern Pacific and Manitoba Ry., and to secure payment of this debt and interest by a mortgage

deed of the Company's property and assets, and to approve by-laws for the issue of capital stock and other purposes. The Manitoba Ry. Co. is an amalgamation of the Northern Pacific and Manitoba Ry., the Portage and Northwestern Ry., the Winnipeg Transfer Ry., and the Waskada and Northeastern Ry., all of which lines were leased by the Northern Pacific Ry. Co. to the Manitoba Government and subsequently re-leased to the Canadian Northern Ry. Co. The bond issue authorized on May 5 does not create any new indebtedness, but simply retires existing bonds of the N. P. and M. Ry. Co.

Michigan Central Rd.—The report presented at the annual meeting in Detroit, Mich., May 7, showed gross earnings \$19,045,083, of which \$13,270,220 was from freight. The expenses, including taxes, were \$14,918,448. The earnings showed an increase of \$554,800 and the expenditure an increase of \$721,500. The net earnings were \$3,577,578, against \$3,744,309 for 1901.

The old board was re-elected, except F. S. Winston, who was replaced by J. P. Morgan.

Middleton and Victoria Beach Ry.—It is reported that Mackenzie, Mann & Co. are negotiating for the purchase of this line, now under construction from Middleton to Victoria Beach, N.S. This line would give the Central Ry. of Nova Scotia, which they acquired in 1902, a port on the Bay of Fundy.

Montreal St. Ry.—Earnings and expenses for April:—

	1903.	1902.	Increase or Decrease.
Passenger earnings	\$170,050.12	\$152,524.57	\$17,525.55+
Miscellaneous earnings	2,035.94	1,865.16	170.78+
Total earnings	172,086.06	154,389.73	17,696.33+
Operating expenses	107,875.59	83,850.03	24,025.56+
Net earnings	64,210.47	70,539.70	6,329.23-
Fixed charges	19,177.20	15,847.71	3,369.49+
Surplus	44,493.27	54,691.99	10,198.72-
Expenses % of car earnings	63.44	54.97	

From Oct. 1, 1902, to April 30:

	1902-3.	1901-2.	Increase or Decrease.
Passenger earnings	\$1,170,294.08	\$1,067,405.81	\$102,888.27+
Miscellaneous earnings	19,283.25	11,703.94	7,579.31+
Total earnings	1,189,577.33	1,079,109.75	110,467.58+
Operating expenses	759,931.55	679,457.46	80,474.09+
Net earnings	429,645.78	399,652.29	29,993.49+
Fixed charges	119,855.79	108,234.37	13,621.42+
Surplus	309,789.99	293,417.92	16,372.07+
Expenses % of car earnings	64.93	63.66	

Interest on M.P. & I. Ry. Co.'s bonds owned by the Co. not included.

Montreal Terminal Ry.—See Chateaugay and Northern Ry.

New Brunswick Ry.—At the last session of the N. B. Legislature, an act was passed, re-acquiring from the syndicate holding the land grant of the N. B. Ry., now part of the C.P.R., an area of about 60,000 acres in Madawaska county, at 75c. an acre, for the purpose of opening it up for settlement. The price to be charged settlers is to be 75c. an acre plus cost of survey.

New Brunswick Southern Ry.—The N.B. Legislature, at the recent session, passed an act confirming the issue of bonds and stock of the N.B.S. Ry. Co., and the transfer to it of the Shore Line Ry. The Shore Line Ry. extends from St. John to St. Stephens, N.B., 82.50 miles, and was originally known as the Grand Southern. It has 2.50 miles of sidings, and is laid with 50-lb. steel rails. Its rolling stock consists of 3 locomotives, 2 first-class cars, 2 second-class cars, 5 cattle, freight and box cars, 16 platform cars, 1 snow plow, and 1 flanger, owned, and 3 box cars and 20 platform cars hired. The capital consists of \$500,000 common stock, on which \$101,000 is paid up, and \$800,000 of bonds. It received \$413,000 by way of subsidy from New Brunswick and \$3,000 of municipal subsidy, and

had, June 30, 1902, a floating debt of \$4,317.90. The total paid-up capital is \$517,000, and the line cost \$1,813,457.63. There was a net loss of \$9,735.75 on operation in 1901-02.

Ottawa and New York Ry.—In connection with the sale of the New York and Ottawa Ry., which connects with the O. and N. Y. Ry. at Cornwall, Ont., and extends to Tupper Lake, N.Y., 68.4 miles, which was announced for May 14, and adjourned to Sept. 13, representatives of the Delaware and Hudson Rd. recently inspected both lines and the bridge over the St. Lawrence river. (New York and Ottawa Ry., Jan., pg. 27.)

Ottawa Valley Ry.—A special meeting of shareholders will be held in Montreal, June 9, to elect directors and consider an agreement for the purchase of the Carillon and Grenville Ry. The C. and G. Ry. is the only broad (5 ft. 6 in.) gauge railway now operated in Canada.

Pere Marquette Rd.—The P. M. Rd. Co., of Indiana, has executed a mortgage to the Eastern Trust Co., to secure an issue of 30-year 4% gold bonds to the amount of \$2,500,000; these bonds are guaranteed by the P.M. Rd. Co., of Michigan, as to principal and interest. The Marquette and Bessemer Dock and Navigation Co., which has acquired the property of the U.S. and Ontario Steam Navigation Co., has executed and recorded a mortgage to the Eastern Trust Co., as trustee, to secure an issue of 30-year \$500,000 4½% gold bonds. The bonds are guaranteed principal and interest by the Pere Marquette and the Bessemer and Lake Erie railroad companies.

The annual report shows that net earnings from operations were \$993,136, an increase over last year of \$258,561—this, with increased taxes of \$107,492, and a betterment equipment charge of \$14,641, not properly chargeable to operating account. Comparison of income account shows gross earnings of \$9,955,315, against \$9,201,175 last year. The percentage of operating expenses to gross earnings is 75.44%, against 77.37% last year. (May, pg. 155.)

Peterboro' and Ashburnham Ry.—A proposition has been made to the town council by the American Cereal Co. to operate the street railway now lying idle. (June, 1902, pg. 196.)

Qu'Appelle, Long Lake and Saskatchewan Ry.—Net earnings for March, \$2,795.92, against \$11,091.28 for March, 1902; net earnings for four months, ended March 31, \$6,861.64, against \$29,132.10 for same period, 1901-2.

Quebec Central Ry.—Gross earnings for April, \$56,422.59; working expenses, \$35,894.01; net earnings, \$20,528.58, against \$16,740.85 net for April, 1902. Net earnings for four months to April 30, \$45,742.09, against \$47,977.92 for same period, 1902.

Quebec and Lake St. John Ry.—Gross earnings for Feb., \$20,307, against \$20,719 for Feb. 1902, making for two months, ended Feb. 28, \$43,104, against \$43,183 for same period, 1902.

Quebec Ry., Light and Power Co.—A meeting of shareholders was held May 4, for the purpose of rescinding a resolution passed Oct. 9, 1899, authorizing the directors to issue the unissued common stock amounting to 5,000 shares; and to authorize the issue of 5,000 preference shares of \$100 each, such stock to rank after the first mortgage bonds, and to be entitled to a cumulative dividend, not to exceed 7%. (Mar., pg. 107.)

Reld Newfoundland Co.—At the current session of the Newfoundland Legislature, the Premier explained that it was the intention of the Government to provide for the balance, \$300,000, of the award to this company, together with the cost of the arbitration, legal fees, etc., by the sale of debenture bonds charged upon the revenues of the colony.

Teniscouata Ry.—There was a loss of \$1,900 in the working of this line for Feb.

Toronto, Hamilton and Buffalo Ry.—Earnings for April, \$51,323.67, against \$41,112.97 for April, 1902, making for 11 months ended April 30, \$444,365.20, against \$427,399.37 for same period, 1901-2.

The Von Echa Co., chartered under the laws of the State of Virginia, U.S.A., to carry on business as railway, bridge and general contractors, has been registered as an extra-provincial company in Ontario, with offices at Woodstock, Ont., its attorney being S. R. Ickes. The company constructed the Woodstock, Thames Valley and Ingersoll Electric Ry., acquired the Brantford Street Ry., and is constructing the Grand Valley Ry., as an electric line.

White Pass and Yukon Ry.—Gross earnings from July 1, 1902, to April 14, 1903, \$1,270,658.

Yarmouth, N.S., Street Ry.—Press reports state that there is a prospect of this electric line being re-opened. It was closed down a short time ago owing to the continued loss.

Among the Express Companies.

The Dominion Ex. Co. has re-opened for the season of navigation its offices at Fort Frances, Emo, and Rainy River, Ont.

The Canadian Ex. Co. has extended its service on the Tillsonburg, Lake Erie and Pacific Ry., to cover the extension from Tillsonburg to Ingersoll, Ont.

The Alaska Pacific Ex. Co. has issued a circular giving information respecting the various steamship and express routes into Alaska during the summer season.

The Dominion Ex. Co. has opened a route on the Esquimalt and Nanaimo Ry. between Nanaimo and Ladysmith, B.C., and has opened an office at the latter place.

J. Hetherman, hitherto Canadian Ex. messenger between Toronto and Detroit, has been appointed acting route agent for the Northwestern Ontario district. Headquarters, Stratford, Ont.

P. G. Charles, who has been appointed Superintendent of the Alaska Pacific Ex. Co., vice D. C. Jackson resigned, has his head-

quarters at Seattle, Wash., and will have direct charge of the general business and accounts of the company.

The Canadian Ex. Co. elected the following at the recent annual meeting:—President, C. M. Hays; Vice-President and Manager, J. Bryce; Secretary and Treasurer, F. Scott; other directors: W. Wainwright, H. Paton, J. Bell, K.C.; C. Percy.

The Alaska Pacific Ex. Co. will operate a service on the steamers of the Northern Commercial Co., and the North American Trading and Transportation Co., reaching all points on the Lower Yukon, Koyukuk and Tanana rivers, and will open offices at the principal points.

A. W. Lee, heretofore route agent of the western division of the Dominion Ex. Co., Winnipeg, has been transferred to Vancouver, B.C., succeeding W. J. Kirby, assigned to other duties. John Knox has been appointed acting route agent, with headquarters at Winnipeg, succeeding A. W. Lee, transferred.

The Quebec Legislature, at its last session, amended the act relating to taxes upon com-

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mercial corporations by imposing upon companies carrying on an express or forwarding business in the province a tax of one-tenth of 1% upon the paid-up capital up to \$1,000,000, and \$25 for every \$100,000 of paid-up capital over that amount; and an additional tax of \$50 for each place of business in Montreal and Quebec, and \$25 for each place of business located elsewhere in the Province.

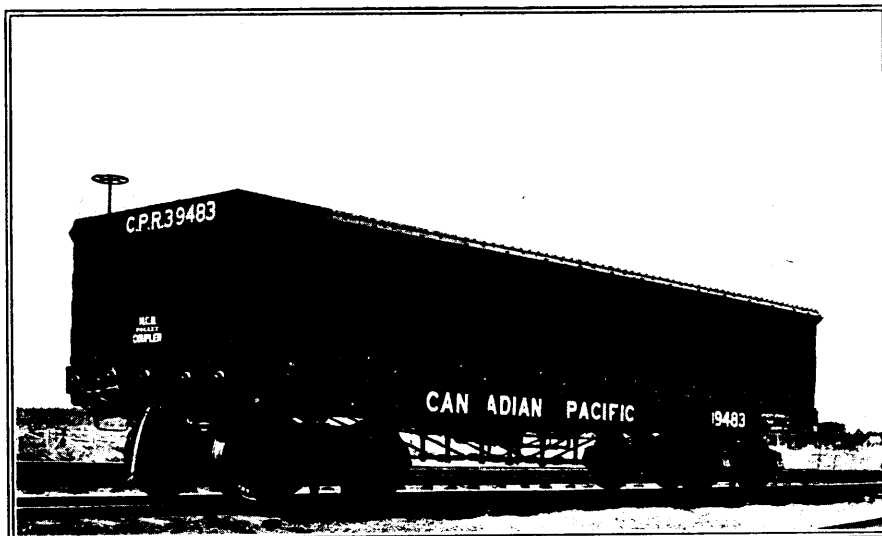
C.P.R. Coal Cars.

The C.P.R. side-door coal cars, which are illustrated on this page, were designed with a view to securing a vehicle for the carriage of coal which would retain its status as a coal car to the end and not degenerate into a sort of coal sack by sagging in the middle and bulging at the sides. The elimination of the chance of sagging and bulging which are the two evils which coal cars are heir to, was not rendered any easier by the fact that the car was required to have side doors, but the form of construction finally adopted has, it is said, given excellent results in service.

The outside sills are timber, 14 in. deep by 5 in. wide. The intermediate sills are really composed of two members each 9x5 in., spaced 1 in. apart, with packing piece between, and through these sills the long U-bolts, which pass around the stake pockets are bolted. In addition to this, from each stake, a rod runs right across the car through the floor; a bolt at the end of the stake passing through the side sill, secures the stakes very firmly to the outside sills. The double intermediate sills are placed within 5 in. of the center sills and 22 in. from the outside sills, so that the central portion of the car, which cannot receive any stiffening from the side walls, is carried on six timbers and is thus made quite rigid. The whole car floor is also supported by six through truss rods of extra depth below the needle beams, so that the chance of sagging is reduced to what may be called a negligible quantity.

The bulging propensity which coal cars evince, is also guarded against. Although the stakes are 4 ft. apart and contain a side door between each, the full width of the panel, the door itself is 3 ft. high, while the total height of the side is 5 ft. 1-2 in. Therefore the coal car side is solid all along the upper 2 ft. of its height, and is reinforced by a longitudinal timber of triangular section, resting on top of the stakes and capped by an angle iron, the full length of the car. This coping of wood and iron, together with the fact that the stakes are all outside the side planks, makes bulging a most difficult, if not impossible, feat for the load of coal inside to perform.

The ends of the car have no stakes, but the "coal box" is anchored down by flat iron straps which grip the top plank and are bolted through the end sills. Six flat corner plates unite end and side planks.



CANADIAN PACIFIC RAILWAY COAL CAR.

The side doors open flush with the floor, and when in position are held closed by two bolts in each, which drop into staples on the side sills and cannot shake out or let the doors open by accident. These doors are provided with permanent rods or latches which hold them open when required. Neither hinges, latches nor any door attachments extend beyond the line of the stakes, so that there is nothing along the sides of the car to catch on anything or be torn off.

The car may be considered as a partial automatic side dumper, and if all the doors were open perhaps about 25% of the load would be discharged, the rest would have to be shovelled out by hand. The car is 40 tons capacity, having about 1,488 cu. ft. volume, and weighs light about 37,000 lbs. The design shows much careful working out of details and the clever adaptation of means to an end, upon which the officials of the C.P.R. mechanical department may reasonably congratulate themselves. This description is adapted from Railway and Locomotive Engineering.

The Canadian Northern Ry., on June 15, inaugurates a daily steamboat express train between Port Arthur, Ont., and Winnipeg, 439 miles. Each train will consist of locomotive and five cars, and will be solid vestibuled, with dining and sleeping cars, and fitted with all the latest appliances. The rolling stock for these trains is new, and at the outset the service will be carried on by three trains. Additional trains will be added as occasion requires.

June Birthdays.

Many happy returns of the day to Harry Abbott, President Vancouver and Lulu Island Ry., ex-General Superintendent C.P.R. at Vancouver, B.C., born at Abbotsford, Que., June 14, 1829.

F. F. Backus, General Freight and Passenger Agent, Toronto, Hamilton and Buffalo Ry., at Hamilton, Ont., born at Rochester, N.Y., June 4, 1860.

Archer Baker, European Traffic Manager C.P.R., at London, Eng., born at York, Eng., June 21, 1845.

Edgar Berryman, C.E., Montreal, Assistant Engineer, Lake Superior Division, C.P.R., born at Queenston, Ont., June 27, 1839.

C. R. Boucher, Divisional Engineer Temiskaming and Northern Ontario Ry., North Bay, Ont., born at Southampton, Eng., June 4, 1847.

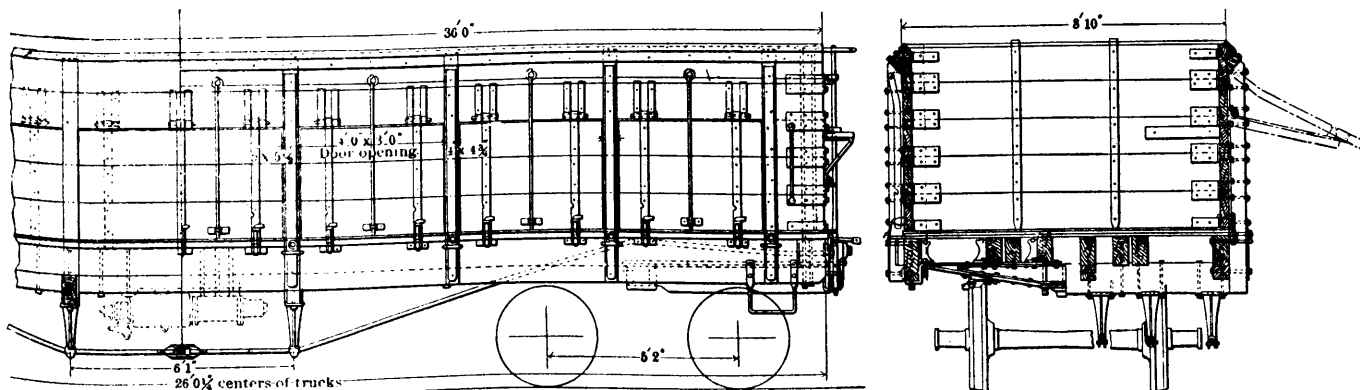
F. P. Brady, General Superintendent Central Division C.P.R. at Winnipeg, born at Haverhill, N.H., June 22, 1853.

J. E. Dalrymple, General Freight Agent, Central Vermont Ry., at St. Albans, Vt., born at Montreal, June 1, 1869.

W. H. D'Arcy, Claims Agent, C.P.R., at Winnipeg, Man., born at Manorhamilton, Leitrim, Ireland, June 23, 1859.

A. E. Doucet, Chief Engineer Quebec and Lake St. John Ry., born at Montreal, June 9, 1860.

W. F. Fitch, President and General Manager, Duluth, South Shore and Atlantic Ry., and Mineral Range Rd., at Marquette, Mich., born at Circleville, Ohio, June 28, 1839.



CANADIAN PACIFIC RAILWAY COAL CAR.

A. A. Goodchild, Auditor of Statistics, C. P.R. at Montreal, born at Peckham, London, Eng., June 3, 1866.

G. W. Hibbard, General Passenger Agent, Duluth, South Shore and Atlantic Ry. and Mineral Range Road, at Marquette, Mich., born at St. John's, Que., June 15, 1852.

L. R. Johnson, Assistant Superintendent of Rolling Stock, C.P.R., at Montreal, born at Abingdon, Berks., Eng., June 22, 1855.

A. C. Lytle, Granby, Que., Superintendent and General Freight and Passenger Agent, Orford Mountain Ry., at Eastman, Que., born at Hemmingford, Que., June 6, 1854.

W. R. MacInnes, Freight Traffic Manager, C.P.R., at Montreal, born at Hamilton, Ont., June 7, 1867.

E. H. McHenry, Chief Engineer, C.P.R., at Montreal, born at Cincinnati, Ohio, June 25, 1859.

C. E. McPherson, General Passenger Agent, C.P.R., at Winnipeg, born at Chatham, Ont., June 7, 1861.

W. D. Matthews, director C.P.R., Toronto, born at Burford, Ont., June 22, 1850.

H. C. Pearce, Purchasing Agent, Minneapolis, St. Paul and Sault Ste. Marie Ry., at Minneapolis, Minn., born June 1, 1850.

F. Price, Master of Transportation, G.T.R., at London, Ont., born at Montreal, June 11, 1864.

Aiding the Mercantile Marine.

The following order-in-council was passed at Ottawa April 27: "Whereas it has been strongly urged by prominent representatives of water transport interests in Canada and by others concerned with the trade and commerce of the country that the experiment be tried of a total abandonment of tolls for the use of the canal system of the Dominion in the hope and expectation that exemption from toll will lead to a considerable increase in the trade and traffic of the inland waters and be beneficial to the country at large. Therefore, the Governor-in-Council is pleased, in virtue of the provisions of the Revised Statutes, chap. 37, sec. 13, intituled "An Act respecting the Department of Railways and Canals, to declare exempt from the payment of tolls for passage through all and any of the Government canals, all vessels, rafts, cribs or other craft, and also all goods whatsoever carried therein or thereon, and all persons

and animals so carried, such exemption to date from the opening of the present season, April 13, 1903, and to continue for a period of two seasons of navigation only, viz., to the end of the season of 1904."

The Dominion Government has decided to abolish the steamboat inspection dues and tonnage dues on Canadian steamers. These dues, however, are imposed by statute and their abolition must also be by statute, so that no change can be made until an act carrying into effect the decision of the Cabinet has been passed. Pending the passing of such an act the Department of Marine has instructed the different steamboat inspectors to issue their certificates without the production of a customs receipt for inspection fees and tonnage dues. While no instructions have been given in regard to the non-collection of fees for the inspection of U. S. vessels trading to Canadian ports, it is understood that they are to be placed on the same footing as Canadian vessels. As a result of the abolition of these fees and dues Canadian steamers touching at U.S. ports will be relieved of the necessity of paying similar dues there. There is a general statute in force in the United States providing that no fees for inspection are to be charged

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upon vessels trading to ports in the U. S., provided that the countries in which they are registered do not charge inspection fees upon U. S. vessels trading there. The Canadian statute was passed in 1898, and power was given to the Governor-in-Council to direct "that this Act or certain provisions thereof shall apply to, or shall not apply to any steamboat or class of steamboats registered elsewhere than in Canada." In 1901 the U. S. authorities represented to the Department of Marine that Canadian vessels trading to the U. S. were not subject to inspection fees there, while fees were charged on U. S. vessels coming to Canada. As a result, an Order-in-Council was passed directing that fees were not to be charged for the inspection of U. S. vessels trading to Ontario ports, and returning to vessel owners the money up to that time collected for fees. This did not satisfy the U. S. authorities, for in 1902 a Treasury minute was issued directing that fees were to be collected on all Canadian vessels trading to U. S. ports, it being stated that Ontario was not a country, and that to entitle Canadian vessels to the exemption, U. S. vessels must be relieved of the payment of inspection fees in all parts of the Dominion.

So far no change has been made in the way of amending the rules of the road to conform with the U.S. rules of the road. The question raised at the recent meeting of the Dominion Marine Association respecting the examination of engineers on the minor inland waters, is under consideration by the Department of Marine.

Canadian Dry Docks.

The increasing number of vessels engaged in ocean and coasting trade in Canada has brought out the fact that the accommodation at dry docks and marine railways is not at all equal to the demands. On the Atlantic coast St. John, N.B., has no accommodation for the repair of the big steamers frequenting the port, while on the Pacific coast the accommodation for commercial vessels is deficient. In 1902 vessels were kept waiting at Quebec owing to the calls made for space; and Montreal has no place where ocean-going vessels can be repaired. For some years a project has been under consideration for the construction of a dock at St. John, N.B., and it is said that work will be commenced this year. A commission of engineers is making an investigation as to the best method of providing a dry dock for Montreal. On the Great Lakes there are docks at Kingston, Port Dalhousie, Owen Sound and Collingwood, which provide for vessels from 180 to 300 ft. long, but with the increasing size of vessels larger docks are required on Lake Ontario and on the upper lakes. The docks at Collingwood is being enlarged to meet modern requirements, but it will not be sufficient to meet all the requirements of the upper lakes. With a view of aiding the construction of dry docks, the Dominion Government has decided to increase the subsidy payable to companies owning docks from 2% to 3%. Plans, which have to be sufficient to meet the requirements of the district, have to be approved by the Governor-in-Council, and the subsidy will be payable on the value of the work as estimated by the Minister of Public Works on the completion of the dock, and annually for 20 years, the amount payable not to exceed \$30,000 a year. The Government proposes in the act to make such arrangements as will prevent the construction of unnecessary docks, or the construction of a large number of small docks of little value to the country.

The Canadian Northern Ry. Co. has given \$288 for extra prizes in the cattle classes at the Winnipeg Industrial Exhibition.

Recent New Brunswick Legislation.

The following acts relating to transportation and allied interests were passed at the recent session of the N.B. Legislature:

Increasing the capital stock of the St. John Ry. Co.

Confirming the issue of bonds and stock of the New Brunswick Southern Ry. Co., and confirming the transfer of the Shore Line Ry. to the N.B.S. Ry.

Authorizing the Surveyor-General to purchase lands from the New Brunswick Ry. Co., and to sell the same to bona fide settlers.

To incorporate the Alexander Gibson Co. (Ltd.) The property to be taken over includes the Canada Eastern Ry.

Amending the act incorporating the Woodstock Electric Ry. Light and Power Co.

Facilitating the opening up to settlement of lands of the New Brunswick Ry. Co.

Amending the acts relating to the St. John Valley and Riviere du Loup Ry.

Incorporating the Kent Northern Ry. Co.

Incorporating the Beersville Coal and Ry. Co.

Incorporating the Kent Northern Extension Ry. Co.

Relating to the Imperial Dry Dock Co.

Amending and adding to the Railway Act.

Aiding the construction of certain railways.

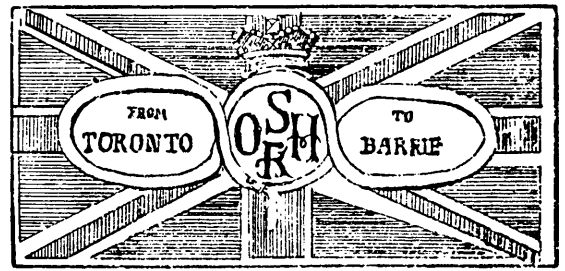
Amending chap. 10, 51 Vict., relating to the foreclosure of insolvent railways.

Relating to the building of structures on wharves in St. John.

The Westinghouse Electric Manufacturing interests have decided to enter the Canadian field more actively and to establish works at Hamilton, Ont., where the Westinghouse Manufacturing Co., Ltd., has had an air-brake plant for several years. It is expected that the charter of the Westinghouse Mfg. Co. will be utilized, and that the capital of that company, \$500,000, will be increased to \$2,500,000. The larger portion of this will no doubt be taken by the Westinghouse interests, but it is probable that some stock will be disposed of in Canada, probably by private subscription. Ahearn & Soper, of Ottawa, will probably have the placing of this, and it is likely that they will continue to handle the sales department as heretofore. The Westinghouse Manufacturing Co. originally had a site of about four acres in Hamilton. Some months ago this was added to by the purchase of 7½ acres additional, which will be utilized for the new plant. It is the intention to manufacture the various lines of electric machinery, apparatus, etc., now made by the Westinghouse Electric and Manufacturing Co. at Pittsburg, Pa.

Huntsville and Lake of Bays Ry.—Surveys have been completed for the mile of railway which the Huntsville, Lake of Bays and Lake of Simcoe Navigation Co. proposes to construct at the portage of the Lake of Bays. It is proposed to go on with the grading at once, and to have the line in operation for this year's tourist traffic. (April, pg. 119.)

The Merchant Service Guild of Canada is the successor of the Victoria Shipmasters' Association. J. J. Martin is Secretary-Treasurer of the National Executive and of the Pacific coast division, with office at 32 Langley St., Victoria, B.C., and there is also an office at Lefevre Block, Vancouver, B.C. The Pacific coast division has branches for the Victoria, Vancouver, New Westminster, Kootenay, Upper Columbia river, and the Yukon districts. The Guild publishes a four-page journal, giving news of the members and notes on the work of the organization.



THE FIRST NORTHERN RAILWAY TICKET.

The above is a facsimile of the first ticket used on the Northern Ry. between Toronto and Barrie, Ont., on May 16, 1853, reproduced from Robertson's Landmarks of Toronto.

Grand Trunk Ry. Betterments, Etc.

Victoria Jubilee Bridge.—Negotiations are in progress between the G.T.R. and Montreal Street Ry. officials with a view to the latter company operating its cars across Victoria Jubilee Bridge.

Montreal Freight Yards.—Large areas of land between the upper Lachine road and the canal adjacent to Montreal are reported to be under option to the G.T.R. The object in view is the extension of the freight yards to such an extent that 15,000 cars can be accommodated.

Montreal-St. Henri Elevated Tracks.—Plans have been prepared by the Montreal city officials for the elevation of the G.T.R. tracks from Bonaventure station to St. Henri. The work is estimated to cost \$2,500,000.

Bonaventure Station, Montreal.—We were recently advised that the engineers were preparing plans for the changes contemplated at this station, and that it was expected that a decision would be reached about the end of June as to what would be done. Press reports state that when the interior is re-arranged it will be practically a new station building. The other work contemplated includes the roofing over of the whole of the platforms. This was outlined by the President at the semi-annual meeting recently held in London, Eng. (Dec., 1902, pg. 405.)

Kingston.—An overhead bridge near the tannery, at Kingston, Ont., is to be raised so as to comply strictly with the law.

The city council has appointed a committee to confer with the officials as to possible changes at the G.T.R. junction, and the location of a new station nearer the centre of the city than the present one.

Toronto Freight Yards.—F. H. McGuigan, Manager G.T.R., and the local officials were recently engaged in laying out the track space in the new freight shed grounds between John and Simcoe streets. (May, pg. 177.)

Hamilton Improvements.—The agreement respecting the improvements at Hamilton has been signed by the Mayor, for the city council, and the G.T.R. officials. The work will be proceeded with at once. (Mar., pg. 89.)

Hamilton-Niagara Double-Track.—The double-tracking from Hamilton to Niagara Falls has been completed, and trains were operated over it May 26. It is estimated that the work has cost about \$1,250,000. The section recently completed was between Jordan and St. Davids, and included some of the most difficult work on the whole 43 miles. Curvature has been straightened out, and gradients have been reduced, so that the line is now first-class in every respect. The heaviest work, however, was the bridge work. These included a double-deck steel girder bridge, 1,200 ft. long, over the Jordan river; a 450-ft. bridge across Twelve-mile creek; another over the old Welland canal; a three-truss drawbridge over the new Welland

canal, and a girder bridge over the Michigan Central tracks near Merritton. The track has been laid with 79-lb. rails. A large water-tank has been erected at Merritton, and a Y put in long enough to take a whole train. The old track through the tunnel under the canal will be maintained for use in cases of emergency. Trailing switches have been put in at all necessary points. (May, pg. 177.)

Brantford Deviation.—The earthwork on the Lynden-Brantford cut-off was expected to be completed towards the end of May, when tracklaying would be commenced by the company. The grade is 18 ft. wide where the fill is less than 6 ft., and 20 ft. wide where it is over 6 ft. J. A. Dart was the contractor for the earthwork.

In connection with this deviation considerable work is in progress in Brantford, including the lowering of the tracks of the Tillsonburg-Harrisburg branch on St. Clarence St.

A number of officials were in Brantford May 10, looking into the question of the new station which it is proposed to erect on an early date on the site of the present building. (May, pg. 177.)

Stratford Shops and Station.—On the recent visit of the President and other officials to Stratford, C. M. Hays, 2nd Vice-President and General Manager, stated that the projected extension of the shops depended upon the condition of the labor market; in Stratford labor conditions had hitherto been satisfactory. The improvement and extension of the shops, he expected, would soon follow.

Referring to the proposed new station, the President suggested that the city should give

the company a bonus towards erecting it. (May, pg. 177.)

Port Huron-Chicago Double-tracking.—We were advised, May 13, that trains were being operated on the G.T. Western Ry. on the following sections between Port Huron, Mich., and Chicago, Ill.; Port Huron and Durand, Mich., 81.5 miles; Bancroft to Shaftsbury, Mich., 19.4 miles; Lansing to Millets, Mich., 4.7 miles; Pottersville to Charlotte, Mich., 6.4 miles; Nichols to Battle Creek, Mich., 1.4 miles; Grangers to Studebaker, Ind., 9.8 miles; Olivers to Haskells, Ind., 35.7 miles; Sedley, Ind., to Chicago, Ill., 50 miles. Total 208.9 miles, out of a total of 335 miles. The portions of the double tracking at present under construction are: Durand to Bancroft, Mich., 4.75 miles, 1½ miles of grade to make and rails to be laid after completion of grading; Haslett park to Cedar river bridge, Mich., 7.77 miles, or ½ mile east of Lansing, track laid and ballasting in progress; Millets to Pottersville, Mich., 7.50 miles, 1¼ miles of track being laid; Charlotte to Nicholls, Mich., 25 miles, track expected to be laid by June 1; Haskells to Valparaiso, Ind., 8 miles, track was expected to be laid during May. (Mar., pg. 89.)

Grand Trunk Pacific Ry.—The preamble of the bill for the incorporation of the company to construct a new transcontinental line in connection with the G.T.R., has been passed by the Railway Committee of the House of Commons, but the details are still under consideration. Sir C. Rivers-Wilson, President, G.T.R., and C. M. Hays, 2nd Vice-President and General Manager, G.T.R., appeared before the committee, and

stated the position of the G.T.R. in relation to the projected new line, and Mr. Hays stated that the section of the line from Quebec to Winnipeg would be constructed first, and that Canadian ports would be given the preference. A map, which was hung in the committee room, and to which objection was taken by some members of the committee, not only showed the proposed line and existing lines, but also the projected routes of all other lines for which charters are now in existence covering the northern and undeveloped portions of Canada. A reproduction of this map would be of considerable interest and value. The map showed a line from Quebec to near North Bay, Ont., thence to Winnipeg, passing north of Lake Nipigon, with a branch line to Port Arthur; from Winnipeg to Saskatoon, Assa., with a branch into Regina, Assa., thence to Battleford, Sask., with a branch to Calgary, Alta.; thence to Edmonton, Alta. From this point a line via the Yellowhead pass is shown, terminating at Bute inlet on the Pacific coast, and another via the Peace river or Pine river pass, terminating at Port Simpson, on the Pacific coast, with a branch to the Yukon territory. An alternative route is shown from Quebec westerly in an almost straight line to a tributary of the Moose river, almost due north of Missanabie, on the C.P.R. transcontinental line; thence following the route suggested for the line from North Bay. The eastern terminal of the G.T.R. in Canada is at Levis, Que., and the projected line would be able to connect with it over the Quebec bridge, now under construction. From this point it is proposed to construct a line to a Canadian winter port, but Mr. Hays did not inform the

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committee as to where the port would be. The New Brunswick members of the committee desire to have this port fixed at St. John, and resolutions favoring this have been passed by public bodies at different points in that Province. The distance from Quebec to Port Simpson by the projected line is 3,025 miles, while from Quebec to Vancouver by the C.P.R. is 2,975 miles, and Port Simpson is 500 miles nearer the Yukon territory than Vancouver. It is estimated that the maximum gradient on the prairie sections of the line will not exceed 26 ft. to the mile, and on the mountain section 91 ft. to the mile. The discussion on the details of the bill was resumed in committee, May 27.

Sir C. Rivers Wilson, accompanied by some of the directors and officers of the G.T.R., paid a visit to Winnipeg between May 13 and 27. In connection with this visit the Winnipeg Tribune published a very circumstantial account of the purchase of the Canadian Northern Ry. in the interests of the G.T.P. Ry. Co., some months ago. In the course of an interview Sir Rivers Wilson stated that negotiations had been in progress between himself and W. Mackenzie, President of the Canadian Northern Ry., but no agreement had been reached; he would welcome any basis of agreement by which the amalgamation of the two roads was possible; while a purchase of the C.N.Ry. would enable the G.T.P.Ry. to be constructed so much the sooner, a failure to secure it would not prevent the line from being completed. H. Sutherland, Executive Agent of the C.N.Ry. at Winnipeg, also denied the reports that there had been any purchase of the C.N.Ry. by G.T.R. interests. W. Mackenzie, President, C.N.R., stated to a Winnipeg Telegram correspondent in Toronto, May 25, in reply to a question, "You can say that the G.T.R. said, 'Sell out your control to us or we will build'; we have simply replied, first, last and all the time, 'The C.N.Ry. is not for sale.'" A Montreal despatch, dated May 27, says it is the general opinion in G.T.R. and C.P.R. circles there that a satisfactory agreement will be made between the G.T.P.Ry. promoters and Mackenzie, Mann & Co., by which the C.N.Ry. will be sold; that when the price has been fixed W. Mackenzie and D. D. Mann will go on the board of the G.T.P.Ry. Co., that payment will be made in cash and stock, and that Mackenzie, Mann & Co. will be given the contract for the construction of a big section of the line. At Detroit, Mich., May 30, Sir Rivers Wilson said it was possible that the G.T. Pacific Ry. would acquire the C.N.R. This was followed by an emphatic statement by D. D. Mann, who said: "There are no negotiations for the sale of the C.N.R. to the G.T.R., nor are there any negotiations for a union of any kind. They did want to buy a controlling interest, but we would not sell it. If we wanted to sell there would be lots of buyers. But our ambition is to build a great transcontinental line absolutely independent of any other, and as long as we are alive we won't sell the Canadian Northern." The situation appears to be that the G.T.R. interests are anxious to buy the C.N.R., but that Mackenzie, Mann & Co. have no desire to sell. No doubt the C.N.R. property, like everything else, has its price, but it is probably a pretty high one. Whether the G.T.R. people will be prepared to give it remains to be seen. (May, pg. 147.)

The act under consideration at the current session of the Dominion Parliament dealing with deck loads, does not make any alteration in the existing laws, but is intended to bring the Canadian and the British laws into verbal harmony.

The Midland Ry. Co. of Nova Scotia is reported to intend running six trains a day each way between Windsor and Truro, N.S.

The Northwest Railway Situation.

Victor Ross, a staff correspondent of the Toronto Globe, wrote from Brandon, Man., May 23, as follows:—"In the western vernacular, the heavy showers of a few days ago are described as the million-dollar rain. Since the belated downpour came the whole west has thrilled with new life, and now the most optimistic predictions of another record crop are being made. The latest general reports published by the railway companies of the successful completion of seeding operations, and of the appearance at many points of the young wheat, are making the rosy outlook rosier still. Everyone knows what another heavy yield means to the west. 'If we have another big crop we won't be able to keep the Americans back with a club,' said a railway man; 'they'll rush in here as we rush for a lunch counter out on the line.' To the railway man the prospect of a third good crop means that every effort made by the transportation companies during the past few years to catch up with the country's growth must be redoubled, that every nerve must be strained to prepare for the tremendous task of carrying the grain to the world's market.

"It is several years now since the country ran ahead of its railway facilities. In 1900 the C.P.R. could have handled the entire crop in four or five weeks, and the immigration business was not sufficient to cause worry. Even westerners who knew that the awakening of the land would come with the return of their brethren from across the line were taken by surprise, when, after the fine crop of 1901, the influx from the south began. No one could quite foresee the great harvest or define the feeling of restlessness in the northern States following upon the news of the excessive yield in Canada, which produced the tide of immigration, a tide that is still flowing to the north. The railways were unprepared, and they have never made up the start which the country obtained on them then. Last year grain blockades made the bountiful harvest a doubtful blessing, and hundreds of thousands of dollars were lost because the roads were not nearly equal to the demands made upon them.

"The C.P.R. suffered most through lack of motive power, which led to the company's offer of a bonus of 25% on the price of every engine completed within a certain time, and this offer was laid on the desks of the owners of locomotive works in Scotland, in Germany, and in the U.S. The era of prosperity was not altogether a good thing for the western farmer, for not until this year have the foreign factories been able to supply the demand for engines, but this spring the results of the efforts to bring the railway up to the requirements of the traffic are beginning to be seen.

"The country will be clear of last year's grain when the first consignments of the new crop are offered. The last of the largest fleet of grain-carrying vessels which ever assembled at Fort William has just sailed, and their united cargoes have relieved the situation wonderfully. There is now at Fort William elevator capacity, controlled by the Canadian Pacific Railway, for nearly 9,000,000 bush., as follows:—Elevator A, 1,250,000 bush.; elevator B, 1,250,000; elevator B annex, 1,700,000; elevator C, 1,500,000; elevator D, 1,500,000; elevator D annex, 1,800,000. The two annexed elevators included in this list are just being completed, and their combined capacity, 3,500,000 bush., represents the increase for this year. The hospital elevator at Port Arthur, where the injured grain is treated, has been enlarged from a capacity of 350,000 to 850,000 bush. The great tank elevator of the Canadian Northern Ry. at Port Arthur, with a capacity of 3,750,000 bush., will be duplicated, and the company hopes to

have storage for 7,000,000 bush. of grain there by the middle of the winter.

"But the enlargement of the lake elevators is a small thing compared with the development in interior elevator accommodation which will take place this summer. The railway companies allow the construction of an elevator at any point, furnishing the necessary site and constructing a switch from the main line for a nominal fee. The American has not been slow to see the possibilities, and since the first of the year there have been 249 applications for sites on the C.P.R. for interior elevators, including those on lines at present under construction. The Canadian Northern Ry. has had applications for 40 sites for elevators of from 25,000 to 50,000 bush. capacity. The elevator accommodation along its lines now is equal to 4,000,000 bush., and this season's building, it is confidently expected, will provide an additional capacity of 1,500,000 bush. One Winnipeg firm has orders on its books now for machinery for 100 elevators.

"Men who have been prominent in the colonization and land speculation schemes originating in St. Paul and Minneapolis are behind these applications, and certain elevator men have sold out their interests in the U.S., and will invest their money and give their time to the Canadian business. The largest elevator company which will operate in Canada has already gone into the lumber business, and will not only supply itself with construction material, but will establish lumber yards at many principal points. If the prospects for a good crop continue for a few weeks as favorable as they are now, a large number of these elevators along the lines of both companies will be proceeded with, and a high official of the C.P.R. told me that the elevator capacity this year, he thought, would be increased by fully 50%.

"West of Winnipeg the elevators at present existing on the C.P.R. have a capacity of some 18,000,000 bush., and they have now in them less than 5,000,000 bush. One-half of this grain will go to the mills at Keewatin and Winnipeg, and the remainder will be moved in very short order, even if there should not be another boat this season.

"As the seeding operations are completed the grain which has been held by the farmers in the Territories will be teamed in, but the danger of embarrassing the railway with last year's crop has now passed, and the officials put the latest date for the cleaning up at early next month.

"The conditions of the grain transportation situation this spring interfered considerably with the early rush of immigration. With navigation at Fort William open and the port of Montreal closed, a considerable number of C.P.R. locomotives had to be kept in the east to haul the grain shipments to St. John, and the west was deprived of this power. Since the opening of the summer ports, however, these engines have been returned to the west. Eighty new locomotives are being expected this summer. The first of them are now arriving in Montreal in sections, to be assembled there and be put into commission immediately. In regard to rolling stock, the works at Perth are turning out 12 cars a day and have been for months, and the Nova Scotia plant is under contract to supply additional cars for the fall. The Canadian Northern Ry. will receive over 100 new engines within the next year. This, with an increase in the long sidings between Winnipeg and the lake ports, has been the means adopted by the roads this year for widening the spout from the grain bin. The C.P.R. has another plan which has not been previously announced for lightening the pressure on the western grain service after navigation closes. Last year there were many farmers who, being delayed by the wet weather, had not marketed a load of wheat by the time the boats tied up for the winter

at Fort William. To carry this late wheat to the elevators at the port meant a haul of 426 miles from Winnipeg, a considerable item in severe weather, when every engine was required in western Manitoba and the Territories. This year the company proposes to construct an elevator of large capacity, to be situated within Manitoba, possibly at Brandon, and which will be an intermediate store-house for grain shipped after the season of navigation is over. In this way the long haul to Fort William at a time when the despatch of the grain to that point is unnecessary will be obviated.

"The extension of railway lines this year will have an immediate effect on the delivery of this crop. It is necessary to live in Manitoba to realize how in many ways it is better served by its intricate railway system than is even Ontario. Gradually this network of railways is being extended into the Territories. Some 200 miles of new lines will be laid by the C.P.R. this summer, and between 300 and 400 miles by the Canadian Northern. Two years ago perhaps the most disastrous grain blockade occurred on the main line of the C.P.R. west from Grenfell to Regina, and, including Qu'Appelle, Indian Head and Wolseley, all large grain shipping points. A considerable amount of that grain, which depreciated in value through lack of shipping facilities, came from north of the Qu'Appelle river, considerably to the north of the main line. A tremendous amount of grain has been produced north of the river, but the distance that the wheat had to be teamed to the railway was a considerable drawback. Farmers were growing more grain than with their own horses they could team to market over the high ridges of the river. The banks of the Qu'Appelle are probably 200 ft. high, and it is no small matter to haul a crop up and down the hills to the elevators at any of the towns on the main line.

"A new line branching off at Kirkella, at the western boundary of Manitoba, will run parallel to the main line, and some 25 miles to the north of it into the famous Pheasant plains, and will, it is expected, connect with the Prince Albert branch at Wascana, just north of Regina. The location is now graded from Kirkella to Neudorf, and the road will be further extended 40 miles into the Pheasant plains this year. Indian Head's creditable position as the chief wheat shipping point of America may be lost, but the farmers of the district will be benefited by a railway past their farms and by this relief to congestion on the main line.

"Southeastern Assiniboia is being filled with settlers from the U.S. The first block of land sold by the C.P.R. to an American company was in this district, and since then American holdings have increased tenfold. A new line will pass through these settlements from Regina southeast to Arcola, to a junction with the line which runs westerly from Souris. The third important extension which the C.P.R. officials hope to accomplish this summer will be the stretching out of the Manitoba and Northwestern line, which runs into northern Assiniboia to the Quill lakes, almost on the border of Assiniboia and Saskatchewan. This year's extension will be 30 miles or more, and will possibly reach the large German Catholic colony. The terminus for this line, at present in view, is, apparently, Battleford.

"Another work as important to the farmer will be the introduction of intermediate sidings between stations eight miles or further apart. The object, of course, is to reduce the distance that grain is to be hauled in wag-gons, and all of this trackage will be available when double tracking operations are under way.

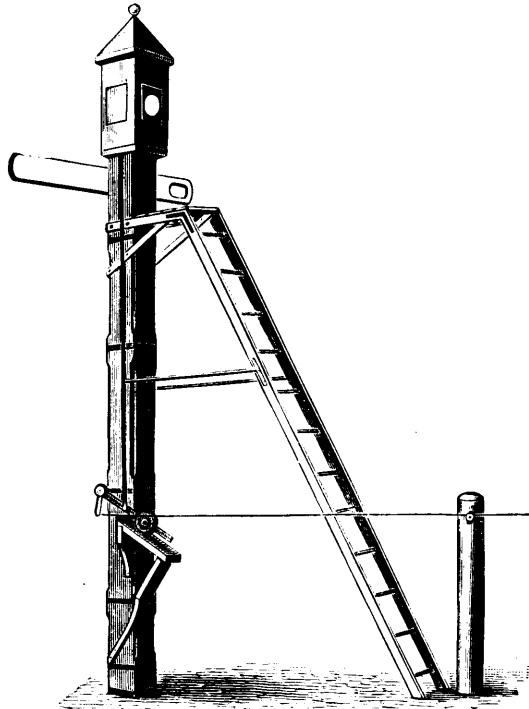
"The great season's work of the Canadian Northern Ry. will be the additions to the lines from Grand View westerly to the Saskatchewan and to Prince Albert. On these two lines

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Etc.

Canadian Northern Railway

THE NEW HIGHWAY BETWEEN EASTERN CANADA
VIA THE GREAT LAKES AND

THE GREAT NORTHWEST

Reaches over its own rails, Winnipeg, Brandon, Portage la Prairie, Neepawa, Dauphin, in fact, all of the best towns in the Province of Manitoba.

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The Company's Grain Elevators are second to none on the Great Lakes, and its docks afford ample facilities for the unloading and warehousing of package freight from the largest vessels.

FAST FREIGHT SERVICE.

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PASSENGER SERVICE.

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MONTREAL.

GEO. H. SHAW,

Traffic Manager,
WINNIPEG.

it is expected that some 300 miles of construction will be carried out, and work will be continued far into the winter. Among the many new lines under construction in Manitoba are the lines from Winnipeg to McCreary, to Nee-pawa; from Hallsboro', on the Neepawa branch, to Carberry, on the main line of the C.P.R.; from Greenway, on the Morris-Brandon branch, to Killarney, and from Winnipeg to Oak Point, on Lake Manitoba. The officials of the road say that they will move 60% of the crop on their lines before the close of navigation.

"The railway corporations have been accused of many sins in connection with the west, but the companies have not been niggardly in giving the best of their men to the task of solving the problems of the country. How far they have succeeded this year will be shown when that at present unknown quantity—the crop—is harvested."

Engineers' Club of Toronto.

About 25 members visited Niagara Falls, Ont., May 30, to see the work in progress on the three electrical power plants. Lake Ontario was crossed on the steamer Chicora, of the Niagara Navigation Co., and at Queenston a special car on the Niagara Falls Park and River Ry. was taken. The party was met at Queenston by C. B. Smith, Resident Engineer of the Canadian Niagara Power Co., at whose suggestion the invitation for the visit was given by the three power companies. After a short stop at Brock's Monument, the special car ran through to the upper end of the Dufferin islands, where the party disembarked and went over the site of the Ontario Power Co.'s intake, where the cofferdam has already been completed and a temporary wooden flume is in course of construction to supply power to drive rock crushers, concrete mixers, air compressors, etc., which will be used in the building of the intake wing dam. Next down stream the site of the Toronto and Niagara Power Co.'s intake, wheel pit and power house was visited. A cofferdam is in course of construction here, the irregular surface of the bed of the river and the great force of the current in the breakers rendering the work one of extreme difficulty. Again, further down stream, the Canadian Niagara Power Co.'s intake, wheel pit and power house sites were visited. Very satisfactory progress is being made with this work, and it is expected to be producing power within a year. Continuing down stream, the site of the Ontario Power Co.'s wheel pit and power house below the Falls was visited. The party was entertained at luncheon at the Lafayette House, where brief speeches were made by the representatives of the power companies, by President Rust and Secretary Chipman on behalf of the Club, and by Principal Galbraith, of the Toronto School of Practical Science. In the afternoon some of the party went down into the Canadian Niagara Power Co.'s wheel pit, others rambled about Queen Victoria Park, and some visited the New York State Reservation, all returning to Toronto in the evening by the Chicora.

There are in British Columbia 1,382.93 miles of railway, of which 952.71 miles are assessable for taxes by the Province, on a value of \$3,000 a mile, at 3-5 of 1%. The total valuation is \$2,858,130, and the tax is \$17,148.88. The return from which these figures are taken shows that the cost of the lines in the province amounted to \$66,547,969; that 345 miles of the C.P.R. is exempt from taxation for 10 years, and that 185.22 miles of line are assessable for taxes in municipalities only.

Canadian Northern Ry. Lands.

A syndicate of U.S. capitalists has been formed to purchase the C.N.R. Co.'s land grant, and a contract has been entered into for the sale of the land at a fixed price per acre, the total amount aggregating about \$12,000,000. A. B. Davidson, of Duluth, Minn., negotiated the purchase, and is arranging for the formation of the Manitoba and Saskatchewan Land Co. (Ltd.), with a capital of \$5,000,000, to finance the transaction. Those associated with him in the transaction are: A. D. McRae, G. C. Howe, of Duluth, Minn.; A. R. Davidson, of Little Falls, Minn.; F. C. Kenaston, G. F. Piper, W. D. Douglas, of Minneapolis, Minn.; A. J. Adamson, of Rosthern, Sask.; D. P. McDonald, of Fort Qu'Appelle, Sask. It is proposed to establish branches of this company in Canada and Great Britain, and to sell the land to actual settlers.

The total area of the land grant to which the C.N.R. became entitled through companies which it has amalgamated was about 3,500,000 acres situated in Manitoba, Assiniboia and Saskatchewan. The eastern boundary of the area in which these lands are situated is Lake Winnipeg, the northern boundary extending from 30 miles north of the Manitoba boundary to the Saskatchewan river; the western and southern boundaries run down by a series of steps from the Saskatchewan, to the Riding Mountains, about 10 miles north of Clanwilliam, Man.; and thence easterly to Lake Winnipeg, the line crossing Lake Manitoba, south of Oak Point. This area is traversed by the C.N.R. line, and the line under construction from Grand View, Man., to Edmonton, Alta., is south of it. The Attorney-General of Manitoba is reported as stating in reference to the sale: "We have a right to select 258,000 acres out of the land held by them, but only after a survey has been made by the Dominion, and then, according to agreement, in alternate odd numbered townships and ranges, and we simply cannot do anything until the Dominion survey is made."

Duties on Steel Rails.

Two items in the financial arrangements of the Dominion for the current year affect the steel rail trade in Canada. The first is the imposition of a duty of \$7 a ton on iron and steel "railway bars, or rails in any form, for railways imported into Canada," as soon as it is proved to the satisfaction of the Government that steel rails can be produced in Canada to meet the ordinary requirements of the market. In this connection is announced that the rail mills of the Algoma Steel Co. at Sault Ste. Marie, Ont., will be operated from the end of June onwards, and that the capacity is 150,000 tons a year. In 1902 the imports of steel rails into Canada from all parts totalled 132,000 tons. It is therefore assumed that the requirements of the resolution will be complied with and the duty enforced by proclamation.

The second item is the imposition of a surtax of one-third of the duty on articles manufactured in any country which discriminates in its tariff against Canadian goods. The supply of steel rails for the railways in Canada is drawn from Great Britain, the United States, Belgium and Germany, and as the latter country has a tariff discriminating against Canada, steel rails purchased there would come under the terms of the resolution. The date for the coming into force of the surtax was fixed for June 30, for goods purchased, or contracted for before April 16, but on representations being made to the Government the date has been altered to Sept. 30. It is calculated that contracts were placed by Canadian railways with manufacturers of steel rails in Germany for over 100,000 tons of rails for delivery this season.

TRANSPORTATION APPOINTMENTS.

Canadian Pacific Ry.—Arthur Piers, heretofore General Superintendent of Steamship Lines, has been appointed Manager of Steamship Lines, with charge of all the steamships owned and operated by the company. Office at Montreal.

D. W. Campbell, heretofore Manager for Elder Dempster & Co. at Montreal, has been appointed General Superintendent of the company's Atlantic Service. Office at Montreal.

Capt. J. W. Troup, heretofore Manager of the Canadian Pacific Navigation Co., has been appointed General Superintendent of the company's British Columbia Coast Service. Office at Victoria, B.C.

Lincoln Smith, heretofore in charge of the Upper Lake S.S. office at Owen Sound, has been appointed Superintendent of the company's Upper Lake Service. Office at Owen Sound.

Capt. J. C. Gore, heretofore Assistant Superintendent of the water routes at Nelson, B.C., has been appointed Superintendent of the company's British Columbia Lake and River Service. Office at Nelson, B.C.

The above named officers will all report to the Manager of Steamship Lines.

G. H. Webster, heretofore General Tie Agent, has been appointed Right-of-Way Agent. Office at Montreal. He will report to the Chief Engineer.

Thomas Walklate has been appointed General Tie Agent, vice G. H. Webster transferred. Office, Montreal.

Superintendents' accountants have been appointed as follows, including those mentioned in our last issue: F. A. Cousins, Brownville Jct., Me.; R. G. Allen, Woodstock, N.B.; I. A. Moody, Farnham, Que.; A. E. Crilly, Montreal; D. Mitchell, Ottawa; E. Patterson, Toronto; A. N. Hackett, Montreal; E. M. Favreau, North Bay, Ont.; J. McEniry, Chapeau, Ont.; W. T. Hayes, Schreiber, Ont.; W. A. James, Fort William, Ont.; J. Eggo, Winnipeg; C. B. Platt, Souris, Man.; S. J. Farmer, Brandon, Man.; H. W. Harding, Regina, Assa.; P. D. Shand, Moose Jaw, Assa.; W. M. Lafferty, Calgary, Alta.; W. W. Foster, Revelstoke, B.C.; R. Heddle, Vancouver, B.C.; R. A. Weir, Nelson, B.C.

J. T. Matthews, heretofore agent of the North American Life Assurance Co., has been appointed soliciting passenger agent. Office, Charlottetown, P.E.I.

Wm. Downie, heretofore Superintendent at Nelson, B.C., has been appointed General Superintendent of the Atlantic Division, vice J. Osborne, transferred. Office at St. John, N.B.

C. W. Burpee, heretofore Roadmaster at St. John, N.B., has been appointed Superintendent of district 1, Atlantic Division, with office at Brownville Jct., Me., succeeding W. K. Thompson, transferred to Moose Jaw, Assa.

Jas. Manson, heretofore Superintendent old districts 8 and 9 at Toronto, has been appointed Superintendent district 2 Ontario Division, north and west of Toronto Jct., vice A. Price, transferred to Fort William, Ont. Office, Toronto.

Geo. Spencer, heretofore Chief Train Dispatcher of the Ontario Division at Toronto, has been appointed Superintendent district Ontario division, between Smith's Falls and Hamilton, inclusive of Toronto terminals, succeeding J. Manson transferred. Office, Toronto.

A. L. Smith, heretofore train dispatcher old districts 10 and 11 at Toronto, has been appointed Chief Train Dispatcher for the Ontario division, succeeding G. Spencer, promoted. Office, Toronto.

L. Mulkern, heretofore corresponding and enquiry clerk in the general freight office, Toronto, has been appointed city canvassing agent, succeeding H. C. McMullen. L. Doherty succeeds L. Mulkern.

Alfred Price, heretofore Superintendent old districts 10 and 11 at Toronto, has been appointed Superintendent of lines between Port Arthur, Ont., and Winnipeg Jct., Man., vice F. P. Brady, promoted. Office, Fort William, Ont.

F. P. Brady, heretofore Superintendent at Fort William, Ont., has been appointed Assistant General Superintendent of the Central Division. Office at Winnipeg.

H. L. Brown has been appointed Travelling Passenger Agent Central division, vice R. Farrell resigned. Headquarters, Winnipeg.

Jas. Brownlee, heretofore acting Superintendent district 22 at Brandon, Man., has been appointed Superintendent.

W. K. Thompson, heretofore Superintendent at Brownville Jct., Me., has been appointed Superintendent of district 24, with office at Moose Jaw, Assa., succeeding D. R. Bell.

J. R. Dalton has been appointed Trainmaster district 24, vice W. Hewitt, whose jurisdiction is now confined to district 25. Mr. Dalton's office is at Moose Jaw, Assa.

E. L. Chudleigh has been appointed Chief Train Dispatcher district 24. Office, Moose Jaw, Ass.

H. C. McMullen, heretofore city canvassing agent in Toronto, has been appointed Live Stock Agent Central and Western divisions. Office, Calgary.

D. G. Ross, formerly Superintendent at Fort William, Ont., has been appointed Superintendent district 30, succeeding W. Downie, promoted. Office, Nelson, B.C.

P. M. Beasley, heretofore in the company's office at Seattle, Wash., has been appointed city freight agent in Vancouver, B.C., succeeding A. J. Cambie, promoted.

A. J. Cambie, heretofore city freight agent at Vancouver, B.C., has been appointed Travelling Freight Agent, with headquarters at Seattle, Wash., vice S. Sherman, resigned.

Consolidated Lake Superior Co. and Subsidiary Companies, including Algoma Central and Hudson's Bay Ry. Co. and Manitoulin North Shore Ry. Co.—A. H. Chitty has been elected Treasurer, vice J. P. Hood, resigned.

Dominion Iron and Steel Co., lessees of Dominion Coal Co., Sydney and Louisburg Ry. and Black Diamond Steamship line.—J. R. McIsaac has been appointed Traffic Manager, vice W. Coyne, appointed Assistant to the President of the Consolidated Lake Superior Co. Office, Sydney, N.S.

V. C. Armstrong, formerly Traffic Manager of the D.I. and S. Co., has been appointed Night Superintendent of the Company's Steel Works.

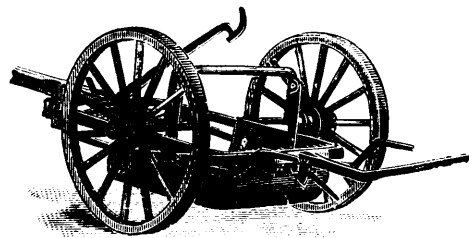
The general officers of the D.I. and S. Co. are:—President, Jas. Ross, Montreal; Vice-Presidents, Hon. G. A. Cox, Toronto; Hon. L. J. Forget, Montreal; 3rd Vice-President, G. H. Duggan, Sydney; Treasurer, J. McKay, Montreal; General Auditor, F. Schoenthal, Montreal; Local Auditor, J. R. Blackett, Sydney.

The officials of the Sydney and Louisburg Ry. are:—Traffic Manager, J. R. McIsaac, Sydney; Superintendent Motive Power, C. E. Slayton, Glace Bay; Engineer, C. M. Odell, Sydney; Purchasing Agent, J. W. Revere, Glace Bay; storekeeper, G. D. Cunningham, Glace Bay; Master Carpenter, R. D. Thompson, Glace Bay; Trackmaster, W. D. Graham, Glace Bay.

Grand Trunk Ry.—Geo. B. Filgiano has been appointed Auditor of Passenger Accounts, vice John Payne, deceased.

L. Macdonald, heretofore chief clerk in the Freight Traffic Manager's office, Montreal, has been appointed acting Division Freight Agent at Hamilton, Ont., vice J. H. Hanna, given leave of absence on account of ill-health.

J. Wilson, heretofore chief clerk in the General Freight Agent's office, Montreal, has been appointed chief clerk in the Freight



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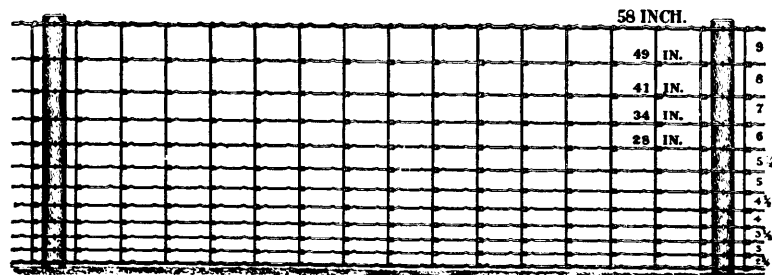
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HAMILTON, CANADA.

Traffic Manager's office, Montreal, vice L. Macdonald, promoted.

J. W. Campbell has been appointed chief clerk in the General Freight Agent's office, Montreal, vice G. Wilson, promoted.

G. A. Kyle, heretofore Division Engineer of the Northern Pacific Rd., is reported to have been appointed Division Engineer of the G. T. Pacific Ry., with office at Winnipeg.

The following agents have been installed: Pownall, Me., A. J. Ryan; Aston, Que., A. L. Gilbert; Oshawa Jct., Ont., L. N. Swinyard; North Parkdale (Pass.), Ont., R. McIntyre; Thorndale, Ont., R. Cossey; Burlington Jct., Ont., J. A. Sharpe; Komoka, Ont., E. J. W. Perry; Tavistock; Ont., G. Reid; Clifford, Ont., J. L. Taylor; Listowel, Ont., A. M. Smith; Goodells, Mich., G. H. Fowler; Lansing, Mich., T. C. Mann; Lapeer, Mich., P. N. Moore; Pottersville, Mich., G. E. Payne; Griffith, Ind., E. J. Bennett; Ovid, Mich., M. K. Plummer; Copperville, N.H., W. J. Runyan; Chesterfield, Mich., W. W. Thompson.

Great Northern Ry. of Canada.—J. G. Scott having resigned, the position of General Manager has been abolished.

E. E. Ling having resigned, the position of Assistant General Manager has been abolished.

A. J. Gorrie, heretofore Superintendent of the Canadian Northern Ry. at Port Arthur, Ont., has been appointed General Superintendent of the G.N.R. Office, Quebec. The other heads of departments will report to him.

A. E. Doucet, Chief Engineer, has resigned. He is also Chief Engineer of the Quebec and Lake St. John Ry. and of the Trans-Canada Ry.

Guelp Electric Street Ry.—J. J. Hackney has been appointed manager.

Intercolonial Ry.—Unconfirmed press reports state that T. Dunning, Cashier, at Moncton, N.B., has resigned after a few months' occupancy of the office.

King Edward Hotel, Toronto.—C. E. Bunting, heretofore chief clerk to the Assistant General Passenger Agent, C.P.R., Vancouver, B.C., has been appointed joint ticket agent of the C.P.R. and G.T.R. at this hotel.

Lake Erie and Detroit River Ry.—C. C. Young, General Agent at London, Ont., has resigned.

Lindsay, Bobcaygeon and Pontypool Ry.—H. W. D. Armstrong, heretofore of the C.P.R. engineering department, has been appointed Chief Engineer of the L., B. and P. Ry. Office, Lindsay, Ont.

Michigan Central Rd.—N. McNabb, heretofore Roadmaster at Ridgeway, Ont., has been appointed Roadmaster of the Eastern and Toledo divisions in Michigan. Office, Detroit.

D. H. Ford, heretofore Assistant Roadmaster of the St. Clair division, has been appointed Roadmaster of the West Canada division, succeeding N. McNabb. Office, Ridgeway, Ont.

J. Kenny has been appointed Assistant Roadmaster St. Clair division, succeeding D. H. Ford. Office, St. Thomas, Ont.

National Despatch Great Eastern Line.—A joint circular issued by the Freight Traffic Managers of the G.T.R., the Central Vermont Ry., and the Boston and Maine Rd., states that D. L. Lawrence has been appointed Manager of this line, vice C. A. Hayes, appointed Assistant General Freight Agent, G.T.R., at Chicago, Ill.

Toronto, Hamilton and Buffalo Ry.—G. W. Holmes has been appointed Purchasing Agent, and G. W. Wilson, Car Accountant. Offices at Hamilton, Ont.

Miss E. Bell, daughter of G. T. Bell, General Passenger and Ticket Agent G.T.R., died in California recently.

SHIPPING MATTERS.

Notices to Mariners.

The Department of Marine has issued the following notices:

No. 32. May 4.—British Columbia.—71. Vancouver island, east coast, Sidney channel, Little group, Dock island, light established, hydrographic note. 72. Vancouver island, east coast, Stuart channel, Oyster harbor, Evening cove, uncharted rock. 73. Vancouver island, east coast, Stuart channel, Miami reef, light on wreck.

No. 33. May 7.—Quebec.—78. River St. Lawrence below Quebec, Island of Orleans, St. Laurent, wharf lengthened, light moved. 79. River St. Lawrence below Quebec, Island of Orleans, Ste. Petronille, color of lighthouse changed.

No. 34. May 14.—North Atlantic ocean.—84. Off the south coast of Newfoundland, current survey steamer to be avoided. Quebec.—85. River St. Lawrence, bridge under construction above Quebec, lights on piers.

No. 35. May 19.—Quebec.—86. Gulf of St. Lawrence, Faure point, change in color of lighthouse.

The following notices have been issued by the U.S. Hydrographic Department:

No. 19. May 9.—St. Lawrence river.—905. Granite Slate shoal buoy No. 10, out of position.

No. 20. May 16.—Lake St. Clair.—967. Thames river lights, lightkeeper's dwelling destroyed. St. Lawrence river.—970. Granite State shoal gas buoy No. 10, replaced in position.

No. 21. May 23.—Lake Erie.—1022. Buffalo to Detroit, obstruction reported by str. Cuba.

Maritime Provinces and Newfoundland.

A. F. Bremner, of the Boston Engineering Co., Boston, Mass., has been looking over sites at Sydney, N.S., with a view of establishing a shipyard for repairing work there.

The new St. John, N.B., tug Lord Kitchen is fitted with a large wrecking pump, and is intended for service as a fire-boat as well as for towing and wrecking purposes.

The steamer Queen, purchased in Montreal in 1902 from the Montreal and Cornwall Steamship Co. by the Princess Steamship Co., of St. John, N.B., has been placed on the Washdenoak route.

A deputation from the Maritime Provinces waited on the Dominion Government May 11, and asked for a bounty of \$3 a ton to assist in the establishment of the iron and steel ship-building industry in Canada.

L. Coste, an engineer of the Dominion Department of Public Works, has been inspecting the sites suggested for the Imperial dry dock at St. John, N.B., and as a result it is proposed to secure another site.

The Board of Trade and other organizations of St. John, N.B., have passed a resolution in favor of the establishment of a harbor trust, and have recommended that the Dominion Government be asked to create one for the port.

Application is being made at the current session of the Dominion Parliament for an act to incorporate the Prince Edward Island Ferry Co., of Charlottetown, to operate a steam ferry from Cape Traverse or Carleton Point, P.E.I., to Cape Jourmain or Cape Tormentine, N.B.

The Dominion Transportation and Towing Co., Ltd., has been incorporated under the Dominion Companies' Act, with offices at Halifax, N.S., and a capital of \$80,000, to carry on a general navigation business. The incorporators are G. E. Van Buskirk, H. G. Bauld, R. H. Humphrey, E. J. Longard and H. C. Borden, of Halifax.

The Dominion cruiser *Gulnare* will be employed during the summer in examining currents in North Atlantic ocean between Cape Race and the French islands, to ascertain the character and extent of the indraught which is reported to set into the larger bays there. For this purpose the steamer will be anchored in deep water on the steamship routes at different points along the Newfoundland coast. The work is in charge of Dr. W. Bell Dawson, of the Tidal Survey branch of the Department of Marine.

Province of Quebec Shipping.

The Canadian Towing and Transportation Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with offices at Montreal, and a capital of \$20,000, to carry on a general towing business. The incorporators are: A. E. Pontbriand, Sorel, Que.; P. Letendre, St. Michel d'Yamaska, Que.; A. Lomer, A. Wand, Montreal; and W. Byrne, Prescott, Ont.

Construction has been started on the enlargement of the entrance locks to the Lachine canal at Montreal. The locks are to be made of the standard canal size, 270 ft. long, 45 ft. wide, 32 ft. deep, and will have 17 ft. of water on the sill. Coulson, Quinlan and Robertson are the contractors, and H. R. Lordly is the engineer in charge of construction for the Government.

The commissioners appointed by the Minister of Public Works to inquire into the most suitable form of dry dock for Montreal recommend the construction of a permanent structure of concrete and stone at a cost, with suitable approaches, of \$925,000. The site suggested for this dock is below the current of St. Maurice river. It was stated in the House of Commons that there was \$250,000 now available towards the construction of such a dock.

G.T.R. Toronto Freight Sheds.—A plan has been prepared showing the proposed layout of the new freight yards for the G.T.R., between John and Simcoe streets, and extending from Front st. to Wellington st., Toronto. The new yard will be reached by a switch starting from the present lines just west of Spadina ave., crossing Front st., at Windsor st., and John st., north of Front st. The new yard has a frontage of 960 ft. by a depth of 410 ft. The new freight offices will be 175 ft. 5 in. by 30 ft., and will front on Simcoe st.; the outward freight shed will be 930 ft. by 40 ft., extending from John st. to the offices, and the inward freight shed will be 850 ft. by 40 ft., the space between the two, about 90 ft., being utilized for a transfer platform and tracks. Between the inward freight house and Wellington st., there will be five sets of tracks with roadways between for loading and unloading direct into the cars. Work on the new yard is expected to be commenced by July 1.

J. H. Hanna, Division Freight Agent at Hamilton, Ont., who was given leave of absence last winter on account of ill-health, and went to Florida, returned to Hamilton in April, and resumed duty for about a month, until the middle of May, when he felt it necessary to go away again. He has been given further leave for six months, and is now at the Sanitarium at Gravenhurst, Ont. Mrs. Hanna and family have removed from Hamilton to Toronto.

C. Shields, President Consolidated Lake Superior Co., was presented with an address and a silver center piece by the Provincial Workmen's Association, the officials of the Dominion Coal Co., and the citizens of Glace Bay, on the occasion of his leaving Nova Scotia. He was also given a public reception by the citizens of Sydney, N.S.

Ontario and the Great Lakes.

The Toronto Ferry Co. has added the new str. Kathleen, built at Oakville, Ont., to its fleet.

The Blind River Towing Co. (Ltd.) has removed its head office from Sarnia to Blind River, Ont.

The Hamilton Steamboat Co.'s str. Modjeska was refitted at a cost of \$10,000 prior to going on the Hamilton-Toronto run.

The St. Lawrence and Chicago Steam Navigation Co. has been authorized to increase its capital from \$500,000 to \$1,000,000.

The str. Garden City has been thoroughly overhauled and refitted at Port Dalhousie, Ont., during the winter; she will be on the Toronto-St. Catharines run, as usual.

The str. White Star, on the Toronto-Oakville run, was rather badly damaged by a break in her machinery, June 1, and is being repaired by the Polson Iron Works, Toronto.

The steamers Badger State and Empire State, which ran between Toronto, Montreal and Toledo in 1901, have been placed on a route between Cleveland, Ohio, and Detroit, Mich.

The J. H. Plummer, one of the three new steamers for the Canadian Lake and Ocean Navigation Co., arrived at Montreal June 1, and after unloading will proceed to the upper lakes.

A wrecking tug is engaged in recovering the cargo of bar iron from the hold of the C.P.R. str. Algoma, wrecked on Isle Royale, Lake Superior, 19 years ago, with a loss of 52 lives.

The Northwest Transportation Co., owned by the Northern Navigation Co. of Ontario, is obtaining prices for an additional steamer similar to the Huronic, built at Collingwood, in 1901.

The Rainy River Navigation Co. is negotiating with the Bertram Engine Works, Toronto, for the building of a new steamer similar to the Keenora for the Lake of the Woods freight and passenger trade.

The St. Lawrence and Chicago Steam Navigation Co.'s steamer under construction at Collingwood will be launched June 20, and will be named W. D. Matthews, after one of the directors of the company.

The steam tug recently constructed for the Manitou Fish Co. at Owen Sound, Ont., will be placed on Manitou lake, on Manitoulin island. The tug will be conveyed overland from Manitowaning to the lake about 5 miles.

R. O. and A. B. Mackay, of Hamilton, Ont., have closed a contract to deliver 150,000 tons of iron ore from Michipicoten to Point Edward, Ont.. From Point Edward the ore will be carried to Hamilton by G.T.R.

The str. Norseman, built in 1864, and hitherto on the U.S. register, has been given Canadian papers, with Goderich as a hailing port. Her dimensions are: length, 172 ft.; breadth, 32 ft.; tonnage, gross, 660 tons; net, 501 tons.

The Montreal Transportation Co. has purchased the str. Bothnia from the Pennsylvania Coal Co. The Bothnia was built at Garden City, Ont., 1895, her dimensions being: length, 178.1 ft.; breadth, 37.8 ft.; depth 12.3 ft.; tonnage, gross, 833 tons; net, 478 tons.

D. O'Connor has placed a steamer on Lake Temagami, Ont., for the general freight and passenger trade. The steamer also carries mails to the new settlements which are rapidly growing up in the district. The Temagami forest reserve is also an attractive tourist resort.

The Palace Houseboat Co. has been incorporated under the Ontario Companies' Act, with offices at Midland, Ont., to construct houseboats on Georgian bay. The Company

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W. H. C. MUSSEN & CO., MONTREAL.

has a capital of \$40,000, and comprises a number of steamer owners and railway men.

The Trent Valley Navigation Co. has purchased the composite str. Empress from Capt. Reynolds, of Lakefield, Ont., plying on Stony Lake. This purchase gives the T.V.N. Co. control of the whole of the steamers on the route between Coboconk and Lindsay, to Lakefield.

A broken oar with the name Bannockburn on the blade, has been picked up on the beach west of Gros Cape, Lake Superior, and wreckage of the steamer is being washed ashore near Michipicoten. The Bannockburn was lost with all hands towards the end of the season of navigation 1902.

The Warroad Transportation Co. has been organized in Minnesota, to operate freight and passenger steamers on the Lake of the Woods, Rainy River, and tributary waters. Capt. W. Bridges, of Rat Portage, Ont., is interested in the Company, which is having a \$12,000 steamer constructed, to be placed on the river early in Sept.

T. Marks & Co., of Port Arthur, Ont., have placed an order at Newcastle-on-Tyne, Eng., for a steel steamer to be delivered in Sept., of the following dimensions: length, 254 ft.; breadth, 42 ft.; depth, 25 ft.; gross tonnage, 2,000 on a draft of 14 ft. She will be fitted with triple expansion engines, to which steam will be supplied by two Scotch boilers, capable of making 14 knots an hour.

The str. Wacondah, built in Glasgow, Scotland, for R. T. and A. B. Mackay, of Hamilton, Ont., grounded off Farran's Point, in the St. Lawrence, on her trip inwards, and is in dry-dock at Buffalo, having nine new plates put in her hull. The owners have on order in Glasgow, for fall delivery, a steamer of similar size, and will order four more of the same size and type for delivery in 1904.

The Welland Canal Tug Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$95,000, and offices at Port Colborne, Ont., to carry on a general towing and transportation business on the canals and great lakes of Canada. The incorporators are: De W. Carter, C. S. Carter, F. W. Carter, Mrs. E. E. Carter and Mrs. M. Macdonald, of Port Colborne.

A parliamentary return has been issued at Ottawa showing that the cost of the section of the Trent Valley Canal from Rice Lake to Lake Ontario, would be \$2,225,000 via Trenton, and \$2,100,000 via Port Hope. R. B. Rogers, the engineer, recommends the Trenton route, and it is reported that the Dominion Government has acquired most of the land required for the construction of the canal along this route.

The A. J. Tymon, which was sold about two months ago at a marshal's sale, has been named the Ojibway, and will be operated by the Hiawatha Steamship Co. from Sault Ste. Marie, Ont., to Georgian bay ports. The steamer was originally the W. M. Aldersen, and traded between Owen Sound and Wiarton; on being sold to the lower lakes she was burned to the water's edge, and on being rebuilt in 1892 at Toronto, was named A. J. Tymon.

The screw str. Simla, built at Garden Island, Ont., was towed to Toronto, where she received her engines at the Polson Iron Works. Her dimensions are: length, 240 ft.; breadth, 37 ft.; depth, 15 ft.; and her cargo capacity is 70,000 bush. of grain. She has been fitted with triple expansion engines, cylinders 17, 28 and 46 in. diameter by 36 in. stroke, to which steam is supplied by two Scotch boilers 11 ft. by 11 ft., at a pressure of 175 lbs. to the square inch.

The Western Navigation Co. (Ltd.), incorporated under the Ontario Companies Act,

has its head office at Collingwood, Ont., and has acquired a steamer, which has arrived on the Great Lakes from England. The Wexford is a steel screw steamer, built by W. Doxford & Son, Sunderland, Eng., in 1883, of the following dimensions: length, 250 ft.; beam, 40 ft.; depth, 16 ft. 2 in.; tonnage, gross, 2,077; register, 1,354. Capt. W. J. Bassett, formerly of the Northern Navigation Co.'s service, is largely interested in the company, and will be in command of the Wexford.

Manitoba and the Northwest Territories.

Reid & Co., of Prince Albert, Sask., have completed the construction of a 75-ft. steamer for the navigation of the Saskatchewan river. The engines were built at Winnipeg.

Application is being made at the current session of the Dominion Parliament to authorize the city corporation of Winnipeg to construct a canal and locks to connect the Assiniboine river and Lake Manitoba.

A movement is being made in Prince Albert, Sask., to provide steamers on the north branch of the Saskatchewan river to the lands taken up by the Barr colony. J. H. Wilson, of the Imperial Bank, is taking an active interest in the matter.

The Manitoba Exploration Co. has been incorporated under the Manitoba Companies' Act, with a capital of \$75,000 to engage in a variety of operations, including the ownership of vessels and the carrying on of a general navigation business. The incorporators are E. F. Hutchings, J. Robertson, G. A. Glines, R. T. Riley, J. Galt, J. G. Cleghorn, D. McKinty, J. Maw, W. Brydon, J. H. Leech, E. L. Drewry, J. W. Harris, C. H. McNaughton, J. S. Gray, T. Nichol, W. G. Scott, A. D. Carscallen, C. W. Clark, A. McLaren, J. Burrige; R. R. Sutherland, of Winnipeg, and H. Armstrong, of Portage la Prairie, Man.

Capt. L. Bellefeuille, of the str. Alexandra, has completed making soundings on the Assiniboine river between Winnipeg and Portage la Prairie, Man. He reports that the river can easily be made navigable for a certain class of freight steamers. The only very shallow spot was found at St. James bridge, and if this were dredged, and the channel straightened at a few places, there would be a very good navigable channel. He suggests that the C.P.R. should put in a swing span instead of a fixed span on the bridge under construction at Headingly. Capt. Bellefeuille has been engaged by the Dominion Government to make soundings of the river as far as Brandon, with a view of ascertaining if it is possible to secure a navigable channel.

E. G. Somers, heretofore General Western Freight Agent of the New York Central Rd., at Chicago, Ill., has been appointed Freight Traffic Manager of the New York, New Haven and Connecticut Rd.

The arrangements for the running of through passenger trains from Chicago, Ill., to Buffalo, N.Y., by the Pere Marquette Rd., are reported to be almost completed.

W. H. Evanson, Travelling Auditor C.P.R., was given a signet ring by officials of the Company at Toronto, on the occasion of his recent removal to Winnipeg.

H. F. Sharp, hitherto ticket agent at the G.T.R. town station, St. Mary's, Ont., has resigned and has removed to Boston, Mass., also in railway service.

Miss M. Gaskin, daughter of Capt. J. Gaskin, of Kingston, Ont., was married there June 3, to W. W. Sands, a member of the city council.

B.C. and Pacific Coast Shipping.

The steam launch Beryl, one of the two being built for the British Admiralty, has been launched at Vancouver, B.C. This is the first work of the kind given out on the Pacific coast by the Admiralty.

The Western Steamboat Co., at a meeting held at New Westminster, B.C., subscribed the necessary additional capital to have the str. Ramona put in thorough repair. On the completion of the work the Ramona will be placed in service on the Fraser river run.

The Union Steamship Co. of New Zealand, owning the Canadian-Australian line of steamers sailing from Vancouver, B.C., has secured the transportation of the British mails across the Pacific ocean for a further period of three years. Newer and faster steamers will probably be provided.

The cable repair str. Iris, owned by the Pacific Cable Board, is now in service and will reach Bamfield Creek, where the Canadian end of the cable comes ashore, towards the end of the summer. While there she will lay a short length of cable to replace a piece of land line, which is constantly being interrupted.

The Canadian Pacific Navigation Co. has now been dropped as the title for the coastwise steamers operated by the C.P.R., the new title being "The C.P.R. Co.'s Steamship Lines, British Columbia Coast Service." The steamers operated on the inland lakes and rivers will be known in future as "The C.P.R. Co.'s Steamship Lines, British Columbia Lake and River Service."

General Telephone Matters.

The Nova Scotia Telephone Co. is putting all its wires in Halifax, N.S., underground.

The Telephone Co. of Prince Edward Island has been asked to extend its system to Cherry Valley.

W. J. Clark has been appointed Superintendent of the Bell Telephone Co., Toronto, succeeding A. M. Stark, resigned.

The Bell Telephone Co. has installed an auxiliary switchboard at its Owen Sound, Ont., exchange, owing to the increased business.

A telephone service is being installed at Wetaskiwin, Alta., by the town, the charge to be \$15 for business places and \$10 for residences.

The C.P.R. telegraph department proposes establishing a telephone line between St. Stephen and Watt Jct., N.B., with offices at Moore's Mills and Honeydale.

The Moosomin, Man., Telephone Co. proposes to extend its long-distance lines to Fleming, 9 miles east; to Valley, 12 miles south; and to Andrea, 15 miles southwest.

The Miramichi Telephone Co. is about to reconstruct the telephone system in Chatham, N.B. A metallic circuit will be provided, and the exchange will be given a modern equipment.

The Bell Telephone Co. proposes to string lines which will connect Lethbridge and Cardston, and Calgary and Edmonton, Alta., this year, and to connect Lethbridge and Calgary in 1904.

The Citizens Telephone and Electric Co., of Rat Portage, Ont., has removed its pole line from the C.P.R. right-of-way to the Government road between Norman and Keewatin.

R. A. Zimmerman, F. Warnke and F. J. Leonard, Pennsylvania capitalists, are applying for incorporation at the current session of the Dominion Parliament as the Canadian Telephone and Telegraph Co.

The Bell Telephone Co. is applying to the Northwest Territorial Legislature for an ordinance to enable it to properly exercise in the Territories the powers and privileges granted by its charter of incorporation.

The Economy and Five Islands Telephone Co., of Economy, N.S., is replacing its old poles with new cedar ones, and has installed a number of additional instruments on its lines. Dr. Wallace is President, and S. G. Dickey, Secretary.

The Vernon and Nelson Telephone Co. is applying at the current session of the B.C. Legislature for an act authorizing it to divide its capital into ordinary and preferred shares; and to purchase, lease or otherwise acquire the rights of any other similar company.

The Memramcook and Dorchester Telephone Co.'s shareholders at its annual meeting at Memramcook, N.B., May 29, elected J. P. Sherry, President, and Dr. E. T. Gaudet, Secretary. It was reported that the business for the year had been satisfactory.

The Canton Patton Telephone Co. has been incorporated under the Quebec Companies' Act to construct telephone lines in the counties of Bellechasse and L'Islet. J. R. C. de Lorimer, J. A. Couture, L. Picard, T. Godreau and A. Boulet are the incorporators, and the offices are at St. Paul de Buton.

The Nova Scotia Legislature at its last session passed an act providing that all telephone companies carrying on business in the Province shall file a list of tolls and charges with the Provincial Secretary. All tolls are to be subject to the approval of the Governor-in-Council before becoming operative.

The Merchants' Telephone Co., of Montreal, has been acquired by a New York syndicate which has elected Dr. J. N. Culbertson, of New York, President and General Manager, and J. Maison, Secretary. The Company has about 1,000 subscribers in Montreal. The new owners propose to branch out, and have already proposed to establish a system in Ottawa.

The Municipal Electric Light, Gas and Telephone act was amended at the last session of the Manitoba Legislature by the addition of a clause to sec. 20, providing for making the principle of debentures, issued for money borrowed by municipalities for either of these services, repayable in accordance with the provisions of secs. 445 and 446 of the Municipal Act, chap. 116 of the Revised Statutes of 1902.

The Bell Telephone Co. proposes to extend its long-distance system in Manitoba during this year so as to include Carman, Roland, Rosebank, Miami, Treherne, Holland, Cypress River, Glenboro, Wawanessa, Methven, Routhwaite, Martinville, Manitou, La Riviere, Pilot Mound, Crystal City, Cartwright, Homefield, Souris, and Killarney, in southern Manitoba; and Gladstone, Arden, Alexander and Kemnay. These extensions call for the construction of about 300 miles of line. Local exchanges are being established at Morris, Greta, Souris and Emerson, Man.

T. Glynn, formerly ticket agent at the Richlieu and Ontario Navigation Co.'s Toronto office, is now its ticket agent at Alexandria Bay, N.Y.

The Canadian Freight Association's summer meeting, which has been fixed for Murray Bay, Que., will probably be held on July 8 and 9.

The Simplex Railway Appliance Co. proposes erecting a new plant in Canada, its present one at St. Henri, Montreal, being too small.

E. G. Trites, son of E. T. Trites, Paymaster I.C.R., died at Moncton recently.

D. J. McGregor, of New Glasgow, N.S., a director of the Nova Scotia Steel Co., has been called to the Senate.

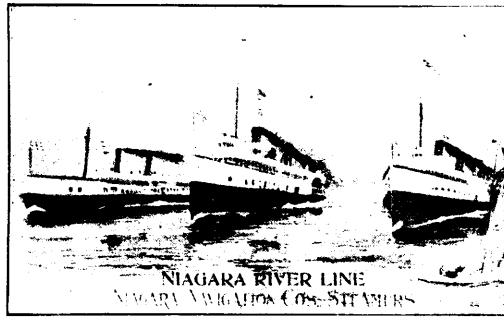
H. V. Poore, formerly General Organizer of the United Brotherhood of Railroad Employes, died at Winnipeg recently.

W. H. C. Mussen, of W. H. C. Mussen & Co., Montreal, was married there recently to Miss M. E. Sharpe, of New York.

A. White, father of W. White, chief clerk to the G.T.R. Superintendent at Toronto, an old railway employe, died in Toronto recently.

Niagara River Line

THE NIAGARA-TORONTO ROUTE

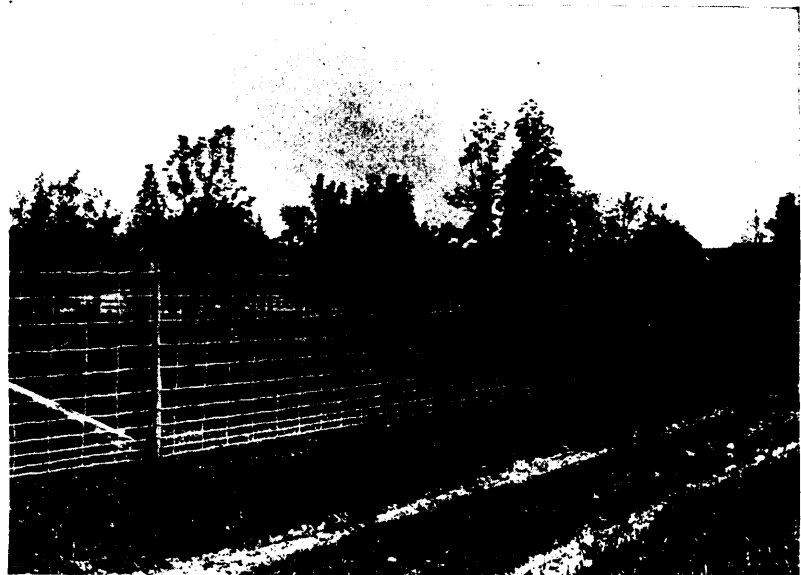


For Lewiston, Queenston, Niagara-on-the-Lake, Niagara Falls, Buffalo, New York, Boston, Philadelphia, Cleveland, and all points South, East and West.

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Canadian Northern Ry. Construction.

Port Arthur Elevators.—No decision has been reached as to the construction of additional elevator accommodation at Port Arthur, Ont., but it is contemplated erecting a large addition to the present accommodation. The construction will be similar to the tile tank storage elevator recently completed. (May, pg. 174.)

Port Arthur-Rainy River.—Three steam-shovels are employed in ballasting this section of the line preparatory to the inauguration of the daily express service on June 15.

Winnipeg Terminals.—The negotiations with the city council relative to the building of a station and hotel have not been concluded, and until an arrangement has been made in regard to the matters under discussion the plans cannot be definitely settled. Plans have been submitted to the council showing what the company desires to do, but alterations may have to be made to suit conditions imposed by the city. D. D. Mann recently stated in Winnipeg that the press report that the C.N.R. would erect a joint station with the C.P.R. was without foundation. (May, pg. 174.)

Portage la Prairie, Southwesterly.—A. C. Mackenzie and J. Cowan have contracts for grading on this line from Portage la Prairie southwesterly through the Rosendale district. It is intended to carry this line through to Brandon. (May, pg. 174.)

Carberry to Neepawa.—Surveys have been completed for the 20-mile branch connecting the Neepawa branch with Carberry, and the right of way is being acquired. The branch will probably be constructed this year, and a press report states that J. Cowan has a contract for grading. (May, pg. 174.)

Grand View—Edmonton Extension.—The Toronto Globe Ottawa correspondent announced May 27 that the Government would ask Parliament to guarantee the bonds of the company for \$13,000 a mile, in respect of the construction of 620 miles of line from the Manitoba boundary to Edmonton, the Government taking a first mortgage on the line so constructed as security. On the extension from Grand View, G. H. Strelve had a contract for grading in 1902 and had completed 38 miles towards the Manitoba boundary when work ceased for the year. Over 300 miles from Grand View are already under contract this season, and other contracts will be let as speedily as possible. G. H. Strelve is pushing ahead with the grading from the point he left off in 1902; McCutcheon & Fisher are working westerly from the Quill Plains, and another contractor, press reports state, will start from Saskatoon and work easterly. The Barr colonists have a contract to grade 100 miles through the lands they have taken up, northwest of Battleford, and J. D. McCrimmon, who constructed the line from Strathcona into Edmonton, is grading from the temporary station at Edmonton to the Hudson's Bay reserve, recently acquired for station and yard purposes, and will continue grading to Fort Saskatchewan. The extent of grading which will be completed on the line during the year will depend on the number of men that can be obtained. As, however, the district through which the line passes is attracting large numbers of settlers, it is expected that there will not be any great scarcity of men for the work. A big endeavor will be made to get the line through to Edmonton, but it is hardly likely to be successful. Contracts have been let for the steel superstructure for the bridges across the north and south branches of the Saskatchewan river, at the Elbow and Osler, respectively.

Prince Albert Extension.—Neil Keith has a contract for grading to Melfort, on Carrot river, about 100 miles from Erwood, and it is

expected that track will be laid on the whole of this during the current year. (May, pg. 175.)

Edmonton, Westerly.—B. Burns recently returned from a reconnaissance survey via Athabaska Landing to the Peace river and Grand Prairie country.

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

Overhead Bridge at Place Viger, Montreal.—The Supreme Court has decided that the cost of the overhead bridge from Notre Dame St. to Place Viger station, Montreal, should be apportioned between the city and the C.P.R., the C.P.R. to pay \$24,679, and the city \$11,092.

Northern Colonization Ry.—We were recently advised that the grading on the extension from Labelle to Nominique, Que., was well advanced, but that no track had been laid. (April, pg. 131.)

Montreal Shops.—Excellent progress is being made with the construction of the various buildings at the site of the new shops at Hochelaga. G. R. Mitchell, resident engineer in charge of the work, recently stated that some of the buildings would be ready for occupation by autumn. A contract has been let for the boiler equipment for the shops, the installation to be completed by Sept. 30. (April, pg. 131.)

Brockville Improvements.—We were recently advised that improvements at the yards, etc., at Brockville, Ont., had been considered, but were in abeyance for the time being. (April, pg. 131.)

London Yards.—The improvements contemplated at the London, Ont., yards include siding accommodation for 125 additional cars. (May, pg. 179.)

Winnipeg Station and Subway.—There is a probability that negotiations will be resumed between the company and the city council relative to the construction of a subway and a new station building on Main st. The city is negotiating with some property owners who prevented the last arrangement being carried out, and a settlement is likely. W. Whyte, Assistant to the President, states that the C.P.R. will not have anything to say on the matter until this question has been settled, as the company has reached the limit of concession. (May, pg. 179.)

Selkirk-Reaburn Cut-off.—W. Whyte, Assistant to the President, recently stated that the possible cut-off between Selkirk and Reaburn would not be considered by the company until the Winnipeg matters were satisfactorily settled. The same can also be said of a suggested cut-off between Winnipeg and Molson. (Feb., 1902, pg. 65.)

Winnipeg Beach Branch.—A regular train service from Winnipeg on this branch, 50.1 miles, will be inaugurated June 7. There will be a daily service, with excursion trains as required. The present service consists of a bi-weekly mixed train each way. (Nov., 1902, pg. 379.)

Kelloe, Man.—The old shack which did duty for a station has been burned down, and the inhabitants are petitioning the company to erect a proper station building.

Minnedosa, Man.—A fire May 9 destroyed the station building and a good deal of other property.

Manitoba and Northwestern Ry.—J. D. McArthur, who did the grading on the extension from Yorkton, Assa., in 1902, has a contract for grading a further extension of 30 miles this year. (May, pg. 179.)

Pipestone Branch.—An injunction has been granted restraining Foley Bros. and Larsen, the contractors for the extension from Arcola, Assa., towards Regina, from entering on cer-

tain lands, and other injunctions are likely to be applied for. The reason given for the legal proceedings is that the company did not make arrangements for the payment of compensation for the lands expropriated. (May, pg. 179.)

Pheasant Hills Branch.—We were recently advised that no new contract had been let for grading on this branch, in addition to the contract for 105 miles let in 1902 to Foley Bros. and Larsen. (May, pg. 179.)

Moose Jaw, Assa.—The improvements to be effected during the year include the enlargement of the roundhouse and the station, as well as the extension of the yard and the laying of additional tracks. The cost of the improvements, press reports state, will be \$100,000.

Crow's Nest Pass Line.—Traffic on the line at Frank, Alta., was suspended owing to the landslide at Turtle mountain, which covered about two miles of the track and the line was abandoned. Under the direction of E. H. McHenry, Chief Engineer, a new line east of the old one is being constructed close to Frank, far enough away to be out of the region of further slides. On May 23 the first train passed over a temporary line which has been laid.

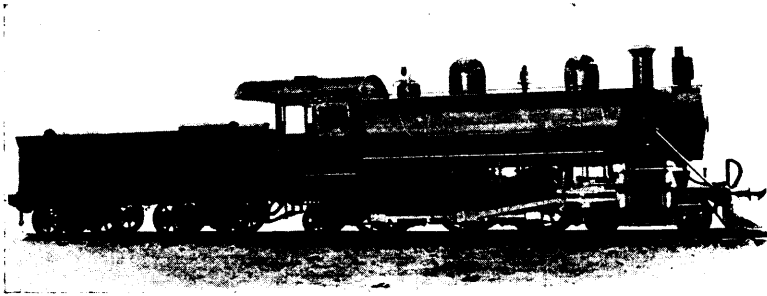
The Great Northwest Central Ry. Co. was incorporated in 1886, and its charter was confirmed in 1888 by the Dominion Parliament. It had power to construct a line from Brandon via Rapid City, Man., to Battleford, Sask., about 450 miles. About 50 miles had been constructed from Chater, 5 miles east of Brandon, when the line passed under the control of the C.P.R., by which company it was extended to the Assiniboine river at Miniota, 71 miles. At the present session of the Dominion Parliament the C.P.R. is asking for an extension of time to 1906 to complete the line. The application was opposed before the Commons Railway Committee by the Canadian Northern Ry., and at the suggestion of Sir Thos. Shaughnessy the bill was approved, subject to the insertion of a clause limiting the extension to be made under the present act to 200 miles. During the discussion the Minister of Railways stated that the Government had decided that the lines to be constructed in the Northwest should be so laid out that the country through which they were to pass should be best served; it had also been concluded by the Government that rival railways should not parallel within 40 miles.

Calgary and Edmonton Ry.—The application of the C.P.R., under the charter of the C. and E. Ry., to extend the line from Strathcona into Edmonton, Alta., and to construct a number of branch lines, was opposed by the Canadian Northern Ry., which, under the charter of the Edmonton, Yukon and Pacific Ry., has a line in operation between Strathcona and Edmonton, and has its main line under construction between Grand View, Man., and Edmonton. The Edmonton town council wants the C.P.R. connection as well as the C.N.R., and petitioned in favor of it. The C.P.R. offered to build a high level bridge across the Saskatchewan river at a cost of \$237,000, in order to gain an independent entrance, and approval was given to the bill as thus amended.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—In connection with the proposed extension from Glenwood northerly, Sir Thos. Shaughnessy recently stated that the company would make a considerable addition to the existing line to carry it up to the Canadian border. The point at which the extension would touch the border had not been decided upon, but the line in all probability would ultimately be carried to Winnipeg. A contract for the line from Glenwood to Fosston, Minn., 125 miles, is reported in U.S. papers to have been let to Richards, Lundeen & Co., of Minneapolis, Minn. The character of the work is

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J. R. Booth Elevator, Depot Harbor, Ontario	1,000,000	"
Southern Pacific Terminal Co.'s Elevator, Galveston, Texas.	1,000,000	"
Erie R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hrs.	"
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- 160 acres at \$5.00 per acre, 1st instalment \$119.85, and 9 equal instalments of \$100.
- 160 acres at \$5.50 per acre, 1st instalment \$131.80, and 9 equal instalments of \$110.
- 160 acres at \$6.00 per acre, 1st instalment \$143.80, and 9 equal instalments of \$120.00.

Purchasers who do not undertake to go into residence on the land are required to pay one-sixth of the purchase money down, balance in five equal annual instalments with interest at the rate of 6 per cent. per annum.

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said to be light, and that it is intended to complete the line this year. It is said that the new line will start at Glenwood and run almost due north and cross Northern Pacific and Great Northern, bending to the west at or above Fosston to meet C.P.R. lines on the border of Manitoba at Grenna or Emerson, or both. The territory to be traversed is not an expensive one to build in. The line is to be built low grade, and will not involve any particular engineering feats. It is estimated that the new line will not cost much over \$10,000,000. It will not entail the construction of any important terminals, as it will be a link connecting now disconnected sections of the C.P.R. system. The most important question in connection with the plan must remain unanswered until the directors of the C.P.R. decide to make public the proposition they will lay before their stockholders. If the directors decide to closely follow their past policy, the entire construction work may be financed by an issue of debenture bonds which are a 4% security selling around par in the English markets. It is not considered probable, however, that the C.P.R. will directly shoulder the responsibility of this construction by issuing its own securities, but rather the stockholders of M., St. P. & S.S.M. Ry. will be asked to increase the bonded debt of that road, the new bonds to be guaranteed by the C.P.R. as are the bonds now outstanding.

Plans have been filed for an extension of the Birchwood branch from Birchwood to Reserve Village, Wis., about 20 miles, and a contract is reported to have been let to G. M. Huss for the grading. (May, pg. 179.)

C.P.R. Rolling Stock.—The Minister of Railways recently laid before the House of Commons a return showing the amount expended or about to be expended by the C.P.R. under the terms of the agreement made in 1902 for the issue of \$20,000,000 of additional stock, of which \$9,000,000 was to be for rolling stock. The first section of the return gives the rolling stock actually acquired and paid for, and the second section shows the rolling stock being constructed for delivery this year. The rolling stock acquired includes 116 locomotives, value \$2,143,068; 20 sleeping, dining, parlor, official and pay cars, value \$250,798; 30 passenger, tourist and colonist coaches, value \$248,237; 14 baggage, mail and express cars, value \$62,600; 133 conductor's vans, value \$113,623; 3,839 box, stock, refrigerator and furniture cars, value \$3,484,578; 546 flat, coal and ore cars, value \$434,925; 50 other cars, snow ploughs, etc., value \$223,785; total value, \$6,961,619. The rolling stock on order includes 120 locomotives, value \$2,593,048; 14 sleeping and dining cars, value \$273,465; 39 passenger coaches, value \$396,050; 357 box, stock and refrigerator cars, value \$422,875; 1,455 flat, coal and ore cars, value \$1,048,200; total value, \$4,733,638, making altogether \$11,695,257 expended or appropriated for rolling stock.

The Canadian Northern Ry. has taken over the 4 locomotives that are being built at the Brooks Works of the American Locomotive Co. for the Great Northern Ry. of Canada. They are two passenger and two freight locomotives, and will be placed on the Port Arthur-Winnipeg section of the line. These will bring up the total of new locomotives to be placed in service on the C.N. Ry. during the year to 31.

The C.P.R. has purchased for advertising purposes in U.S. hotels and railway stations, a number of oil paintings representing scenes in the Rocky Mountains by Canadian artists.

The G.T.R. recently moved into its new passenger and ticket office at 360 Washington St., Boston, Mass.

Mainly About People.

Wm. Orr, from 1887 to 1901 General Freight Agent of the Duluth, South Shore and Atlantic Ry., died in London, Eng., May 5.

W. G. N. Thompson, formerly Superintendent of the Welland canal, died at St. Catharines, Ont., May 12, aged 70.

H. T. Hughes, C.E., resident engineer for the contractors for the superstructure of the Quebec bridge, has opened an office in Quebec.

R. Parker, a 12-year-old son of the late J. Parker, C.P.R. agent at Ottawa, was killed there May 21, by being caught by a live electric wire.

C. A. Monkman, chief clerk in the C.P.R. construction department at Winnipeg, is announced to be married to Miss J. M. Allen there on June 2.

Capt. J. H. Campbell, who was in command of the Dominion cruiser Newfield at the time she was wrecked in 1900, died at St. John, N.B., May 23.

C. E. Turner, chief clerk of the Michigan Central Car Service Association, Detroit, Mich., died there May 26. He was a native of Elora, Ont.

Miss N. M. Bell, youngest daughter of J. Bell, K.C., General Counsel of the G.T.R., was married at Belleville, Ont., in May, to W. D. Chisholm.

David Brown, who recently resigned his position as First Assistant General Freight Agent of the G.T.R. at Chicago, is taking a trip to Scotland.

Manager Winfield, of the Nova Scotia Telephone Co. at New Glasgow, has been appointed Manager of the Prince Edward Island Telephone Co.

A. C. Turpin, Travelling Passenger Agent, Chicago, Rock Island & Pacific Ry., has removed his headquarters from Montreal to 77 Yonge St., Toronto.

R. G. Reid, of the Reid Newfoundland Co., accompanied by Mrs. and Miss Reid, are visiting in Boston, Mass., and will visit Great Britain during the summer.

T. Tait arrived at Suva, Fiji, May 21, en route to Melbourne, Australia, to take up his new position as Chairman of the Board of Railway Commissioners for Victoria.

H. W. Harding, who has been appointed Superintendent's accountant at Regina, Assa., was formerly in the accountant's department of the Santa Fe Rd., at Topeka, Kan.

Capt. J. Gaskin, of Kingston, Ont., as a result of his carriage being run into by a street car there on May 24, had three ribs broken. He will be laid up for some time.

M. Murphy, D.Sc., Provincial Engineer of Nova Scotia, and K. Tully, C.E., engineer of the Toronto Harbor Commissioners, have been gazetted Companions of the Imperial Service order.

A. F. Read, Foreign Freight Agent G.T.R., Montreal, was given a dinner at the Montreal Club by a number of merchants May 20, prior to leaving for a holiday trip to Great Britain.

M. J. Kennedy, formerly General Superintendent of the Montreal Street Ry., has been appointed to a position on the operating department of the Brooklyn, N.Y., Rapid Transit Co.

Thos. Skinner, of London, Eng., a director of the C.P.R., the Commercial Cable Co., and of the Hudson's Bay Co., was married there May 26 to Mrs. C. J. Williamson, of New York.

W. W. Ashald, Superintendent of Telegraphs, G.T.R., was elected a member of the Association of Railway Telegraph Superintendents at the recent annual meeting at New Orleans, La.

S. T. Morrow, who acted as auditor of construction for the Cuba Co. during the construction of the railway, has returned to Montreal, where he was formerly engaged in the C.P.R. service.

Bruce Price, the architect who designed the Chateau Frontenac, Quebec, the Place Viger, Montreal, and the Banff hotels for the C.P.R., died somewhat suddenly in New York city, May 30.

Allan Cameron, agent Portland and Asiatic Steamship Co., Hong Kong, China, and Mrs. Cameron, are spending a holiday in Canada, and have been visiting J. B. Cameron, Macpherson ave., Toronto.

J. M. Robb, Superintendent of Motive Power, Canadian Northern Ry., is at present located at Kingston, Ont., inspecting the locomotives being built by the Canadian Locomotive Co. for the C.N.R.

W. K. Thompson, heretofore Superintendent C.P.R. at Brownville Jct., Me., was entertained at dinner there May 22, by the C.P.R. officials and citizens, prior to leaving for his new district at Moose Jaw, Assa.

C. M. Hays, 2nd Vice-President and General Manager, was the recipient of birthday congratulations on the occasion of the recent trip of Sir C. Rivers Wilson, President G.T.R., and his party to Muskoka, he having been born at Rock Island, Ill., May 16, 1856.

E. Tiffin, General Traffic Manager I.C.R., has reached Moncton, N.B., after a trip to California, returning via Vancouver. He took a holiday on account of indisposition, and to bring home his daughter who had been in California for some time for her health.

Geo. Fisk, station master at Lorneville, Ont., and who has been for about 50 years in the employ of the G.T.R., and the Midland Ry. when it was an independent organization, was given a purse of gold by the residents on the occasion of his recent retirement from active work.

R. C. Boxall, who died at St. John, N.B., May 12, aged 70, was engineer of construction on the Windsor and Annapolis Ry., (now Dominion Atlantic Ry.); the New Brunswick and Prince Edward Island Ry., the I.C.R. from Painsec Jct. to the N.S. boundary, and the railway from Maccan to the Joggin's mines.

Sir T. G. Shaughnessy, President C.P.R., has been making his regular inspection of the transcontinental line. He went direct through to Victoria, B.C., where he gave evidence before the Committee of the Legislature charged with the investigation of alleged corruption in connection with the Columbia and Western Ry.

J. Payne, Auditor of Passenger Accounts for the G.T.R., died at Montreal May 21. Born in England, he entered the service of the G.T.R. 30 years ago, acting successively as travelling auditor, accountant for the Great Eastern Fast Freight Line, accountant at the general offices, Montreal, and since 1896 as Auditor of Passenger Accounts.

A. Price, prior to leaving Toronto for Fort William, Ont., to become Superintendent of C.P.R. district 19, was given an address and a gold chain by the young men, and a set of gold cuff buttons by the ladies of the Broadway Tabernacle, and was entertained at dinner by the officials of the Toronto staffs of the C.P.R. and the Dominion Express Co.

W. Downie, on leaving Nelson, B.C., recently to become General Superintendent C.P.R. Atlantic Division at St. John, N.B., was presented with a cut glass liqueur set by the office staff, and with a book case and several sets of standard works by the employes of the company's lake steamer department at Nelson, and was entertained at dinner by the residents.

L. O. Armstrong, who has charge of immigration work for the C.P.R., has been asked to superintend the production of the Indian drama, Hiawatha, at Cincinnati, Ohio, in Sept.; and has been invited to advise the civic authorities at Chicago in regard to the reproduction of old Fort Dearborn in connection with the forthcoming centennial of the foundation of that city.

L. Mulkern, who has been appointed Canvassing Freight Agent C.P.R. at Toronto, was born at London, Ont., June 18, 1871, and entered railway service 1890, since which his record has been: 1890 to 1897, operator Toronto freight office; 1897 to 1901, freight clerk, London, Ont.; 1901 to June, 1903, clerk in office of General Freight Agent, Toronto; entire service with C.P.R.

D. G. Ross, formerly Superintendent C.P.R. at Fort William, Ont., did not resign his position, as stated in our last issue, but went to California for some months on leave of absence. His health has very much improved and he temporarily took charge of his old district after F. J. Brady left for Winnipeg on becoming General Superintendent, and before A. Price arrived at Fort William to succeed Mr. Brady. Mr. Ross has twice been appointed Superintendent at Cranbrook, B.C.

D. T. Lawrence, who has been appointed Manager of the National Despatch-Great Eastern Line, at Buffalo, N.Y., was born at Marysville, Ohio, July 14, 1871, and entered railway service 1890, since which his record has been: Mar. 28, 1890, to Nov. 16, 1892, clerk in General Freight office, Central New England and Western Rd., at Poughkeepsie, N.Y.; Nov. 16, 1892, to July 1, 1899, clerk in office New England Agency National Despatch Line; July 1, 1899, to May 1, 1903, Manager New England Agency National Despatch-Great Eastern Line.

T. A. Summerskill, Superintendent of Motive Power, Central Vermont Ry., was somewhat seriously injured May 5, by a revolver shot received in his house at St. Albans, Vt. He was awakened by a burglar in the house, and went after him whilst Mrs. Summerskill opened a window and called for assistance. Col. A. A. Hall, who lives opposite, came over, and as a result of meeting in the dark he and Mr. Summerskill attacked each other, Col. Hall believing he had got the burglar, the result being that Mr. Summerskill received a shot in the body.

C. W. Burpee, who has been appointed Superintendent C.P.R. district 1, at Brown-

ville Jct., Me., was born at Keswick, N.B., in 1863, and entered railway service in 1877, since which his record has been: 1877 to 1881, yard man New Brunswick Ry. at Caribou, Me.; 1881 to 1884, passenger conductor same road running between Edmundston and Woodstock, N.B.; 1884 to 1888, roadmaster Edmundston and Aroostook branches same road; 1888 to the transfer of the N.B. Ry. to the C.P.R., roadmaster at Woodstock; on the transfer he was appointed roadmaster C.P.R. at St. John, N.B., remaining there until his present appointment.

Wm. Coyne, who has been appointed Assistant to the President, Consolidated Lake Superior Co., Sault Ste. Marie, Ont., was born at Calumet, Ind., July 14, 1866, and entered railway service in 1880, his record being: 1880 to 1882, telegraph operator, Chicago, Milwaukee and St. Paul Ry.; 1882 to 1885, telegraph operator Minneapolis and St. Louis Rd.; 1885 to 1898, train dispatcher same road; 1898 to 1899, Chief Train Dispatcher Spokane Falls and Northern Ry.; 1899 to 1900, Train Master and Superintendent Virginia and Southwestern Ry.; 1900 to 1903, Traffic Manager Dominion Coal Co., Sydney and Louisburg Ry., Black Diamond Steamship Line, and Dominion Iron & Steel Co., Ltd., at Glace Bay, N.S.

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J. E. Muhlfeld, formerly Superintendent of Machinery and Rolling Stock, I.C.R., and latterly Superintendent of Motive Power, Baltimore and Ohio Rd., at Newark, Ohio, has been appointed General Superintendent of Motive Power for that company, with office at Baltimore, Md., vice F. D. Casanave, resigned.

A. Piers, who has been appointed Manager of C.P.R. Steamship Lines, was born in 1851, and received his education in France and England. He entered railway service in 1870 as clerk in the office of the General Manager of the Great Western Ry. of Canada, since which he has been, consecutively, to 1882, secretary and assistant to General Manager, same road; 1882 to 1889, secretary to General Manager, C.P.R.; 1889 to 1891, engaged in shipping business at London, Eng.; 1891 to 1901, Supt. Steamship Lines, C.P.R., and Dec., 1901, to June, 1903, General Superintendent of C.P.R. Steamships.

F. P. Brady, who has been appointed General Superintendent C.P.R. Central Division at Winnipeg, was born at Haverhill, 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 Richford, Vt.; 1888 to 1889, Trainmaster C.P.R.; 1889 to 1898, Assistant Superintendent same road; 1898 to May, 1901, Superintendent same road at Smith's Falls, Ont.; May, 1901 to Sept., 1902, Superintendent districts 10 and 11 same road at Toronto; Sep., 1902, to May, 1903, Superintendent district 19 same road at Fort William, Ont.

G. H. Webster, C.E., who has been appointed Right of Way Agent for the C.P.R., was born at Creemore, Ont., Jan. 31, 1857. He entered railway service in 1872, since which he has been consecutively May, 1872, to Jan. 31, 1879, articulated student Northern Ry. at Toronto; Jan., 1879, to April, 1882, assistant engineer Northern and Hamilton and Northwestern railways; April, 1882, to April, 1883, engaged in private practice in Winnipeg, Man.; June, 1883, to June, 1885, Assistant Engineer Manitoba and Northwestern Ry.; June, 1885, to July, 1900, Engineer-in-Charge same road; July, 1900, to Oct., 1901, Resident Engineer of main and branch lines on Western Division C.P.R., east of Moose Jaw; Oct., 1901, to May, 1903, General Tie Agent.

W. H. Moore, who has been appointed Assistant to the President Toronto Ry. Co., was born Oct. 19, 1872. The old family home was near Norwich, Ont. His father, the Rev. J. B. Moore, now resides at Delhi, Ont. He was educated at Woodstock (Ont.) College and the University of Toronto, graduating B.A. in 1894, and held a fellowship in political science at the latter for five years. He subsequently engaged in journalism and studied law, being called to the bar in 1897. Afterwards he entered the service of Mackenzie, Mann & Co., becoming Assistant Solicitor of the Canadian Northern Ry., Secretary of the James Bay Ry., and of the Nipissing and James Bay Ry. He is also a director of the Great Northern Ry. of Canada.

Alfred Price, who has been appointed Superintendent C.P.R. at Fort William, Ont., was born Dec. 6, 1861, and entered railway service Sept., 1879, since which he has been consecutively to 1881, operator, messenger and clerk Credit Valley Ry.; 1881 to 1882, car accountant same road at Toronto; 1882 to 1884, operator and relief dispatcher C.P.R. at Toronto; 1884 to July, 1888, train dispatcher same road at Toronto; July, 1888 to May, 1896, car distributor same road at Toronto; May, 1896, to Aug., 1898, car distributor and

Chief Train Dispatcher same road at Toronto; Aug., 1898, to May, 1901, Superintendent same road at Toronto; May, 1901, to Sept., 1902, Superintendent districts 8 and 9 same road at Toronto; Sept., 1902, to May, 1903, Superintendent districts 10 and 11 same road at Toronto.

James Osborne, who has been appointed General Superintendent, Eastern division, C.P.R., at Montreal, was born Sept. 19, 1861, at Montreal, and entered railway service in 1874, since which he has been consecutively: two years ten months, office boy, G.T.R.; chief clerk to works manager, same road; three years, chief clerk to Mechanical Superintendent, C.P.R.; a year and a quarter chief clerk to Vice-President, same road; three years Car Accountant, same road; 1890 to April, 1896, Superintendent Car Service, same road; 1892 to April, 1896, also in charge of fuel department; April, 1896, to April, 1899, Assistant to the President, same road; April, 1899, to May 1, 1901, General Superintendent Western Division, same road, at Winnipeg; May, 1901, to April, 1903, General Superintendent Atlantic Division, same road, at St. John, N.B.

W. Downie, who has been appointed General Superintendent Atlantic Division C.P.R. at St. John, N.B., was born at Rock Currie, Ireland, Nov. 12, 1850, and entered railway service 1869, since which his record has been: 1869 to 1870, telegraph messenger Northern Ry. of Canada; 1870 to 1871, telegraph operator same road; 1871 to 1876, train dispatcher same road; 1876 to Oct., 1879, Assistant Superintendent same road; Oct., 1879, to July, 1886, Chief Train Dispatcher Northern and North Western Ry.; July, 1886, to May, 1887, Assistant Superintendent Pacific Division C.P.R. Port Moody, B.C.; May, 1887, to 1897, Assistant Superintendent Pacific Division C.P.R., Vancouver, B.C.; 1897 to Mar., 1901, Superintendent C.P.R. at Vancouver, B.C.; Mar., 1901, to May, 1903, Superintendent C.P.R. lines and steamers in the Kootenay district, Nelson, B.C.

C. W. Spencer, who has been appointed General Superintendent of Transportation C.P.R. lines east of Port Arthur at Montreal, was born at Kemptville, Ont., Oct. 31, 1857, and entered railway service May 7, 1871, since which he has been consecutively to 1874 operator and clerk at Ottawa station; 1874 to May, 1880, assistant agent at Ottawa; May, 1880, to Jan., 1881, assistant train dispatcher; Jan. to May 11, 1881, Chief Train Dispatcher; May 11 to June 29, 1881, Traffic Superintendent; June 29, 1881, to Aug. 1, 1884, Assistant Superintendent; Aug. 1, 1884, to Sept. 30, 1887, Assistant General Superintendent; Oct. 1887, to April 30, 1903, General Superintendent, eastern division, at Montreal, entire service on C.P.R. He is also Vice-President and Managing Director of the Kingston and Pembroke, the Pontiac Pacific Jct., and the Ottawa Northern and Western railways.

D. G. Ross, who has been appointed Superintendent C.P.R. at Nelson, B.C., was born at Napanee, Ont., Feb. 16, 1864, and entered railway service in 1881, since which his record has been: 1881 to 1883, operator and agent Chicago and North Western Ry., in Iowa; May, 1883 to Dec., 1883, operator and agent C.P.R., at various points in Manitoba; Dec., 1883, to Dec., 1884, assistant to Chief Train Dispatcher, Winnipeg; Jan., 1885, to July, 1886, operator, Winnipeg terminals; Aug., 1886, to May, 1895, train dispatcher at Winnipeg, Fort William, and Rat Portage; May, 1895, to May, 1900, Chief Train Dispatcher and Trainmaster, Manitoba and North Western Ry., at Portage la Prairie, Man.; May, 1900, to Jan., 1901, Assistant Superintendent Brandon section and Manitoba branch lines, C.P.R., at Winnipeg; Jan., 1901, Superintendent Fort William and Port Arthur division, Fort William. During the summer of

1902 Mr. Ross was given leave of absence on account of ill health, and spent the winter in California.

A. J. Gorrie, who has been appointed General Superintendent of the Great Northern Ry. of Canada, was born at Raith, Kirkcaldy, Scotland, Dec. 10, 1868, and commenced his railway career in May, 1883, as clerk in the office of the General Goods Manager, Caledonian Ry., at Glasgow, and served with various departments and at several stations of that Co., coming to Canada in May, 1892, since which his record has been: 1892 to Aug., 1894, clerk in Superintendent's office, C.P.R., at Fort William, Ont.; Aug., 1894, to Oct., 1899, chief clerk and accountant, same office; Oct., 1899, to July, 1900, in charge of the operating department, Canadian Northern Ry., at Winnipeg, under the General Superintendent; July, 1900, to Feb., 1902, Superintendent, Port Arthur, Duluth and Western Ry., at Port Arthur, Ont. (now part of the Canadian Northern Ry.); Feb., 1902, to Nov., 1902, Superintendent, Canadian Northern Ry., at Winnipeg; Nov., 1902, to April, 1903, Superintendent, Ontario division C.N.R. at Port Arthur.

C. A. Hayes, who has been appointed Assistant General Freight Agent G.T.R., at Chicago, Ill., was born at West Springfield, Mass., Mar. 10, 1865, and entered railway service 1882, since which his record has been: 1882 to 1884, clerk Freight Auditor's office, Connecticut River Rd., now Boston and Maine Rd.; 1884 to Oct., 1887, similar position Boston and Lowell Ry., at Boston, Mass.; Oct., 1887, to Nov., 1890, clerk in office of General Freight Agent, Boston and Lowell Ry., and its successor, the Boston and Maine Rd.; Nov., 1890, to June, 1892, General Freight and Passenger Agent Central New England and Western Ry., at Poughkeepsie, N.Y.; June, 1892, to Oct., 1892, Division Freight Agent Philadelphia and Reading Rd. while it had control of the C., N. E. and W. Ry. at Hartford Conn.; Oct., 1892, to June, 1896; New England Agent National Despatch Line at Boston, Mass.; June, 1896, to July, 1899, New England Agent and Acting General Manager National Despatch Line at Boston; July, 1899, to May, 1903, Manager National Despatch Great Eastern Line, Buffalo, N.Y.

W. F. Tye, whose portrait appears on the first page of this issue, was born at Haysville, Ont., Mar. 5, 1861, and entered railway service in 1882 since which he has been consecutively to 1885, rodman, leveller, transitman on location and assistant engineer on construction C.P.R.; 1886 to 1887, assistant engineer on construction St. Paul, Minneapolis and Manitoba Ry.; 1888 to 1889, engineer of track and bridges Tampico branch, Mexican Central Ry.; 1900, locating engineer Great Falls and Canada Ry.; 1891 and 1892, engineer in charge of location and division engineer Pacific extension Great Northern Ry.; 1893 and 1894, engineer in charge of change of gauge Alberta Ry. and Coal Co.'s line; 1895, Chief Engineer Kaslo and Slocan Ry. and Trail Creek Tramway; 1896 to Mar., 1900, Chief Engineer Columbia and Western Ry., now C.P.R.; Mar. 1900, to April, 1902, Chief Engineer of Construction, C.P.R. at Winnipeg. In May, 1902, Mr. Tye's office was removed to Montreal, and on the reorganization of the engineering department under Chief Engineer E. H. McHenry he was appointed Assistant Chief Engineer.

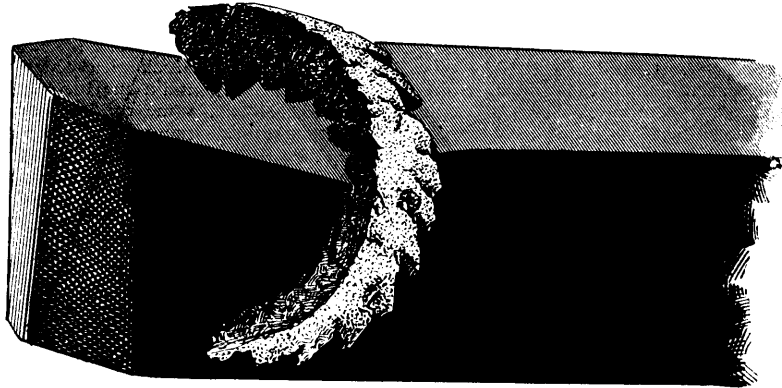
H. W. D. Armstrong, who has been appointed Chief Engineer, Lindsay, Bobcaygeon and Pontypool Ry., was born at Ottawa, Aug. 1, 1852, and has been engaged in engineering service on the Canadian railways since 1868, with the exception of about a year in 1874-5, when he was engaged as assistant engineer on the Toronto waterworks.

His railway service has been: 1868 to 1870, engineering apprentice Intercolonial Ry., under Sandford Fleming; 1870 to 1874, on the staff of G. R. Reid, Chief Engineer of the Great Western Ry. of Canada, being specially engaged on construction of the air line, the double tracking between Glencoe and Windsor, Ont., and on surveys for the projected bridge between Windsor, Ont., and Detroit, Mich.; 1875 to 1881, assistant engineer on construction of sections of C.P.R. between Selkirk, Man., and Rat Portage, Ont., for Dominion Government; 1881 to 1883, principal assistant to the Chief Engineer C.P.R., that company having taken over the line from the Government; 1883 to 1886, Chief Engineer Portage, Westbourne and North Western Ry., until its absorption, and then Division Engineer C.P.R. on construction from Heron Bay, Ont., easterly; 1886 to 1888, Division Engineer of Construction C.P.R. between Smith's Falls, Ont., and Montreal; 1888 to 1892, Division Engineer C.P.R., Toronto, on construction of Don branch, Esplanade works, Toronto, and line from London, Ont., to Detroit, Mich.; 1892 to 1896, Division Engineer C.P.R., Chapleau, Ont., while work of filling up wooden trestles and bridges, and substituting permanent work was in progress; 1896 to May, 1897, on location survey Lake Manitoba Ry. and Canal Co., now Canadian Northern Ry., from Gladstone to Lake Winnipegosis; May, 1897 to 1898, in charge of 62 miles of construction Crow's Nest Pass line

C.P.R.; 1898 to 1899 on location survey Manitoba and South Eastern Ry., now Canadian Northern Ry., from Manitoba boundary to Rainy River; 1899 to May, 1903, with C.P.R. in various capacities as engineer on special work and maintenance of way.

C. F. Gildersleeve, who was recently elected President of the Dominion Marine Association, and whose portrait appeared in our last issue, was born at Kingston, Ont., Oct. 17, 1833. His father, Henry Gildersleeve, was a shipbuilder from Chatham (now Gilder-

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sleeve), Connecticut, U.S.A., who came to Kingston and completed the building of the steamer Frontenac, the first steamer on Lake Ontario. Shortly afterwards he built and became chief owner of the steamer Queen Charlotte, which ran between Trenton and Prescott, Ont., and subsequently built the steamers Sir James Kempt, Commodore Barrie, Henry Gildersleeve, Prince of Wales and New Era. He managed these steamers successfully until his death, when his eldest son, Overton S. Gildersleeve, took over the business and built the steamer Bay of Quinte. On his death C. F. Gildersleeve, a younger brother, became the owner of the then existing steamers. He had been educated principally at Upper Canada College, Toronto, studied law at Kingston and Toronto and practised at Kingston until, on the death of his brother, the necessity for continuing the steamboat business built up by those before him, compelled him to give up his profession. He built and owned the Corinthian, Norseman, Maud, Welshman and North King, and also owned, through purchase, the Hastings and Hero. The routes of these steamers, for the most part, were from Rochester to Port Hope, from Rochester to the Bay of Quinte and Thousand Islands, and from Kingston to Picton and Belleville. In 1893 he formed and became first Manager of the Lake Ontario and Bay of Quinte Steamboat Co., which took over the steamers he had previously owned, and to which others have been added. In 1894 he handed over the management of that company to his son, H. H. Gildersleeve, and became General Manager of the Richelieu and Ontario Navigation Co., with office in Montreal. During the time Mr. Gildersleeve had his business headquarters at Kingston, he took an active part in the political and local affairs of the city, supporting the Liberal party. He served as Alderman for many years and one year as Mayor. He took a prominent part in the promotion of the Kingston and Pembroke Ry., and was President of the company from its formation until it was recently taken over by the C.P.R. Co. He also took an active part in the establishment of the Kingston School of Mining and Agriculture. An Anglican in religion, he was Chairman of the committee which secured the enlargement of St. George's Cathedral at Kingston.

Dominion Marine Association.

The constitution and by-laws have been adopted and issued. Following are some of the principal provisions:—

Its purpose shall be to consider and take action upon all questions of general interest relating to the navigation and carrying business of the waters of the Dominion, and to protect the common interests of its members, and to improve the character of the carrying service rendered to the public on the waters named.

Every owner or authorized representative of an owner of any steam or other vessel navigating any of the waters above named shall be eligible for membership.

Every member shall pay a sum equivalent to 3c. for each ton of net registered tonnage of steam vessel property, and 1c. for each ton of net registered tonnage of sailing or barge property, owned or represented by such member, which payment shall cover the annual dues of such member for the year ending Mar. 31, 1904. The rate per ton of the annual dues to be paid by the members thereafter shall be fixed at the first annual meeting of the Association, and shall be subject to change at each annual meeting thereafter.

The affairs shall be managed by an executive committee of 12 who shall be elected annually at the annual meeting.

During the first year of the Association and until the election of a new executive commit-

tee, the officers of the Association, including the members of the executive committee, shall be those appointed at the organization meeting held in Ottawa April 7, 1903. Thereafter there shall be a President and two Vice-Presidents, all of whom shall be elected by and shall be members of the executive committee. The executive committee shall also appoint a Secretary who shall also be Treasurer of the Association, and shall receive such remuneration as may be fixed by the executive committee.

The executive committee shall prescribe rules and regulations to govern their proceedings and the conduct of the affairs of the Association.

The Association may have honorary members who may be elected or appointed by the executive committee.

The annual meeting shall be held at such place and at such time between Jan. 1 and Mar. 31 in each year, as the executive committee may determine.

In all meetings of the Association each member shall be entitled to cast one vote for each 1,000 or fraction of 1,000 net registered tons of vessel property owned or represented by him and in respect of which his annual assessment shall have been computed, provided that no member shall be entitled to cast more than 10 votes. In all the meetings of the executive committee each member shall be entitled to cast one vote.

The Secretary-Treasurer has issued a circular to vessel owners, inviting them to become members of the Association. It points out the important work already accomplished in securing the abolition of tonnage dues and inspection fees, and states that the Government has announced its intention of making the customs revenue bear the entire cost of its own protection. The circular says:— "The necessity for a strong and permanent organization remains. Some of the concessions granted by the Government are only temporary, and a marine association is required in order that the Government may have assistance in obtaining a clear insight into marine affairs, as well as the necessary support in carrying out reforms, and in order also that matters may be so controlled and directed that vessel interests will continue to deserve and receive the attention they desire. There are always many questions to be considered, and new difficulties requiring attention are constantly arising. For these reasons, and for another, that a very strong organization, the Lake Carriers' Association, is doing such good work to the south of the international boundary line, it must be granted that the Dominion Marine Association is entitled to the strong and generous support of a general and representative membership in Canada."

Montreal Steel Works, Limited.

This company, which was incorporated at the last session of the Quebec Legislature, has a capital of \$1,500,000, of which \$800,000 is 7% non-cumulative preferred shares and \$700,000 ordinary shares. The directors are K. W. Blackwell, J. R. Wilson, E. B. Greenshields, C. H. Godfrey and W. F. Angus, Montreal, and C. Scott, Philadelphia, Pa. The Bank of Montreal recently offered for subscription the whole of the preferred shares at par and \$400,000 of the ordinary shares at \$50 each, applicants for preferred shares to subscribe for one share of ordinary stock for each two shares of preferred. The preferred shareholders are entitled to a preference dividend of 7% per year, payable 1¼% quarterly. It is said the issue was over-subscribed.

The prospectus states that the company was organized as at Jan. 1, 1903, to purchase as a going concern the business and goodwill of the Canada Switch and Spring Co., Ltd., manufacturers of steel castings, springs, rail-

way car and locomotive parts, and general appliances in iron and steel for steam and electric roads, and for the general mechanical industries of the country. The capital and plant of the Switch Co. being insufficient to enable it to provide for the increased business offering, this re-organization will supply the additional capital required for extensions, etc., and largely increase the output and earning capacity of the company. The paid-up capital of the Canada Switch and Spring Co., Limited, was bonds, \$121,666.67; preferred shares, \$243,333.33; ordinary shares, \$243,333.33. The business from its inception, 10 years ago, has always been profitable. The net profits for 1902 were \$118,952.85. The assets, movable and immovable, which are to be conveyed over, have been valued by F. R. F. Brown, M.I.M.E., at \$509,929. The shareholders of the Canada Switch and Spring Co. have agreed to accept for their property and plant \$300,000 in cash and \$400,000 in ordinary stock, the latter representing \$200,000 at 50 or \$500,000 in all. The remaining \$300,000 of common stock is to remain in the Treasury for future extensions and not to be issued at less than par. The net profits of the Canada Switch and Spring Co. for 1902 were \$118,952.85. The interest at 7% on \$800,000 preferred stock of the Montreal Steel Works would amount to \$56,000, leaving \$62,952.85 available for dividend on \$400,000 ordinary stock, or over 15%, but which on the subscription price of \$50 a share amounts to over 31%. Additional earnings, due to extension of plant, would proportionately increase the amount available for dividend on the ordinary shares. The shareholders of the Canada Switch and Spring Co. undertook to apply for not less than \$400,000 of the preferred stock and \$200,000 of the ordinary stock of the Montreal Steel Works. The directors and officers of the Switch Co. will continue to act in their relative capacities, and the Managing Director, K. W. Blackwell, is under contract to act as such in the new company for, at least, five years, which is sufficient guarantee that the business will be conducted on the same lines which have rendered it successful in the past.

Investigation of Railway Accidents.—In the House of Commons, May 18, the Minister of Railways, replying to a question asked by E. F. Clarke, M.P. for West Toronto, stated that the attention of the Government had not been called to the verdict of the coroner's jury empanelled to inquire into the cause of the railway accident at West Lorne, Ont., on April 29, as a result of which three trainmen were killed. If the facts, however, were as stated by Mr. Clarke, it would appear to devolve upon the Provincial authorities, as charged with the administration of criminal justice, to take any action which might be proper in the premises. The Government had not been able to select a person possessing the precise qualification for taking charge of investigations in cases of railway accidents, but was on the alert to select such a person as required. In the meantime a temporary appointment has been made, and an investigation held in the case of the Windsor Junction collision on the Intercolonial Ry. He was informed that no rules were submitted for the approval of the Government by the Lake Erie and Detroit River Ry. Co.

Toronto, Hamilton and Buffalo Ry.—At the annual meeting in Toronto June 2 the President and Secretary-Treasurer presented their annual reports, showing very satisfactory financial results for the year. N. Kingsmill, K.C., and E. Fisher, General Superintendent, acted as scrutineers, and the directors were re-elected as follows: President, J. N. Beckley, Rochester, N.Y.; Vice-Presi-

dent, Sir T. G. Shaughnessy, Montreal; Secretary-Treasurer, C. F. Cox, New York; other directors, W. K. Vanderbilt, W. H. Newman, New York; S. E. Peabody, Boston, Mass.; and H. B. Ledyard, Detroit, Mich. The

company contemplates expending a considerable amount, filling in bridges and improving embankments east of Hamilton, and in the purchase of new equipment, including two locomotives.

The C.P.R. has acquired the interests of the bondholders of the Algonquin hotel at St. Andrews, N.B.

The Canadian Northern Ry. put the standard train rules in force on its lines May 17.

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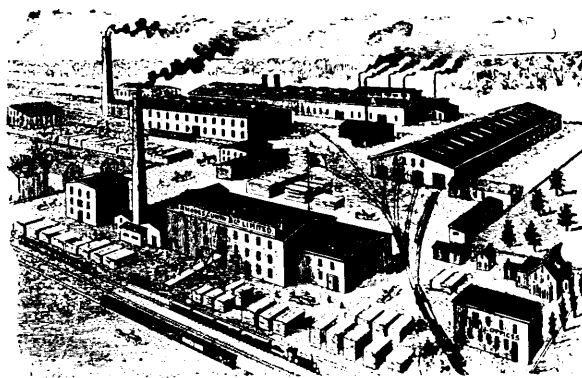
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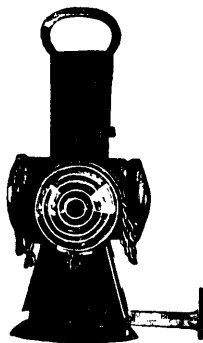
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Adams River and Hectate Channel Ry.—C. Elliott, H. McLean and J. R. Webster are applying at the current session of the B.C. Legislature for the incorporation of a company with this title to construct a railway from the mouth of Adams river to the Klanchich river valley and to the mouth of Gold river on the west coast of Vancouver island, with a branch from Davie river to Hectate channel, and other branches. (Jan., pg. 18.)

Alaska.—The Alaska Rd. Co. has been incorporated under the laws of New Jersey to construct a railway from Valdez to Eagle City, on the Yukon river, with a branch from the headquarters of Tanana river to Behring strait. W. B. Bradley, G. T. Foster, of Jersey City, and W. H. Crawford, of New York, are the incorporators. (May, pg. 145.)

Algoma Central and Hudson Bay Ry.—The total length of track laid is 64 miles, about a mile and a half beyond Mekatina, and grading has been completed through to a junction with the line from Michipicoten, near Josephine mine. We were recently advised that it was expected to resume tracklaying by the end of June, by which time bridge work would have been sufficiently advanced to enable progress to be made. It is then intended to complete tracklaying to mileage 92, which will reach Montreal river. This bridge will be an extensive one, and will require about a year to construct. Up to May 5 a contract had not been let for it. It is not expected that there will be any grading done this year on the projected extension of the main line from the junction with the Michipicoten line, towards the C.P.R. main line at or near White river. (May, pg. 145.)

Algonquin Lumber and Power Co.—The applicants at the current session of the Dominion Parliament for an act incorporating a company with this title to construct several lengths of railway to connect North Bay with Georgian Bay, and Georgian Bay with the C.P.R. at Myrtle, and in Dufferin, Peel or York counties are J. R. Booth, of Ottawa; L. T. Barclay, A. G. Henderson, E. F. Burton, of Toronto; J. Carnegie, Port Perry, Ont.; M. Carr, M.L.A., Powassan, Ont.; C. A. Barclay, S. H. Stevenson, Brougham. The powers sought include the development of electrical power for the operation of the different lines of railway, etc. In 1902 some surveys were made for the construction of an electric railway from Maple Lake, on the Canada Atlantic Ry. to Port Cockburn and Rosseau and to develop some water powers there. (Aug., 1902, pg. 266; May, pg. 150.)

Atlantic and Lake Superior Ry.—The application to the Dominion Parliament for an act extending to 1908, the time for the completion of the company's line, which was planned to reach Lake Superior, and authorizing the construction of branch lines not exceeding 25 miles in any one case, was unanimously thrown out by the Railway Committee of the House of Commons. The railway runs from Metapedia, on the Intercolonial Ry., to New Carlisle, Que., 100 miles, and is being operated by the bondholders. In the course of the discussion on the Atlantic, Quebec and Western Ry., which proposes to construct a line from Gaspe Basin to the Intercolonial Ry., near Causapsal, through the centre of Gaspe county, it was stated that a representative of the bondholders of the A. and L.S. Ry. had an interview with the Premier and stated that the bondholders were not disposed to extend the line at present to Gaspe Basin. (Feb., pg. 37.)

Bay of Quinte Ry.—A route for the projected extension of the B. of Q. Ry. from Tweed to Bannockburn, Ont., on the Central

Ontario Ry., has been surveyed, and P. McCoy, contractor, of Deseronto, who constructed the direct line between Napanee and Deseronto for the company, is reported to have been given the contract for its construction. (May, pg. 145.)

B.C. Northern and Mackenzie Valley Ry. Co.—R. L. Patterson, J. W. Haskins, Jas. Finmore and C. H. Lugin are applying at the current session of the B.C. Legislature for an act incorporating a company with this title to construct a railway from Nasoga gulf or other convenient point near the mouth of Naas river, B.C., to Telegraph creek or Glenora, and from near Dease lake to Atlin City. (Jan., pg. 19.)

Bedford Tramway Co.—At the recent session of the Nova Scotia Legislature an act was passed consolidating the various acts relating to the Bedford Electric Co. and changing its name to the Bedford Tramway Co. The incorporators are M. E. Keefe, Alex. McNeil, G. E. Boak, H. J. Crowe, W. A. Temple and C. F. Tremaine. (Oct., 1901, pg. 306.)

Beersville Ry. Co.—C. G. Polleys, Hon. C. W. Robinson, J. Bedford, R. F. Kinnear, Moncton, N.B., I. Purdy and H. Von Hagen, New York, were incorporated at the recent session of the New Brunswick Legislature under this title to construct a railway from Adamsville, on the I.C.R., to the Imperial Coal Co.'s mines at Beersville, and from the mine to Kingsville, about 16 miles. The act will not come into operation until after the Government has been satisfied as to the extent of the coalfield. In the railway subsidies act provision is made for subsidizing the line to the extent of \$2,500 a mile. (See Imperial Coal Co., April, pg. 119.)

Berlin, Waterloo, Wellesley and Georgian Bay Ry. Co.—J. G. Reiner, A. E. Ratz, E. E. Ratz, W. B. West, John Hill, Wellesley, Ont.; C. Hagedorn, Berlin, Ont.; D. Hibner, R. Roschman, Waterloo, Ont., and F. Clare, Preston, Ont., are applying at the current session of the Dominion Parliament for the incorporation of a company with this title to construct a railway from Berlin to Collingwood, with branches from Mount Forest to Owen Sound and to Wiarton. (Mar., pg. 93.)

Brockville, Westport and Sault Ste. Marie Ry.—The applications of W. H. Comstock and others to acquire this railway and extend it to Sault Ste. Marie, Ont., under the title of the Brockville and Northwestern Ry.; of C. F. Hohn and others to have the title of the line vested in them, they having bought the line at a recent sale, and with all the powers of the original incorporators, and to incorporate them under the title of the Brockville and Sault Ste. Marie Ry. Co.; and of James Cooper and others, creditors of the B., W. and S.S.M. Ry., incorporating them as the Brockville and Western Ry. Co., were considered by the Railway Committee of the House of Commons as one order. The three bills were referred to a sub-committee with a view of harmonizing the different interests. (May, pg. 145.)

Bruce Mines and Algoma Ry.—The application of this Company to the Ontario Legislature for an act giving it power to extend its line from its present terminus at Rock Lake, Ont., to James Bay, was opposed before the Railway Committee of the Legislature, and power was given only to extend the line to the C.P.R. transcontinental line. The Company is also making application to the Dominion Parliament to extend to James bay. (April, pg. 119.)

Canadian Yukon Western Ry.—J. A. Christie, W. H. Moore and F. A. McHugh are applicants at the current session of the Dominion Parliament for the incorporation of a company under the above name, and

also as the Stewart River Development Co. Among the works proposed to be constructed is a railway from Dawson, along the Yukon river valley, to the International boundary. (Dawson to B.C. boundary, Jan., pg. 20.)

Cape Breton Ry.—Construction is reported to have been recommenced on the uncompleted portion of the line between Point Tupper and St. Peter's, N.S. Jay Downer is Chief Engineer. (May, pg. 145.)

Central Ry. of New Brunswick.—E. G. Evans, Superintendent, recently reported that all the trestle bridges on the line had been rebuilt within the past two years, and that a number of bridges would be replaced with steel structures in the near future. New ties were being laid on portions of the line, and considerable ballasting was being done. (Aug., 1902, pg. 263.)

Central Trunk Ry.—An unsigned notice appears in the official Gazette, that application will be made at the current session of the Ontario Legislature for an act incorporating a company to operate a railway between the Ottawa river, in Prescott county, and with power to purchase or lease the Brockville, Westport and Sault Ste. Marie Ry., or any other railway holding charters to construct any portion of the proposed line.

Chatham, Wallaceburg and Lake Erie Ry. Co. (Electric)—J. N. McKendry, H. L. Dunn, A. D. Brooks, F. Denton, Toronto, are applying at the current session of the Dominion Parliament for an act incorporating a company under this title to construct an electric railway to connect Chatham, Wallaceburg, Dresden, Petrolea, Rondeau and Blenheim, Ont. (Mar., pg. 95.)

Detroit River Bridge.—E. Burton, chairman of the U.S. Congress committee on rivers and harbors, in a recent interview said he was opposed to the erection of a single pier in the Detroit river, and thinks there would not be any difficulty in spanning the river with a bridge giving 135 ft. clear space over the water. A single span across the river would remove every objection the vessel-men could offer. (May, pg. 147.)

Duluth, Virginia and Rainy Lake Ry.—A press report states that this line will be completed to Pelican lake, about 45 miles south of Koochiching, on Rainy River, Minn., opposite Fort Frances, Ont., during June. (May, pg. 147.)

Edmonton St. Ry. (Electric).—The application of the E. S. Ry. Co., which is really the town council, for an act authorizing the construction of electric railways anywhere within 50 miles of Edmonton, Alta., was defeated in the Railway Committee of the House of Commons. The Company has a perpetual franchise to construct electric railways within 10 miles of Edmonton. (May, pg. 147.)

Flathead Valley Ry. Co.—W. F. Teetzel, D. La Bau and P. E. Wilson are applying at the current session of the B.C. Legislature for the incorporation of a company with this title to construct a railway from the Flathead river, near the International boundary, to the Crow's Nest Pass line of the C.P.R., near Elko, B.C. (Mar., pg. 95.)

Fraser River Bridge.—We were advised, May 8, that the contractors for the substructure of this bridge at New Westminster for the B.C. Government, expected to have their work completed early in June. The erection of the superstructure by the Dominion Bridge Co., Montreal, will be proceeded with at once. (May, pg. 147.)

Gaspe and Western Ry. Co.—G. T. Smith, of Quebec; C. A. Gauvreau, M.P., Isle Verte, Que.; J. A. Ross, M.P., Ste. Flavie Station, Que.; O. E. Talbot, M.P., St. Michel de Bellechasse, Que., and E. W. Tobin, Brompton Falls, Que., are applying at the current

session of the Dominion Parliament for the incorporation of a company with this title to construct a railway from Fraserville, near Riviere du Loup, on the I.C.R., to Gaspe Basin. (Feb., pg. 39.)

Grand Valley Ry.—The section of the line between Brantford and Paris, Ont., was placed in operation May 13. (Feb., pg. 39.)

Guelph and Georgian Bay Ry. Co.—G. B. Ryan, J. M. Duff, A. F. H. Jones, R. L. Torrance, J. H. Hamilton, J. M. Taylor, J. E. MacElderry, J. Kennedy, N. Higginbotham, J. Keleher, A. Stewart, H. Gummer, J. I. MacIntosh, J. W. Lyon, H. McMillan and D. Guthrie, Guelph, Ont., are applying at the current session of the Dominion Parliament for an act incorporating a company to construct a railway, to be operated by steam or electricity, from Guelph to Owen Sound, with branch lines to Meaford and Orangeville. The Company intends endeavoring to acquire the Guelph Electric Ry., and in connection with it to construct a line to Erin and Hespeler, via Puslinch lake. (Mar., pg. 95.)

Gunflint and Lake Superior Ry.—D. J. Arpin, Grand Rapids, Minn., is President, and W. Scott, Secretary, of a company which has secured incorporation in Minnesota, to construct a railway from near Gunflint, on the International boundary, to Lake Superior. Gunflint Narrows is the point on the Canadian boundary to which the Duluth extension of the Canadian Northern Ry. extends, 86

miles from Port Arthur, Ont., and which line was originally planned to extend to Duluth, Minn.

Halifax Electric Tramway.—A special committee of the Halifax city council has been investigating the powers of the council in regard to the Tramway Co., and as a result suggests that legislation should be sought to require the Company to make a deposit with the city as security for the proper up-keep of the road-bed, and to compel it to live up to an approved time-table.

The new plant, which is in progress of installation at the power house, is expected to be ready for operation by Nov. 1. Of the additional power which will be generated, 300 h.p. will be utilized for the street railway purposes. The enlarged power house is 110 ft. by 126 ft., the addition being 45 ft. by 110 ft. (Nov., 1902, pg. 382.)

Halifax and Southwestern Ry.—The surveyed route, from a junction with the I.C.R. at Bedford, N.S., to the head of St. Margaret's bay, via English Corner, has been abandoned, and instead the line will be constructed from the I.C.R. at the west end of the yard in Halifax in a direct line to the head of St. Margaret's bay, via the Chain lakes. The route as surveyed between the head of St. Margaret's bay and Mahone has not been altered, and nothing definite has been settled with regard to the route from Bridgewater to Barrington Passage. The Halifax city council has voted to pay the amount of the land

damages from Dutch Village to the city, less \$5,000 voted by the rural municipality. A contract for grading from Mahone Bay, on the Central Ry. of N.S., owned by Mackenzie, Mann & Co., easterly for 40 miles, has been let to Angus Sinclair, and press reports state that McDonald & Mitchell, of Williamstown, Ont., have a contract between Halifax and Chester. Labor is reported to be scarce. Contracts have been let for ties for 60 miles of line, and we are advised that it is expected to get track laid this year between Halifax and Mahone, and from Bridgewater to Liverpool; this, with the 13 miles of the Central Ry., which will be used between Mahone and Bridgewater, will give Liverpool a direct line into Halifax. (May, pg. 147.)

Halifax and Yarmouth Ry.—We are advised that the work of ballasting, etc., on the line as required by the Provincial Engineer, has been completed, and passenger trains have been operated for some time over the whole line from Yarmouth to Barrington Passage, N.S., 50 miles. (May, pg. 147.)

Hamilton and Caledonia Ry. (Electric).—In connection with the Company's application to the Ontario Legislature for an exten-

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MONTREAL TO LIVERPOOL

Canada	June 13th	July 18th	August 22nd
Kensington	" 20th	" 25th	" 29th
Dominion	" 27th	Aug. 1st	Sept. 5th
Southwark	July 4th	" 8th	" 12th

BOSTON TO LIVERPOOL

Commonwealth	July 2nd	July 30th	August 27th
New England	" 9th	Aug. 6th	Sept. 3rd
Mayflower	" 16th	" 13th	" 10th
Columbus	" 23rd	" 20th	" 17th

BOSTON TO MEDITERRANEAN

Vancouver	June 6th	July 18th	August 29th
Cambroman	" 20th	Aug. 8th	Sept. 19th

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sion of time to construct its line from Hamilton to Selkirk, Ont., it was stated that construction was expected to be commenced this year. The Railway Committee struck out the clause giving the Company permission to operate its cars on Sundays. Permission is also asked to change the name of the Company to the Hamilton, Caledonia and Lake Erie Ry. Co. (Mar., pg. 95.)

Hamilton, Grimsby and Beamsville Electric Ry.—The new power plant at Grimsby has been tested and found satisfactory. Application is being made by the village council at the current session of the Ontario Legislature for an act ratifying the agreement made changing the route of the line through the village. (May, pg. 147.)

Huron, Erie and Buffalo Ry. Co.—J. H. Walker, A. Leslie, J. H. Coburn, J. H. Simpson and F. W. Stevens, of Detroit, Mich., are making application at the current session of the Dominion Parliament for the incorporation of a company with this title, to construct a railway from near St. Thomas to the Niagara river, or to a point on Lake Erie near Fort Erie, Ont., and from near St. Thomas to near Sarnia, Ont. Power is also sought to acquire bridges across the Niagara or the St. Clair rivers with their connecting railways. The applicants are connected with the Pere Marquette Rd., which recently acquired the Lake Erie and Detroit River Ry. The lines proposed to be constructed are to give a short route between Sarnia and St. Thomas, and to extend the line to the International boundary. Representatives of the Pere Marquette Rd. are interested in an application to construct a bridge over the St. Clair river at Amherstburg, Ont. The L. E. and D. R. Ry. has a charter to construct a line from St. Thomas to the Niagara river, but it is bound to run to the Niagara river, and other points. (See Detroit river bridge, April, pg. 119; Lake Erie and Detroit River Ry., Mar., pg. 95.)

Huron and Ontario Ry.—The application for the revival of this charter at the current session of the Dominion Parliament is being made by A. McK. Cameron, of Meaford, Ont.; A. E. Scanlon, Bradford, Ont.; H. J. Rolston, Shelburne, Ont.; W. Laidlaw, Durham, Ont.; H. H. Miller, Hanover, Ont.; M. McNamara, A. B. Kline, D. Robertson, Walkerton, Ont.; J. G. Murdock, Lucknow, Ont.; A. Malcolm, Kincardine, Ont.; J. M. Roberts, Goderich, Ont.; J. Humbertson, Ripley, Ont.; J. Gillies, Teeswater, Ont.; R. J. Sproule, Flesherton, Ont. (Feb., pg. 39.)

Intercolonial Ry.—The double-tracking of the line between Richmond and Rockingham, N.S., 2.45 miles, is necessitated by the heavy traffic on the line between Halifax and Windsor Jct. Tenders are under consideration. The excavation will be partly in rock and partly in earth, and stone wall protection will be required along Bedford basin. The line curvature will be reduced, and the line considerably improved, particularly at Birch Cove, where there is now a sharp curve. The track will be laid with 80-lb. rails, and the work is required to be finished by Aug. 31. The work of double-tracking will likely be continued to Windsor Jct., 13.25 miles from Richmond.

A deputation from Sydney Mines waited on the Minister of Railways May 9 in reference to the projected extension of the line to that town, and reports that Mr. Blair stated that the Government would construct the line.

A new car shop is being erected at Moncton, N.B., by Rhodes, Curry & Co., of Amherst, N.S.

The branch line from Riviere Ouelle Station to St. Denis wharf, Que., is reported to be about ready for the rails, and track is expected to be laid and the line in operation for the tourist travel this year.

Tenders are being considered for the erec-

tion of baggage and express rooms at Levis, Que.

We were recently advised that no definite decision had been reached in regard to a projected extension of the Rimouski branch to Father Point wharf, Que. (May, pg. 147.)

Irondale, Bancroft and Ottawa Ry.—During the current year a large number of new ties will be put in, some trestles will be filled, curves straightened out, the decks of the wooden bridges removed, and a considerable quantity of ballasting will be done on this line, which extends from Kinmount Jct., on the G.T.R. Haliburton line, to Bancroft, 47½ miles. It is also proposed to construct 2½ miles of additional line, making altogether 50 miles. The station now at the end of the track will be removed to the new terminal, which will be 2½ miles from Bancroft village, a short distance further than the old one was. We are advised that a preliminary survey will also be made for the continuation of the line to a junction with the Canada Atlantic Ry. at Renfrew. (Nov., 1902, pg. 383.)

Kent Northern Extension Ry.—The incorporators of the Kent Northern Ry. (see under Railway, Finance, etc.), were also given an act of incorporation at the last session of the New Brunswick Legislature as the K.N.E. Ry. Co., and were authorized to construct a line from Kent Jct., on the I.C.R., to Chipman, where a junction could be effected with the Central Ry. of N.B., and the line of the New Brunswick Ry. and Coal Co., about 40 miles. The act will come into force by proclamation, after a deposit of \$20,000 has been made by the company. The principal traffic anticipated will be coal.

Kent Northern Ry.—An act incorporating J. Jardine, R. Phinney, W. D. Carter, G. Robertson and T. Murray under this title, was passed at the recent session of the New Brunswick Legislature. The company has a capital of \$40,000, and power is given to issue bonds to the extent of \$2,500 a mile. The line was sold under foreclosure in Dec., 1902, for \$60,900 cash to T. Ritchie, who, with his colleagues, has since expended \$15,000 upon improvements; and was subsequently sold to the present incorporators. The line is 27 miles long and extends from Kent Jct., on the I.C.R., to Richibucto. (Feb., pg. 41.)

Kingston and Frontenac Ry. Co.—Application is being made at the current session of the Ontario Legislature for the incorporation of a company with this title to construct a railway from Kingston to Loughborough Bridge, with a branch to the Kingston and Pembroke Ry., with power to maintain steamers on all navigable waters touched by the line. McGivern & Haydon, Ottawa, are the solicitors.

Klondike Mines Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the commencement and completion of this line. (May, pg. 149.)

Kootenay, Cariboo and Pacific Ry. Co.—The applicants for the incorporation of this Company when before the Railway Committee of the House of Commons abandoned the proposal to construct a line from Fort Steele to Port Simpson, with branches, and decided to ask power to construct a line from Fort Steele to a junction with a line through the Yellowhead Pass. (May, pg. 149.)

Kootenay Central Ry. Co.—R. L. T. Galbraith, J. A. Harvey, H. Watt, J. B. Langley, W. R. Ross, Fort Steele, B.C., and J. H. King, Cranbrook, B.C., are applying at the current session of the B.C. Legislature for incorporation under this title to construct a railway from Fort Steele via Elko, to the International boundary, and from Fort Steele to Golden. Application is being made to the Dominion Parliament for an extension of time

within which the line authorized by the act of 1901 may be constructed. (Mar., pg. 95.)

Kootenay Development and Tramway Co.—C. M. Buck, E. H. Loyhed, Faribault, Minn., and H. S. Judson, St. Paul, Minn., are applying at the current session of the B.C. Legislature for an act incorporating a company with this title to construct tramways in West Kootenay district, and particularly from Kootenay lake to the headquarters of Duncan river, and from Kaslo to the headquarters of the south fork of Kaslo creek, and from Crawford bay, on Kootenay lake, to the headquarters of Crawford creek.

Lake Erie and Detroit River Ry.—Press reports state that the directors, after the annual meeting of shareholders, decided to proceed with the construction of the line from St. Thomas to the Niagara river and push it to completion as rapidly as possible. We are, however, advised by an officer that he does not believe the reports to be authentic. (Mar., pg. 95.) See also Huron, Erie and Buffalo Ry., this page.

Lake Superior, Long Lake and Albany River Ry.—A deputation representing the promoters, who were accompanied by G. Ashlin of London, Eng., waited on the Ontario Government recently and asked for a land grant of 7,000 acres a mile for the construction of 210 miles of railway from Peninsula harbor, Lake Superior, to deep water on the Albany river. Mr. Ashlin, the Globe report of the interview states, explained that he represented two steamship companies of Liverpool and Glasgow, who had a score or more of idle steamships that were rusting away and doing nothing. These steamship companies desired to put their steamers on the Hudson's bay route, to bring settlers into Canada, and to take back grain. He also claimed that the line could be constructed in 18 months, and announced that the promoters of the enterprise also had a charter to construct a line from Hudson's bay to the Pacific coast, via Edmonton, with a branch via Calgary to the International boundary, which could be completed in five years. The Premier declined to commit himself to any approval of the project, and asked for a full statement of the company's intentions and desires. The Ontario Legislature in 1902 voted \$3,000 a mile for the first 10 miles from Peninsula harbor. (April, 1902, pg. 141.)

Lindsay, Bobcaygeon and Pontypool Ry.—H. W. D. Armstrong has been appointed Chief Engineer, and has opened an office at Lindsay, Ont. A survey party is in the field locating the line from Burketon, 46 miles from Toronto on the C.P.R. Montreal-Toronto line, to Lindsay, and another party is engaged locating the line from Lindsay to Bobcaygeon. The total length of the line is about 41 miles, of which 25 miles lies between Lindsay and Burketon. Among the engineers engaged on the surveys are A. N. Bruce, H. W. Gzowski, W. H. Brunel, and F. Lambert.

The L., B. and P. Ry. Co. was incorporated under a Dominion Act in 1890 to construct a railway from Burketon or Pontypool on the C.P.R. line to Lindsay, and thence to Bobcaygeon. In 1899 the Dominion Parliament voted a subsidy of \$3,200 a mile for 40 miles, and in 1902 the Ontario Legislature granted a subsidy of \$3,000 a mile for 19 miles between Lindsay and Bobcaygeon. In 1900 local municipalities voted the following subsidies: Harvey township, \$3,000; Bobcaygeon, \$11,000; Verulam township, \$14,000; Opps township, \$15,000; Lindsay, \$25,000; Manvers township, \$5,000; total \$73,000. W. T. Boyd, of Bobcaygeon, is President of the company, and T. A. Stewart, of Lindsay, is Secretary. The other directors are also local men. There is little doubt that fresh blood has recently been infused into the company, but no information as to who is providing the money is available. The line when built will

be operated by the C.P.R., and it is probable that that company, or people closely allied with it, are behind the present movement. Clarke, Bowes & Swaby, solicitors, Toronto, are acting for the persons interested, and have made the arrangements for the surveys, etc. (April, pg. 119.)

London and Port Stanley Ry.—See under Railway Finance, Meetings, etc.

Manitoulin and North Shore Ry.—We are advised that it is not anticipated there will be any construction on this line during the current year.

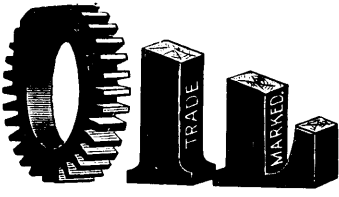
Manitoba Lines.—J. J. Hill, President of

the Great Northern Ry., U.S., and also of the Northern Securities Co., the latter of which was recently declared an illegal corporation, holding the control of the Northern Pacific Ry. as well as of the G.N. Ry., was interviewed recently in Montreal, and stated that neither the G.N. Ry. nor the N.P. Ry. proposed building into Manitoba, nor were these companies interested in any projects to construct lines in Manitoba. The projected lines referred to are those which the Avondale-Brandon Central Ry. Co. (May, pg. 145) and the Midland Ry. of Manitoba (May, pg. 149), are authorized to build.

Midland Ry. of Nova Scotia.—See North Colchester Ry.

Minneapolis, Superior, St. Paul and Winnipeg Ry.—U.S. press reports state that the promoters have arranged the financial part of their undertaking, and will commence construction at an early date. (Aug., 1902, pg. 265.)

Monkland Mills Spur.—The Fergus, Ont., town council recently considered propositions for putting in a spur to Monkland Mills. The C.P.R. estimated the cost at \$7,500, and would allow the G.T.R. equal rights as to operation; while the G.T.R. put in an esti-



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The Government Crop Bulletin issued Dec. 12th, 1902, gives the following statistics for the year:

CROPS.		
ACRES.	AVERAGE YIELD.	TOTAL.
Wheat..... 2,039,940	26. bus.	53,077,267 bus.
Oats..... 725,060	47.5 "	34,478,160 "
Barley.... 329,790	35.9 "	11,848,422 "
Potatoes.. 22,005	157 "	3,459,325 "

STOCK.

Number of stock in the Province, July 1, 1902:

Horses..... 146,591	Sheep..... 20,518
Cattle..... 282,343	Pigs..... 95,598
Value of Dairy Products..... \$926,314	

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mate at \$11,000, afterwards reduced to \$7,500, but desired exclusive rights for operation. The cost of right-of-way is being considered by the council.

Montreal-Longueuil Bridge Co.—W. H. Dandurand, S. T. Willett, J. Cochrane, P. Galibert, O. Faucher, R. Forget and J. Perault are applying at the current session of the Dominion Parliament for the incorporation of a company to construct a bridge across the St. Lawrence river between Montreal and Longueuil, and to provide railway terminals in Montreal. The bridge proposed to be constructed would have a clear headway of 150 ft. for 800 ft., and the company asks power to charge tolls. (April, pg. 119.)

Montreal Northern Ry.—At the last session of the Quebec Legislature an act was passed incorporating a company to construct a railway from Ste. Agathe, on the C.P.R., Labelle branch, 64 miles from Montreal, south-westerly to Lachute in the Ottawa valley. The length of the projected line is 52 miles, and it will cross the Montford and Gatineau line of the Great Northern Ry. at Chapleau. Contracts are reported to have been let for the construction this year of 25 miles of line from Ste. Agathe. Lawton Work, of New York, is President of the Company, and is interested in the pulp and paper mills at Ste. Agathe. A line has been constructed connecting these mills with the C.P.R. line.

Montreal and Southern Counties Ry. (Electric)—A charter for the construction of this line was granted by the Quebec Legislature in 1897, and covers practically the whole of the south shore of the St. Lawrence and the Eastern townships. A. J. de B. Corrievau, who has been active in promoting the project, says capital has been secured in the U.S., and that construction will be commenced this year on lines from Montreal to Valleyfield, and Montreal to St. Johns, Que. (Feb., pg. 47.)

Montreal Subway Co.—A return recently presented to the Dominion Parliament gave information regarding the plans of the projected tunnel under the St. Lawrence. The plans were deposited with the Minister of Railways in Jan., and showed that the tunnel would extend from Montreal south, in an open cut to a portal, thence by tunnel under the shallow channel south of St. Helen's island, and under the easterly end of St. Helen's island to the north shore of the river near Monarque st., continuing to St. Louis st., where it is intended to have yards. The total length of the tunnel would be 21,368 ft. (Feb., pg. 43.)

Montreal Terminal Ry. (Electric).—Construction has been in progress for some time on the concrete arch under the C.P.R. embankment at Forsyth st., and it is expected that the city and suburban tracks of the M. T. Ry. will be connected at an early date, and the service placed in operation. (May, pg. 150.)

Morrissey, Fernie and Michel Ry. Co.—C. A. Holland, G. H. Barnard and B. G. Goward, of Victoria, B.C., are applying at the current session of the B.C. Legislature for the incorporation of a company with this title to construct a railway from Fernie, via the Elk river valley to Morrissey creek, thence to Lodgepole creek and Flathead river to the International boundary; and from Fernie to 28 miles north of Michel creek. (Jan., pg. 21.)

New Brunswick Coal and Ry. Co.—Recent press reports stated that the line from Chipman to Newcastle, 15 miles, would be ready for operation early in June. In the act of incorporation it was provided that as a condition of the Government guaranteeing the bonds it might insist on the Company taking over the Central Ry., from Norton to Gibson, 45 miles. An option on the C. Ry. was obtained for \$180,000. At the current session

of the New Brunswick Legislature an act was passed authorizing the Government to guarantee principal and interest of \$200,000 of 1st mortgage bonds on the line of the C.N. Ry. This will enable the N.B.C. and Ry. Co. to take over the line. (May, pg. 150.)

Niagara, Queenston and St. Catharines Electric Ry. Co.—J. N. McKendry, H. L. Dunn, A. D. Brooks, F. Denton, of Toronto, are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct electric railways connecting Niagara, Queenston and St. Catharines, Ont. (April, pg. 121.)

North Colchester Ry.—We were recently advised that with the possibility of some slight modifications the line had practically been determined on, and will take the Waugh's river route from Earltown, N.S., striking the I.C.R. about a mile east of Tatamagouche station, and running thence to the narrows of Barrachois harbor. This line would in reality be an extension of the Midland Ry. of Nova Scotia. (Feb., pg. 45.)

Nova Scotia Eastern Ry.—The plans at present prepared are for a line turning from Dartmouth easterly to Chezzetcook, north to Middle Musquodoboit, running along the bank of the Musquodoboit river north-easterly to Upper Stewiacke, and from there to Trafalgar. Then it will run east along the St. Mary's river to Melrose and down to Guysboro, through Boyleston and Manchester and up to Mulgrave. A branch is projected from below Melrose down to Isaac's and Country harbor, and another starting at Melrose will run north-west to New Glasgow, where it will join the I.C.R. A bridge across the narrows of Halifax harbor is being planned, so that an entrance will be obtained into Halifax. It is not likely that construction will be commenced on the railway before 1904. (May, pg. 150.)

Orford Mountain Ry.—Construction work is reported to have been recommenced on the extension of the line from Kingsbury to Windsor Mills, Que., about 7½ miles. (Feb., pg. 45.)

Ottawa, Northern and Western Ry.—Tracklaying has been commenced, and on May 9 we were advised that two miles had been laid, and that track was being laid at the rate of about ¾ of a mile a day. Grading was being proceeded with between Blue Sea lake and Maniwaki, about eight miles. It is expected that the extension from Gracefield to Maniwaki will be completed by Sept. (May, pg. 150.)

Ottawa, Ont., Electric Ry.—Press reports state that the city council will give permission for the double-tracking of the line, if the company will agree to provide rails of a standard acceptable to the City Engineer. (Feb., pg. 45.)

Owen Sound.—Two propositions have been made for the construction of an electric railway at Owen Sound, Ont. W. Robinson, said to be representing Philadelphia, Pa., people, says a line in Owen Sound would cost about \$200,000, and suggests that a branch line to Meaford should be constructed in connection with it. A New York syndicate has also before it a project for an electric line in the town, and will probably make a proposition at an early date.

Pacific, Northern and Eastern Ry. Co.—J. Irving, H. F. Bullen, F. B. Gregory, of Victoria, B.C., are applying at the current session of the B.C. Legislature for the incorporation of a company with this title to construct a railway from Hazelton to the northern boundary of B.C., near Teslin lake, and from Hazelton to the eastern boundary of the province via Peace river or Pine river pass. (Jan. pg. 23.)

Pere Marquette International Bridge Co.—J. A. Walker, A. Leslie, J. H. Coburn, of

Walkerville, Ont., and J. W. Stevens, Detroit, Mich., are applying at the current session of the Dominion Parliament for the incorporation of a company with this title to construct a bridge over the Detroit river at Amherstburg, Ont.

The Portland Rolling Mills Co. was, at the last session of the New Brunswick Legislature, given power to construct a railway from its works to a junction with the St. John Bridge and Ry. Extension Co.'s line.

Prince Edward Island Ry.—We were recently advised that the grading on the Murray Harbor branch was practically completed. Ballasting the 20 miles on which track was laid in 1902, will be gone on with, and on its completion tracklaying will be resumed. It is expected that the line will be completed this year to Southport, the southern end of the bridge over the Hillsboro river now under construction. It is expected that tenders will be asked for placing sidings and erecting stations on the branch during the summer. (May, pg. 151.)

Quatsino Ry. Co.—W. M. le P. Trench, Sidney, B.C., W. C. Spicer, H. Croft, C. A. Bury, Victoria, B.C., are applying at the current session of the B.C. Legislature for an act incorporating a company with this title to construct a railway from Hardy bay or Fort Rupert to the west or Rupert arm of Quatsino sound. (Mar., pg. 95.)

Reid Newfoundland Co.'s Ry.—A roundhouse is in progress of construction at the west end station in St. John's, and a new freight shed is projected.

We were advised April 27 that no decision had been reached relative to the construction of a spur line to a talc deposit at Holyrood. St. John's papers of later dates report that surveys were being made for a spur line from Duff's station to the deposits; and that "the work of constructing a railway from the mine to the coast, where a pier will be built for shipping purposes, is now being started." (May, pg. 151.)

In connection with the application of the residents of the district that the projected extension of the line from Carbonear to Heart's Content, Nfld., be proceeded with, the Premier recently stated in the Newfoundland Legislature that according to the terms of the agreement of 1898 between the Government and R. G. Reid, it was provided that so soon as he proved to the government that a line was necessary in any district, and that the business interests of the public warranted it, the government had to approve of such a line, and pay for it, as built by him. In 1902 Mr. Reid showed that two trains daily to Carbonear did not pay, and it was therefore out of the question that an extension to Heart's Content would pay. A motion to construct the line was defeated by 17 to 4. (May, pg. 146.)

Restigouche and Western Ry.—The Nova Scotia Legislature has passed an act authorizing a Provincial guarantee of bonds to the extent of \$5,000 a mile for 50 miles, such bonds not to exceed one-third of the cost of the line. It is provided that the line shall be first-class in every respect, the bridges to be of steel with stone abutments, and the track to be laid with 60 lb. rails.

T. Malcolm, of Edmundston, N.B., recently stated that men were at work all the winter getting out ties and timber, and that surveyors were completing surveys and plans. The line will traverse the table lands of the centre of the province, and to reach these, 900 ft. above the Grog Brook valley, a gradient of from ½ to 1% a mile will be required. There will be one tunnel of 450 ft. long about eight miles from Grog Brook, and probably other tunnels will be found necessary. (Feb., pg. 46.)

St. John, N.B., Ry.—Application has been made to the local councils to extend the St.

John Ry. from the Suspension bridge to Carleton and through Lancaster, and the matter is under consideration. (Feb., pg. 47.)

St. John's (Nfld.) Street Ry.—It is proposed to operate electric cars on the storage battery system between Fort William and Octagon, and press reports state that the cars may be run as far as Topsail. (Feb., pg. 47.)

St. John Valley and Riviere du Loup Ry.—At the last session of the New Brunswick Legislature an act was passed reviving the charter of this company, and authorizing it to commence construction within three years. (Nov., 1902, pg. 386.)

Sandwich, Windsor and Amherstburg Ry.—The through service between Windsor and Amherstburg, Ont., was commenced May 9. The run is 17½ miles, and the extension just completed is 12½ miles long. (May, pg. 151.)

Southern Central Pacific Ry. Co.—Application is being made at the current session of

the Dominion Parliament by E. F. B. Johnston, J. Miller, Toronto; W. H. Moore, Winnipeg, and J. B. MacLennan, Cleveland, O., for the incorporation of a company with this title, to construct a railway from Vancouver northerly and easterly, via Kootenay pass, to Old Man river, and thence to Churchill river, Hudson's bay. (Feb., pg. 47.)

The Standard Coal and Ry. Co., which was incorporated at the last session of the Nova Scotia Legislature, includes among its stockholders: Sir M. Daly, R. E. Harris, Halifax; H. J. Logan, M.P., Amherst, N.S.; C. P. Harris, Moncton, N.B.; H. Gillespie, J. F. Outhit, P. A. Holmes and W. H. Magee, Parrsboro, N.S. A meeting was held in Parrsboro, May 8, for organization. The proposed capital is \$3,000,000, and operations are expected to be commenced at once. The Company has power to construct a railway from Athol to Parrsboro, thence to Truro, with a branch to tap the River Herbert mines.

Tomiskaming and Northern Ontario Ry.—We were advised on May 11 that the location surveys had reached the 74th mile going north, touching Lake Temagamingue at mileage 72, and had completed 20 miles going south from New Liskeard, Ont. There is a link of about 18 miles to be completed between the two points, on which work is in progress. It was estimated that 40 miles of the grade would be ready for tracklaying by June 1, and that tracklaying would be commenced immediately thereafter. Owing to the satisfactory progress made with the grading, it is expected that 70 miles of track will be laid by the end of the season, or 10 miles more than the contract calls for. In order to provide for this extra track an additional order for 1,500 tons of steel rails has been placed.

Terminal facilities will be provided for the line at North Bay, under agreement with the C.P.R. That Company's yard and station will be used, and its officials will do all the

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(Continued from third page of Cover.)

- Steam Shovels**
 - James Cooper Montreal.
 - W. H. C. Mussen & Co. Montreal.
- Steel**
 - James Cooper Montreal.
 - B. J. Coghlin & Co. Montreal.
 - Wm. Jessop & Sons Sheffield, Eng.
 - Rice Lewis & Son Toronto.
- Steel Buildings**
 - Dominion Bridge Co. Montreal.
- Steel for Springs**
 - James Hutton & Co. Montreal.
- Steel Plate**
 - Jas. W. Pyke & Co. Montreal.
- Steel Tires**
 - B. J. Coghlin & Co. Montreal.
 - James Hutton & Co. Montreal.
 - Latrobe Steel Co. Philadelphia, Pa.
 - Jas. W. Pyke & Co. Montreal.
- Structural Metal Work**
 - Dominion Bridge Co. Montreal.
 - Locomotive and Machine Co. of Montreal.
 - Jas. W. Pyke & Co. Montreal.
- Switches**
 - Montreal Steel Co. Montreal.
- Switch Lamps**
 - The Hiram L. Piper Co. Montreal.
 - The N. L. Piper Railway Supply Co. Toronto.
- Switch Ropes**
 - The B. Greening Co. Hamilton, Ont.
- Switch Targets**
 - Acton Burrows Co. Toronto.
- Tanks and Tank Fixtures**
 - Ontario Wind Engine and Pump Co. Toronto.
- Telegraph and Telephone Office Signs**
 - Acton Burrows Co. Toronto.
- Tie Plates**
 - B. J. Coghlin & Co. Montreal.
- Tobacco and Cigars**
 - The Hudson's Bay Company.
- Toilet Paper**
 - The Hudson's Bay Company.
- Tools**
 - Rice Lewis & Son Toronto.
- Track Jacks**
 - James Cooper Montreal.
 - W. H. C. Mussen & Co. Montreal.
 - A. O. Norton Coaticook, Que.
- Track Tools**
 - Canada Switch and Spring Co. Montreal.
 - James Cooper Montreal.
 - Rice Lewis & Son Toronto.
 - W. H. C. Mussen & Co. Montreal.
- Tramway Equipment**
 - James Cooper Montreal.
 - W. H. C. Mussen & Co. Montreal.
 - J. J. Gartshore Toronto.
- Trucks (Electric Car)**
 - Baldwin Locomotive Works Philadelphia, Pa.
 - Montreal Steel Co. Montreal.
- Trucks (Warehouse and Express)**
 - Rice Lewis & Son Toronto.
- Turntables**
 - Dominion Bridge Co. Montreal.
- Varnishes**
 - McCaskill, Dougall & Co. Montreal.
- Vessels**
 - Polson Iron Works Toronto.
- Waste**
 - B. J. Coghlin & Co. Montreal.
 - Rice Lewis & Son Toronto.
 - N. L. Piper Ry. Supply Co. Toronto.
 - The Queen City Oil Co. Toronto.
- Wheelbarrows**
 - James Cooper Montreal.
 - Rice Lewis & Son Toronto.
- Windmills**
 - Ontario Wind Engine and Pump Co. Toronto.
- Window Blinds**
 - The Hudson's Bay Company.
- Wines and Liquors**
 - The Hudson's Bay Company.
- Wire and Wire Rope**
 - Dominion Wire Rope Co. Montreal.
 - The B. Greening Co. Hamilton, Ont.
 - Rice Lewis & Son Toronto.
 - W. H. C. Mussen & Co. Montreal.
 - The Wire and Cable Co. Montreal.
- Wire, Brass and Steel**
 - Dominion Wire Manufacturing Co. Montreal.
- Wire Cloth**
 - The B. Greening Co. Hamilton, Ont.

- Wire, Copper**
 - Dominion Wire Manufacturing Co. Montreal.
 - E. F. Phillips Electrical Works, Ltd. Montreal.
- Wire, Electric**
 - Dominion Wire Manufacturing Co. Montreal.
 - E. F. Phillips Electrical Works, Ltd. Montreal.
 - The Wire and Cable Co. Montreal.
- Wire Goods**
 - Dominion Wire Manufacturing Co. Montreal.
- Wire, Insulated Copper**
 - E. F. Phillips Electrical Works, Ltd. Montreal.
- Wire, Telegraph and Telephone**
 - Dominion Wire Manufacturing Co. Montreal.
 - E. F. Phillips Electrical Works, Ltd. Montreal.
 - The Wire and Cable Co. Montreal.
- Wire, Transmission and Trolley**
 - Dominion Wire Manufacturing Co. Montreal.
- Wood Screws**
 - Dominion Wire Manufacturing Co. Montreal.
- Yachts**
 - Polson Iron Works Toronto.

The Lehigh Valley Rd.'s excellent monthly, The Black Diamond Express, has an article on the Grand Trunk route, in its last issue, in which it mixes itself up thusly:—"The Grand Trunk Ry. and Sir John Van Horne are almost synonymous terms. Except for the 'handle' to his name Sir John is an American of the Americans, shrewd, alert, progressive, large minded, far seeing. No one in America knows better than he the value of men, no one is better skilled in the character-reading art, which can single out the man from the mass; and it is a matter of pride that so many Americans have been drafted into the service."

The report of the revenue and expenditure for Ontario for 1902 shows that the tax on corporations produced the following amounts from transportation companies: sixteen railway companies (including G.T.R. \$13,275.95 and C.P.R. \$12,204.78), \$33,592.81; seventeen street railways \$7,022.24, of which \$4,748 was paid by the Toronto Ry. Co.; three express companies, \$4,400; the Pullman Palace Car Co., \$1,124.09; four telegraph companies, \$1,292.24; and two telephone companies, \$6,375.00.

The new customs regulation relating to baggage from the U.S. went into force May 1. All baggage will now be examined at the boundary, except when checked in bond to Calgary, Alta.; Halifax, N.S.; Hamilton, Ont.; London, Ont.; Ottawa, Ont.; Toronto; St. John, N.B.; Sherbrooke, Que.; Quebec; Levis, Que.; Point Levis, Que.; Winnipeg, Man.; Victoria, B.C.; Vancouver, B.C., and, during the tourist season only, to Banff, Alta.; Gravenhurst, Ont., and Muskoka Wharf, Ont.

The Great Northwestern and the Western Union Telegraph Companies have strung a new no. 11 copper wire between Montreal and New York. The portion between Montreal and Whitehall, N.Y., was strung by the G.N.W.T. Co., which operates in New York State north of a line drawn from Oswego to Whitehall. From Whitehall to New York the wire was strung by the W.U.T. Co.

The Reid Newfoundland Co.'s passenger department has issued a well-illustrated pamphlet descriptive of the fishing and shooting resorts in Newfoundland and Labrador, reached by its railway and steamers.

A new edition of the list of lights and fog signals in the Dominion, corrected to April 1, has been published by the Department of Marine. Copies can be obtained by mariners on application.

The C.P.R. is employing English in preference to Italian laborers on its line. Recently 300 English laborers were distributed at points between Winnipeg and Vancouver for track work.

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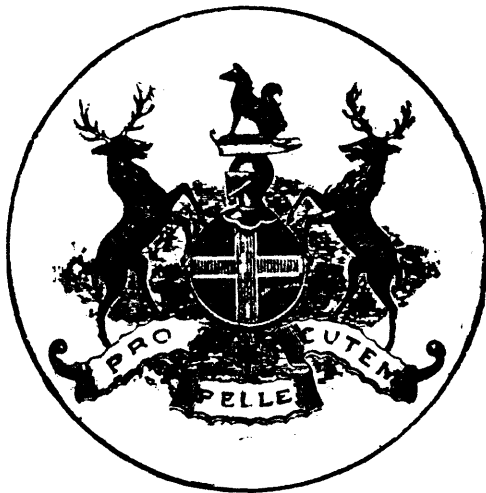
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Ales E. L. Drewry. Winnipeg.	Electric Car Route Signs Acton Burrows Co. Toronto.	Mohair The Hudson's Bay Company.
Anchor Rice Lewis & Son. Toronto.	Electric Cranes Dominion Bridge Co. Montreal W. H. C. Mussen & Co. Montreal.	Nails, Wire Dominion Wire Manufacturing Co. Montreal
Axles James Hutton & Co. Montreal Jas. W. Pyke & Co. Montreal. Rhodes, Curry & Co. Amherst, N.S.	Enameled Iron Signs Acton Burrows Co. Toronto.	Numbers Acton Burrows Co. Toronto.
Babbitt Rice Lewis & Son. Toronto.	Engines, Stationary & Marine Polson Iron Works. Toronto.	Nuts, Cold Pressed, of every shape and finish John Morrow Machine Screw Co. (Ltd.), Ingersoll
Blankets & Bedding The Hudson's Bay Company.	Engraving Acton Burrows Co. Toronto. Toronto Engraving Co. Toronto.	Oakum Rice Lewis & Son. Toronto. The Hudson's Bay Company.
Block & Tackle Dominion Wire Rope Co. Montreal. Rice Lewis & Son. Toronto.	Expanded Metal Expanded Metal and Fire-Proofing Co. Toronto.	Oils Galena-Signal Oil Co., Franklin, Pa., & Toronto. The Queen City Oil Company. Toronto.
Boat Fittings & Hardware Rice Lewis & Son. Toronto.	Express Office Signs Acton Burrows Co. Toronto.	Office Signs Acton Burrows Co. Toronto.
Boiler Covering Mica Boiler Covering Co. Montreal.	Fencing Canadian Steel and Wire Co. Hamilton, Ont. Dominion Wire Manufacturing Co. Montreal. Page Wire Fence Co. Walkerville, Ont.	Packing The N. L. Piper Railway Supply Co. Toronto.
Boilers Polson Iron Works. Toronto.	Fire-Proofing Expanded Metal and Fire-Proofing Co. Toronto.	Pinch Bars The Hiram L. Piper Co. Montreal. The N. L. Piper Railway Supply Co. Toronto.
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Car Wheels Jas. W. Pyke & Co. Montreal. Rhodes, Curry & Co. Amherst, N.S.	Lamps & Lanterns The Hudson's Bay Company. Rice Lewis & Son. Toronto. The Hiram L. Piper Co. Montreal. N. L. Piper Railway Supply Co. Toronto.	Ship Lamps The Hiram L. Piper Co. Montreal. The N. L. Piper Railway Supply Co. Toronto.
Castings Montreal Steel Co. Montreal. Rhodes, Curry & Co. Amherst, N.S.	Launches Polson Iron Works. Toronto.	Ships Polson Iron Works. Toronto.
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Concrete Mixers W. H. C. Mussen & Co. Montreal.	Locomotives (Compressed Air) American Locomotive Co. New York, N.Y. Baldwin Locomotive Works. Philadelphia, Pa. Locomotive and Machine Co. of Montreal	Signals The Hiram L. Piper Co. Montreal. N. L. Piper Railway Supply Co. Toronto.
Contractors' Plant James Cooper Montreal. T. A. Morrison & Co. Montreal. W. H. C. Mussen & Co. Montreal.	Locomotives (Electric) American Locomotive Co. New York, N.Y. Baldwin Locomotive Works. Philadelphia, Pa. Locomotive and Machine Co. of Montreal	Signs Acton Burrows Co. Toronto.
Cotter Pins Dominion Wire Manufacturing Co. Montreal.	Locomotives (Raack) American Locomotive Co. New York, N.Y. Baldwin Locomotive Works. Philadelphia, Pa. Locomotive and Machine Co. of Montreal	Snow Ploughs Rhodes, Curry & Co. Amherst, N.S.
Cross Arms, Top Pins & Side Blocks The Firstbrook Box Co. Toronto.	Locomotives (Steam) American Locomotive Co. New York, N.Y. Baldwin Locomotive Works. Philadelphia, Pa. Canadian Locomotive Co. Kingston, Ont. James Cooper. Montreal. Locomotive and Machine Co. of Montreal W. H. C. Mussen & Co. Montreal The Saxon Engine Works, Chemnitz, Germany.	Spikes Rice Lewis & Son. Toronto.
Crossing Gates The N. L. Piper Railway Supply Co. Toronto.		Springs B. J. Coghlin & Co. Montreal. Montreal Steel Co. Montreal.
Curtains The Hudson's Bay Company.		
Cuts Acton Burrows Co. Toronto.		
Derrick Ropes The B. Greening Co. Hamilton, Ont.		

(Continued on preceding page.)

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